Kent Taylor Civic Hall
Council Chambers
200 NE Second Street
McMinnville, OR 97128

City Council Meeting Agenda
Tuesday, January 27, 2026
7:00 p.m. – City Council Regular Meeting

Welcome! This meeting will be a hybrid (in-person & Zoom) Meeting. However, if you are not feeling well, please stay home and take care of yourself.

The public is strongly encouraged to relay concerns and comments to the Council in one of five ways:

- ***Pre-register** using the online form here: **https://www.mcminnvilleoregon.gov/citycouncil/webform/public-comment-card** (Registration **OPENS** at **5:00 p.m. on the day the agenda is posted, one week before the meeting** and **CLOSES** at **12:00 p.m. the day BEFORE** the meeting // (Any form submitted outside this window will not be addressed);*
- ***Written comments** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting and mailed to (McMinnville City Hall, c/o City Recorder Team, 230 NE Second Street, McMinnville, OR, 97128);*
- ***Digital comments (email)** may be submitted to the City Recorder Team any time up to **12:00 p.m. the day BEFORE** the meeting to CityRecorderTeam@mcminnvilleoregon.gov;*
- *Fill out a **physical public comment card** found at McMinnville City Hall; any time up to **12:00 p.m. the day BEFORE** the meeting, but **not before 5:00 p.m.** on the day the agenda is posted for the following week;*
- *Attend **in person** and fill out a public comment card.*

You can live broadcast the City Council Meeting on cable channels Xfinity 11 and 331, Frontier 29 or webstream here:
mcm11.org/live

CITY COUNCIL REGULAR MEETING:
You may join online via Zoom Webinar Meeting:
https://mcminnvilleoregon.zoom.us/j/87952640929?pwd=GDSD27yvQfOSQVbjPTZKkD0QB4CGOW.1
Or you can call in and listen via Zoom: 1-253- 215- 8782
Webinar ID: 879 5264 0929

7:00 PM – REGULAR COUNCIL MEETING – VIA ZOOM AND SEATING AT CIVIC HALL

1. CALL TO ORDER & ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. INVITATION TO COMMUNITY MEMBERS FOR PUBLIC COMMENT –
   The Mayor will announce that any interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The Mayor may limit comments to 4 minutes per person for a total of 32 minutes. The Mayor will read comments emailed to the City Recorder and then call on anyone who has signed up to provide public comment.

4. PRESENTATION
   a. McMinnville Birthday Presentation – Katherine Huit

5. ADVICE/ INFORMATION ITEMS
   a. Reports from Councilors on Committee & Board Assignments
   b. Department Head Reports
   c. December 2025 Cash and Investment Report (in packet)
   d. Q2 Financial Report (in packet)

e. City Manager Recruitment

6. CONSENT AGENDA
   a. Consider **Resolution No. 2026-02:** A Resolution removing Councilor Dan Tucholsky as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.
   b. Consider **Resolution No. 2026-03:** A Resolution appointing Police Chief Cord Wood as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.

7. RESOLUTIONS
   a. Consider **Resolution No. 2026-04:** A Resolution Authorizing the Interim City Manager to Release Air Easements Affecting Certain Properties Adjacent to Tice Park Along NW 25th Street.

8. ORDINANCES
   a. Consider the first reading with a possible second reading of **Ordinance No. 5169:** An Ordinance adopting the 2025 McMinnville Municipal Airport Master Plan as a supplemental document of the McMinnville Comprehensive Plan, and amending Volume I (Data and Background), Volume II (Goals and Policies), and Volume III (Title 17 of the McMinnville Municipal Code) of the McMinnville Comprehensive Plan (Docket G 2 – 25).
   b. Consider the first reading with a possible second reading of **Ordinance No. 5170:** An Ordinance adopting as amendments to the November 2023 Housing Needs Analysis, the September 2024 Economic Opportunities Analysis, and the December 2025 Framework Plan.
   c. Consider the first reading with a possible second reading of **Ordinance No. 5171:** An Ordinance Amending Chapter 2.28 of the McMinnville Municipal Code to Update the Airport Commission Standing Meeting Schedule.
   d. Consider the first reading with a possible second reading of **Ordinance No. 5172:** An Ordinance Amending Section 2.04.010 of the McMinnville Municipal Code to Adjust the Standing Dates of Regular City Council Meetings.

9. ADJOURNMENT OF REGULAR MEETING

ENTERED INTO THE RECORD
DATE RECEIVED: 01/12/2026
SUBMITTED BY: Kevin Chambers
SUBJECT: 3. Public Comment

From: Kevin Chambers
To: Claudia Cisneros
Subject: CPR PAC Written Statement
Date: Monday, January 12, 2026 4:01:25 PM
Attachments: We sent you safe versions of your files.msg
CPR PAC Counicl Letter January 2026.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Hello Claudia,

See attache a written statement for council from the CPR PAC. Specifically addressing the work session tomorrow.

Thanks!

Kevin

Dear Mayor and City Councilors,

We are following up on the November election and to share our perspective on what the results mean for the future of recreation and pool facilities in our city.

The outcome of the election was incredibly close, a margin of just 13 votes. We do not believe this result represents a mandate to abandon the project. In fact, nearly half of voters supported the measure, and turnout was strong. This tells us there is broad and meaningful community support for addressing the long-standing challenges facing our recreation and aquatic facilities.

Throughout the campaign, our volunteers were out knocking on doors, attending events, and speaking directly with residents. Again and again, we heard that people understand the need to fix our recreation and pool infrastructure. The most common concern was not whether the project was needed, but whether the overall cost felt too high.

We would also note that the election itself came in under budget for the City, meaning there are funds that are ready to use now if we need them. At the same time, every year we delay action, construction costs rise and maintenance backlogs grow, meaning the longer we wait, the more expensive the solution becomes in the long run.

We believe there is a clear path forward. Rather than a full rethinking of the project, we see an opportunity to refine what already exists, bring back a bond with a lower overall cost, and assemble a package that voters can confidently support.

CPR PAC



ENTERED INTO THE RECORD
DATE RECEIVED: 01.13.2026
SUBMITTED BY: John Newberg
SUBJECT: 3. Public Comment

From: John Newberg
To: City Recorder Team
Subject: ICE in McMinnville and Protecting Our Community
Date: Tuesday, January 13, 2026 11:01:29 AM
Attachments: We sent you safe versions of your files.msg
City Council meeting 1-13-26.pdf

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Dear Mayor Morris, and members of the City Council

Please find attached a letter I have prepared and to be included with tonight's meeting.

--
John Newberg, PLS
Newberg Surveying Inc.
1205 NE Evans
McMinnville, OR 97128
503-474-4742
503-474-3752 FAX
[redacted] Cell

From: John Newberg

To: Mayor Kim Morris

Cc: Sal Peralta ; Chris Chenoweth ; Daniel Tucholsky ; Zack Geary ; Jessica Payne ; Scott Cunningham

Subject: ICE in McMinnville and protecting our Community

Dear Mayor Morris and City Council Members:

I am exercising my First Amendment Right by writing this letter.

I moved to McMinnville in February of 1981 and have enjoyed the small town life style and the safety it presented. Since then I have tried to contribute to the community in positive ways.

I have generally felt safe here, but not so much lately, especially in the last 4 1/2 years. I think it is mainly due to the seeing and hearing about the increase in gangs, drugs, homeless population, and mental illness. I think McMinnville is working toward becoming more like the Portland area with a big city attitude. The major result of people making poor choices and mainly having the lack of respect for the law, and knowing they cannot be held accountable for their poor choices. Look at what a mess the big cities like Portland are in.

I am a third generation from when my ancestors immigrated from Norway and Sweden and my wife is a first generation from when her parents emigrated from Germany after WW2 to Oregon. They all came to this country legally! They worked hard and made positive contributions to society during WW1, the Depression, WW2, and the Korean War. My parents and grandparents raised myself and siblings to respect the law, people of authority, teachers, and fellow citizens. My wife and I have tried to instill these qualities to our two sons, who are currently both serving in the military, one as a Coast Guard Rescue Swimmer, the other as an Officer in the U.S. Army. We need to support all of our law enforcement community and not impede the work they are willing to sacrifice for our safety.

I had the opportunity to visit the beaches of Normandy with my wife while our youngest son was stationed in Germany. It was heart breaking to personally see all the graves of those that made the ultimate sacrifice for us and our way of life.

I do not believe the state of Oregon should be a sanctuary state, nor should any city be a sanctuary city. It is so vitally important to know who is coming into our country and for them be willing to accept our laws and principles legally. The first step in solving this problem is to respect the law and others and not make it easier for those that don’t, to hide.

We do all of this in the motto “IN GOD WE TRUST”.

Respectfully submitted,

John G. Newberg

ENTERED INTO THE RECORD
DATE RECEIVED: 01.13.2026
SUBMITTED BY: George Siegfried
SUBJECT: 3. Public Comment

Dunn Chiropractic Clinic
A Pain & Wellness Practice Since 1922

George Siegfried, D.C.
Chiropractic Physician
Since 1983
301 NE Dunn Place
McMinnville, OR 97128
Ph: 503-472-6550
Fax: 503-472-1039
www.nasalspecific.com
www.oregonwellnesscare.com

January 13, 2026

Honorable McMinnville City Council Members

Dear Council Members:

Please vote no to declaring an emergency regarding ICE in McMinnville

Do you believe we are country of laws? Probably the best in the world?

Do you believe that citizenship in the USA is privilege and not a right?

Do you believe that our Congress has the power under our constitution to make laws?

Do you believe that a STOP Sign means STOP? And that if you don't STOP you are breaking the law? And that there are consequences for such infractions?

People who seek US citizenship must abide by our rule of law, just as those of us law abiding citizens do. If not, they do not belong here. Pure and simple.

It is the job of our federal government to enforce our immigration laws.

Therefore, the McMinnville City Council has no right or power to interfere with ICE doing their job, which is to enforce immigration laws. If the city does interfere with the Federal Laws, it may be subject to suits by the Federal Government.

Again, please vote no on this issue.

Thank you for your time and consideration,

George Siegfried, D.C.
Chiropractic Physician

ENTERED INTO THE RECORD
DATE RECEIVED: 01.13.2026
SUBMITTED BY: Kathleen Mika
SUBJECT: 3. Public Comment

From: kathleen mika
To: City Recorder Team
Subject: No emergency!
Date: Tuesday, January 13, 2026 5:20:46 PM

This message originated outside of the City of McMinnville.

Please do not degrade the integrity of our city government. There is NO emergency in the city right now. Do not spend any of our hard earned taxpayer money on this. Philanthropy can be done through appropriate charities.

From: Zack Geary
To: Claudia Cisneros
Subject: FW: 1/13 Council meeting follow up – Redmond, OR facility concerns
Date: Tuesday, January 13, 2026 10:05:13 PM

From: Murilo Martins [redacted]
Sent: Tuesday, January 13, 2026 10:03 PM
To: Mayor Kim Morris <Kim.Morris@mcminnvilleoregon.gov>; Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Chris Chenoweth <Chris.Chenoweth@mcminnvilleoregon.gov>; Daniel Tucholsky <Daniel.Tucholsky@mcminnvilleoregon.gov>; Zack Geary <Zack.Geary@mcminnvilleoregon.gov>; Jessica Payne <Jessica.Payne@mcminnvilleoregon.gov>; Scott Cunningham <Scott.Cunningham@mcminnvilleoregon.gov>; Adam D. Garvin <adam.d.garvin@mcminnvilleoregon.gov>
Subject: 1/13 Council meeting follow up – Redmond, OR facility concerns

This message originated outside of the City of McMinnville.

Dear Mayor, City Manager, and Councilors,

Thank you for your service and for the thoughtful work you are doing to plan the future of our recreational facilities, especially the aquatic center.

At today's meeting, the new Redmond, Oregon Aquatics and Recreation Center was mentioned several times as a possible model for our proposed facility. I would like to share below some relevant data showing that, regarding lap swim space (number of lanes), spectator seating, and deck space, the Redmond facility would represent a significant downgrade from what we currently have.

LAP SWIM SPACE/EVENT HOSTING CAPABILITY COMPARISON

CURRENT MCMINNVILLE FACILITY vs. NEW REDMOND, OR FACILITY

AMENITY	REDMOND, OR	MCMINNVILLE
LAP SWIM LANES	8	13
SPECTATOR SPACE	100	400
DECK SPACE	TBA*	300+ Athletes

* Although Redmond deck space square footage is not listed, photos indicate it will be very limited and unlikely to accommodate major competitions like our facility can.

I fully agree that our current facility lacks a true recreational pool and that this is something

our community needs. However, a new recreational pool should be an addition to our existing offerings—not a trade-off. Reducing the number of lap lanes, spectator seating, and deck space would be detrimental to several of our programs and, more importantly, would severely limit or even eliminate our ability to host competitions and large events.

Earlier this summer, I had a very productive conversation with Councilor Zack Geary, who expressed strong interest in advocating for a design that would provide more lap lanes and greater spectator capacity than the Redmond model. I hope that all of you will find this information helpful as discussions move toward facility sizing, so the differences between the two options are clearly understood.

Thank you again for your time and consideration, and for your continued commitment to serving our community.

Murilo Martins
McMinnville High School
Co-Head Swim Coach
[redacted]
McMinnville, OR
[redacted]

ENTERED INTO THE RECORD
DATE RECEIVED: 01.14.2026
SUBMITTED BY: Kathleen Chitwood
SUBJECT: 3. Public Comment

From: kathleen chitwood
To: City Recorder Team
Subject: Confusion over ICE Enforcement
Date: Wednesday, January 14, 2026 10:39:04 AM

This message originated outside of the City of McMinnville.

Thank you Mayor and City Council Members for the opportunity to give my public testament.
WE are all Created to love one another, with individual rights and responsibilities to uphold the law. Believing in law and order does not equal being against humanity.
I am grateful that our nation and cities are governed by law and order.
This issue of "State of Emergency because of ICE" is not a state of emergency.
The cause of chaos is the result of obstruction of law and order.
We are a sanctuary State and our law enforcement is forbidden to work together with Immigrations officers.
ICE is after criminals and being obstructed by citizen protests and riots are the direct effect of Chaos and Injury, and sometimes Death. If ICE was given the opportunity to work along with law enforcement in Oregon our neighborhoods and businesses would have community again.
The "State of Emergency" is a permission slip to get taxpayer funding to continue obstructing law and order.
I implore this council to set emotions aside apply logic to restore law and order.
Thank you Again,
Sincerely
Kathy Chitwood

ENTERED INTO THE RECORD
DATE RECEIVED: 01.14.2026
SUBMITTED BY: David Chitwood
SUBJECT: 3. Public Comment

From: david chitwood
To: City Recorder Team
Subject: State of emergency request.
Date: Wednesday, January 14, 2026 11:19:05 AM

This message originated outside of the City of McMinnville.

Dear Mayor and city council
I suffered through that emotional display last evening, I was deeply offended that opposing views were not presented equally. These community organizer(s) and educators get into the schools and 'gen' up support that does not accurately represent law abiding residents. There may be people scared of the current situation, but, the cure is NOT declaring a state of emergency. In fact I would argue it would only worsen the current state for affairs. Think about what they are asking, paying agitators that earn there living from the monies extorted from the communities there in.
From my point of view the real answer would be to separate from the states sanctuary status, allow the sheriff and Mac PD to assist ICE getting these convicted, and accused non residents out of the country. That way federal law enforcement can be monitored, warrants scrutinized, and validated. I believe this is the way forward, removes the criminal population much safer allow some measure of safety for those that in fear of removal without due process.

Than you for attention in this matter.
Respectfully
David Chitwood

ENTERED INTO THE RECORD
DATE RECEIVED: 01.14.2026
SUBMITTED BY: Sue Aime
SUBJECT: 3. Public Comment

From: Sue Aime
To: City Recorder Team
Subject: I Support ICE
Date: Wednesday, January 14, 2026 5:14:17 PM

This message originated outside of the City of McMinnville.

Dear Mayor, City Councilors, and City Manager,

General Comments:

I have been to the last two City Council meetings and the only individuals who have provided testimony are those who feel threatened by ICE and want them out of our community, with the exception of one individual per meeting. I know there are others within our community who support ICE. Why were they not allowed to provide testimony? It seems there should be a more fair way for our City Council to administer testimonies?

Testimony:

I support ICE. I believe they should be allowed to perform their job just like our police, sheriff, fire department, me, you, everyone else who has a job.

I was raised to abide by the laws of our city, state, and nation, and I would bet one hundred dollars that you were, too. Abiding by our laws in this highly sensitive situation means that if you want to live in America and receive the benefits, you should do so legally. If I were to make my home in another country, I would have to comply with the laws of that country. Otherwise, they would have the right to deport me.

I know that many immigrants have come into America over the past years illegally, and many have been here for a very long time. My question is why haven't they applied for citizenship so they can stay here legally? Or request a visa or green card? It doesn't seem to be too complicated.

ICE is here to do a job, not terrorize individuals like the media says they do.

- The high school student everyone is talking about created the negative situation. They intentionally blocked a Border Patrol vehicle and then called 911 to have local law enforcement intervene. Why would they do that?
- The situation in Minnesota involved individuals trying to wreck havoc for ICE. Had Good complied with the request from the ICE agent instead of trying to use here car as a weapon, she would be alive today.
- And, the Portland individuals have been linked to the criminal organization Tren de Aragua, giving ICE good reason to apprehend them. Would you want those individuals in your backyard?

However, our media makes it look like ICE are the bad guys. They are here to do their job which is capture illegal immigrants, especially those who are criminals, and deport them.

I do not support initiating a "State of Emergency" against ICE. Doing so will put millions of dollars in federal grant money at risk for renovating our downtown area, and other targeted projects.

We should be able to get along, and not have to resort to these extreme measures.

Thank you for considering my input.
Carole "Sue" Aime
McMinnville Resident

ENTERED INTO THE RECORD
DATE RECEIVED: 01.14.2026
SUBMITTED BY: Mark Davis
SUBJECT: 3. Public Comment

From: Mark Davis
To: City Recorder Team
Subject: Comment for City Council
Date: Wednesday, January 14, 2026 6:39:54 PM

This message originated outside of the City of McMinnville.

Mayor Morris and City Council Members:

I was very disappointed by the process and outcome of the discussion about the meeting date. There was clearly no consensus and two councilors had no opinion. Councilor Payne stated that she would be unable to attend in person and could only participate via Zoom if the meeting was moved to Wednesday, yet you went ahead and changed to that date.

While I think it is wonderful that Zoom is available for attendance when someone cannot make the meeting, if that is your exclusive means of participation, you are going to miss the context of some comments and be unable to "read the room" as it were. By changing the meeting day you are limiting Ms. Payne's ability to participate and reducing her ability to represent those of us who live in her ward.

I have no opinion on what day the Council meets, but I think any change in a meeting date that has worked successfully for decades should take place next January when the new Council takes office, so anyone running knows what to expect when they run for office. Thank you for considering my suggestion.

Mark Davis
[redacted]
McMinnville, OR 97128

From:	Rosemary Roberts
To:	Mayor Kim Morris; Sal Peralta; Chris Chenoweth; Daniel Tucholsky; Zack Geary; Jessica Payne; Scott Cunningham
Cc:	City Recorder Team
Subject:	A follow-up from Tuesday"s council meeting
Date:	Thursday, January 15, 2026 7:18:50 AM

This message originated outside of the City of McMinnville.

Mayor Morris, City Council members,

I am writing today to hopefully provide a note of clarity about the response you received at the City Council meeting on Tuesday, January 13th. We are not trying to make trouble in order to be a burden. We are not randomly verbally attacking anyone. What we are doing is a last ditch effort to get you to HEAR us because, while it is clear that four of you have indeed heard us, there are three of you who continue to make it clear that you are not hearing us.

I want to send my deep gratitude to council members Payne, Peralta, Geary and Cunningham. Ms Payne, your words on Tuesday were very much appreciated, and you made it clear that you have been listening to your constituents and your community. Thank you. Mr Cunningham, Mr Peralta and Mr Geary; you have in the past spoken up and we deeply appreciate your understanding and empathy.

Ms Morris, Mr Tucholsky, and Mr Chenoweth, the three of you have, time and again, attempted to bring the conversation back to “rules" and “laws". My question for you is, whose rules? The federal government is breaking the rules—yes, even breaking the law left right and center with their activity. They are going against the constitution of this country. They are going against the sanctity of states’ rights (what happened to the conservative platform of states’ rights, I might ask? How are you okay with this government overreach?) These are NEW “rules” that change daily on the whim of an aspiring dictator.

You call for decorum, but HOW can you sit by while the human rights of your constituents are being violated? We cannot sit by. We will not sit quietly while you call for decorum while our neighbors are being unlawfully detained, brutalized, intimidated and yes, now, even killed by the federal government. The ability to call for order and rules in this time is a clear sign of your immense privilege that you are able to either not know or not care. Which is it? It can’t really be a lack of knowing anymore; that would imply that you have not been listening to the people who come before you and speak. I don’t want to believe that you are still being willfully ignorant here. The other option is then, that you don’t care. That you are willing to see your constituents’ and community members’ rights, enshrined in the constitution of this country as well as this state, rights that every one of you took an oath to uphold, shattered. And why? I have to ask. Why is this amorphous concept of “order” and “rules” more important than human dignity and basic human rights?

Mr Tucholsky, you spent your speech time on Tuesday, not engaging in good-faith rapport or demonstrating any kind of understanding of the situation, but complaining that we are not talking to you personally. I would like to point out that I sent an email to you all on November 11th asking for some clarity about how local law enforcement is to respond to the growing presence of ICE in our community. I had originally meant my email to go to Sheriff Elliott, because of a particular incident where ICE agents violently detained a community member while a Sheriff’s deputy looked on, but I was encouraged to copy our local city government as well, so I did. You, Mr Tucholsky, replied to me with ignorance of the entire situation, saying you did not know what I was talking about and you were suspicious about what was “really going on.” Is that the type of response you think elicits a desire to communicate directly with you? I can’t be the only one you have brushed off in that way.

Mr Chenoweth, you spent your speech time, also not engaging in good-faith rapport with your constituents, but disparaging and defaming a local nonprofit who is doing more to build bridges and support the community than you all on City Council will ever be able to do. Did I mishear, or did you imply that we are paid protestors? I could hardly believe my ears. Do you have any idea what we give up to support our community out there? To do what our government and local law enforcement SHOULD be doing, but aren't?

Mayor Morris, you at least will not outwardly disparage your community, and we appreciate that, but your

continued reliance on this concept of rules and laws, not acknowledging that the rules and laws are ALREADY being broken on the federal level, is, once again, either a sign of ignorance or a sign that you know and understand very well what is going on, and you support it.

My question to you all is, which is it? Are you truly not hearing and not understanding what is happening? Or are you in full support of your constituents' human rights and rights given by the constitution of this country being violated?

At some point we need to say screw the rules! Nazi soldiers were just "following the rules" right? I hope you all can agree now that those who pushed back against Hitler were doing the right thing. Those of you supporting these "rules" that are being re-created every day by this administration, and the havoc they are wreaking in our country, are going down on the wrong side of history. And at this point, not acting at all is being complicit in upholding a fascist government takeover. There is no way around that.

We will not sit quietly while our neighbors are taken unlawfully, and YES, some of them have been taken UNlawfully. Will you please at the very least acknowledge that basic fact?

Thank you for your time,
Rosemary Roberts

From: Zack Geary
To: Claudia Cisneros
Subject: Fw: Meeting
Date: Thursday, January 15, 2026 11:20:44 AM

From: MARTHA SANTOYO [redacted]
Sent: Thursday, January 15, 2026 10:05 AM
To: Chris Chenoweth <Chris.Chenoweth@mcminnvilleoregon.gov>
Cc: Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Mayor Kim Morris <kim.morris@mcminnvilleoregon.gov>; Daniel Tucholsky <Daniel.Tucholsky@mcminnvilleoregon.gov>; Zack Geary <Zack.Geary@mcminnvilleoregon.gov>; Jessica Payne <Jessica.Payne@mcminnvilleoregon.gov>; Scott Cunningham <Scott.Cunningham@mcminnvilleoregon.gov>
Subject: Meeting

This message originated outside of the City of McMinnville.

Good morning, Mr. Chenoweth,

I have given considerable thought to how to write this email. During the council meeting on January 13, 2026, you mentioned that if we had any concerns or wished to share our perspective on ICE activities in McMinnville, we should reach out. I am deeply saddened by the negative perception you seem to hold of us. My Hispanic community comes here to work and support their families. While it is true that some individuals commit serious crimes, not all are criminals. Many are hardworking people who contribute positively to society.

You mentioned having someone close to you who was detained, and I am sure you witnessed the desperation of that family. I have experienced it firsthand; the trauma can last a lifetime, especially when you are only 19 years old with two babies. We are simply asking for your support for the Hispanic community. Despite the government's threat of funding cuts, please remember that many Hispanics work in the fields to sustain the economy.

We do not wish to interfere with ICE operations; we only ask that they identify themselves with their badge numbers, stop wearing masks, and refrain from changing their license plates. There is ample evidence of these practices. I know you have a big heart and have placed

yourself in a challenging situation, but please consider the mental suffering we endure, particularly high school students.

It is heartbreaking to receive calls at my immigration office, where I work as a paralegal, and hear wives and children crying because their loved ones have been detained. Please consider helping us, even if we are just addressing some of the points we discussed at the meeting. Please declare a state of emergency.

Thank you for your attention on this matter. Have a wonderful weekend.

/s/ Martha Villalobos
Martha Villalobos | Paralegal
Vanesa Pancic
George Senft
Alan Biedermann
Juana Castro- Certified Bankruptcy Assistant
PANCIC LAW
Attorneys at Law
278 SE 2nd Avenue
Hillsboro, OR 97123
1923 Broadway St
Vancouver, WA 98863
Phone: [redacted]
Fax (503) 848-9613
[redacted]
www.panciclaw.com

From: Zack Geary
To: Claudia Cisneros
Subject: Fw: council meeting 1/13/2026
Date: Thursday, January 15, 2026 1:40:32 PM

From: Larry Weirich [redacted]
Sent: Wednesday, January 14, 2026 4:36 PM
To: Mayor Kim Morris <kim.morris@mcminnvilleoregon.gov>; Sal Peralta <sal.peralta@mcminnvilleoregon.gov>; Chris Chenoweth <chris.chenoweth@mcminnvilleoregon.gov>; Daniel Tucholsky <daniel.tucholsky@mcminnvilleoregon.gov>; Zack Geary <zack.geary@mcminnvilleoregon.gov>; Jessica Payne <jessica.payne@mcminnvilleoregon.gov>; Scott Cunningham <scott.cunningham@mcminnvilleoregon.gov>
Subject: council meeting 1/13/2026

This message originated outside of the City of McMinnville.

My take on the council meeting last night. A DISASTER! I am standing strong behind our mayor with 1 exception. She needs to get control of her council chamber. The mayor has the power and authority to govern the decorum of the council meeting in my opinion and along with others, has failed to do that. That is sad because of how the meeting got progressively out of hand and literally was a disgrace to watch. All the clapping, yelling of obscenities, being grossly disrespectable, and lack of control made for a very negative evening. What a terrible precedent to set. We need to go back to the previous meeting rule of no clapping, no verbal comments after a speaker has finished and adhere to that rule. Several months ago I attended the meeting where that rule went by the wayside. The mayor commented on the audience response of the first speaker and the other side got up to speak and from that point on clapping and verbal response was allowed. We have all seen how the meeting decorum has went down hill from that point on. Mayor Morris, please use your authority and stop this nonsense. The community members need to be told what the rules are at the start of the meeting and then when they violate the rules have police officers remove them from the building. It is a fairly simple and fair process. These people that incited all of the chaos last night have no respect for anyone that doesn't agree with their twisted and misinformed opinions on the subject of contention last night. The council and mayor have repeatedly told and explained to this group of radicals what the position of MPD is in this matter. They CAN'T interfere, but because they don't like that answer they continue to mouth off and show nothing but disrespect for authority.

The other comment I will make is concerning council member Sal Peralto. During the time of Tod Butterfields comment on Zoom and when each speaker was finished and started the clapping and verbal spewing of hate he was sitting there with that cheesy half grin, half smirk on his face clearly showing his distain for Todd's comments and when the hate spewing was

going on it was like I would like to be out there with you mouthing the vulgar trash. Pathetic!! I don't know what planet councilor Cunningham was on but it certainly wasn't this one! A huge shout out to councilors Chenoweth and Tucholsky. Your comments and opinions were right on the money and nothing but the truth. So good to hear common sense being spoken and not afraid to make it public.

I hope the mayor and council can take control of any future meetings and stop this obscene behavior that I witnessed last night.

Thank you
Larry Weirich

ENTERED INTO THE RECORD
DATE RECEIVED: 01/22/2026
SUBMITTED BY: Peter Howland
SUBJECT: 3. Public Comment

From: PETER HOWLAND
To: City Recorder Team
Subject: Library Improvements and the proposed revised ballot measure.
Date: Thursday, January 22, 2026 4:59:34 PM

This message originated outside of the City of McMinnville.

To the City Council:
My name is Peter Howland, and I have lived in McMinnville for approximately 40 years. I am a volunteer and patron of the McMinnville Public Library.
I am disappointed to learn that in the revised proposed ballot measure funds for much needed Library improvements may be eliminated. To me, that is NOT acceptable.
The McMinnville Library is far too small for the size of this community. The addition to the original Carnegie Library is not adequate for the volume of use by today's City of McMinnville. It is also very poorly designed and does not appear to be easily expanded.
I **reluctantly** voted for the slimmed down ballot measure which lost by only a few votes. **I said yes because of the funding for Library improvements, even though I was VERY unhappy that funding for a new library was cut.**
IF Library Funding is eliminated from this revised ballot measure, I WILL vote NO on the measure, and WILL NOT vote for any future ballot measures until the Library is given adequate support for the community it serves.
Furthermore, any new aquatic center should be designed to be built in stages, so that the basics are built first, and then in the future more bells and whistles can be added at a later time.
Adequate maintenance plans and funding need to be built in to the proposal.
Thank you for listening to a constituent.
Sincerely,

Peter M. Howland

From: Adam D. Garvin
To: Claudia Cisneros
Subject: FW: Business Survey Follow Up
Date: Tuesday, January 27, 2026 8:43:42 PM
Attachments: We sent you safe versions of your files.msg
YC Business Survey Draft.pdf
Immigration-Related Policy Discussion 1.11.2026 Final.pdf

Mayor & Council by Bcc,

Please see the attached business survey that the McMinnville Area Chamber of Commerce and Unidos Bridging Community are seeking potential sponsorship support for, along with the accompanying request should the City choose to sign on as a sponsor.

This survey was discussed as **Item #5** among the seven items considered during your January 13 meeting related to immigration-associated policy topics. I will prepare a staff report for Council consideration at the February 10 meeting and include this item in that agenda packet. In the meantime, I wanted to ensure you had adequate time to review the survey questions and consider any initial thoughts or concerns.

Please feel free to reach out if you have questions in advance of the staff report.

Regards,

Adam D. Garvin
Interim City Manager, City of McMinnville
O: 503-434-7302 / C: 503.560.8281
Adam.D.Garvin@mcminnvilleoregon.gov

From: Miriam Vargas Corona <miriam@unidosyamhillcounty.org>
Sent: Tuesday, January 27, 2026 5:11 PM
To: Jody Christensen <Jody.Christensen@mcminnvilleoregon.gov>; Alex Sokol Blosser <alex@sokolblosser.com>; Wes.C@worldclasstech.com; dan@visitmcminnville.com; cbenner@cellarridge.com; kferrua@msd.k12.or.us; Bubba King <KingB@yamhillcounty.gov>; christine.h.bader@gmail.com; Sal Peralta <councilorperalta@gmail.com>; Adam D. Garvin <adam.d.garvin@mcminnvilleoregon.gov>; Sal Peralta <Sal.Peralta@mcminnvilleoregon.gov>; Kit Johnston <JohnstonK@yamhillcounty.gov>; Hilary Pickerel <hilary.pickerel@theground.love>; Erika Marksbury <erika@fbcmac.org>; Remy Drabkin <remydrabkin@gmail.com>; Rep Elmer

<Rep.LucettaElmer@oregonlegislature.gov>
Cc: president@mcminnville.org; Mayor Kim Morris <Kim.Morris@mcminnvilleoregon.gov>; jcd <jcd@mc-power.com>; Patty Herzog <Patty@mcminnvillebusiness.com>
Subject: Business Survey Follow Up

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

This message originated outside of the City of McMinnville.

Good afternoon,

This outreach is coming jointly from **Unidos Bridging Community** and the **McMinnville Area Chamber of Commerce** as part of our shared commitment to better understand the real, on-the-ground conditions facing businesses across Yamhill County.

We're sharing the **final draft of the Business Survey** with our initial focus group and key community stakeholders who work closely with the local business community. Early feedback from business owners and community leaders has already been fully incorporated, and that input directly shaped the questions to ensure the survey is balanced, clear, and useful. At this point, the survey is finalized and ready for launch.

We are also inviting you to participate as a **survey sponsor**.

Sponsorship carries **no financial obligation**. Instead, it reflects partnership and leadership. Sponsors agree to:

- Lend visible support by allowing their logo to appear on the survey,
- Help share the survey through existing communication channels (newsletters, social media, member communications), and
- Participate in a stakeholder roundtable when results are shared to help interpret findings and discuss key takeaways.

Our goal is simple and shared: to gather credible, baseline data that business leaders, business organizations, and public officials can use as **information only** to better understand conditions and inform future decisions.

The deadline to join as a sponsor is **Friday, January 30**. The survey will launch on **February 9** and remain open through the end of February.

Thank you for the time, care, and leadership you bring to this work. We value your partnership and look forward to working together on this important effort for our business community.

John Olson

President/CEO

McMinnville Area Chamber of Commerce

Miriam Vargas Corona
Executive Director
207 NE 19th St., Suite 200
McMinnville, OR 97128
503-447-3408
Pronouns: She/Her/Hers
McMinnville, OR 97128
www.unidosyamhillcounty.org

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

You are being asked to participate in a community-wide business survey that will assess the needs of businesses in the community for support and information from local leaders and policy-makers. This survey is a genuine attempt to gather systematic data (beyond anecdotal experiences) to help leaders understand the needs of local businesses. Questions on this survey will ask about current environment for businesses in Yamhill County, including questions about sales, recruitment and retention of employees, and the impact of immigration policies on business. **The survey will take less than 5 minutes to fill out**, and will help identify ways that businesses, their employees, and community members can be supported by local organizations and the city.

All responses to questions will be kept confidential, and will be anonymous, No identifying data will be collected, including addresses, business names, or IP addresses of computers used to fill out the survey.

NOTE: This survey is for businesses that are located in Yamhill County. If the primary location of your business is not in Yamhill County, please do not fill this survey out.

Thank you in advance for filling out the survey!

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

1. In the past year, has your ability to hire people for your business been

- ◯ Very easy
- ◯ Easy
- ◯ Neither easy nor difficult
- ◯ Difficult
- ◯ Very difficult
- ◯ None of the above

Business Survey for Yamhill County

2. In the past year, has your ability to retain employees been

- ◯ Very easy
- ◯ Easy
- ◯ Neither easy nor difficult
- ◯ Difficult
- ◯ Very difficult
- ◯ None of the above

Business Survey for Yamhill County

3. Recruiting workers for my business in the last year has been

- ◯ Very easy
- ◯ Easy
- ◯ Neither easy nor difficult
- ◯ Difficult
- ◯ Very difficult
- ◯ None of the above

Business Survey for Yamhill County

4. In the last year, sales/revenue at my business have

- ◯ Increased significantly
- ◯ Increased somewhat
- ◯ Remained the same
- ◯ Decreased somewhat
- ◯ Decreased significantly
- ◯ None of the above

Business Survey for Yamhill County

5. Please estimate the percentage amount of change in sales/revenue, whether they have risen or dropped in the last year.

-100 Percent | Remained the Same | 100 Percent

Business Survey for Yamhill County

6. In the last year, the foot traffic/number of customers for my business has

- ◯ Increased significantly
- ◯ Increased somewhat
- ◯ Remained the same
- ◯ Decreased somewhat
- ◯ Decreased significantly
- ◯ None of the above

Business Survey for Yamhill County

7. Please estimate the percentage of increase or decrease in foot traffic for your business in the last year

-100 Percent | Remained the Same | 100 Percent

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

8. With regard to recent immigration policies, to what extent are you aware of increases or decreases in the following areas:

	Dramatic increases	Some increases	No change	Some decreases	Dramatic decreases	Don't know
Employees discussing immigration policies	○	○	○	○	○	○
Time spent addressing immigration policies as a business owner	○	○	○	○	○	○
Employees discussing the impact of immigration policies on our business	○	○	○	○	○	○
Employees changing their daily behaviors due to immigration policies	○	○	○	○	○	○
Employees requesting changes in hours or shifts because of immigration policies	○	○	○	○	○	○
Stress levels of employees with regard to own immigration status	○	○	○	○	○	○
Stress levels of employees with regard to immigration status of family members	○	○	○	○	○	○
Requests for more information or training regarding immigration policies	○	○	○	○	○	○
Requests for training regarding responses to immigration policy enforcement	○	○	○	○	○	○

Business Survey for Yamhill County

9. What are the types of support do you need from community leaders and policy-makers, with regard to immigration policies and activies? (check all that apply)

- [ ] Help with understanding the various immigration and documentation laws
- [ ] Help with understanding visa/immigration documentation statuses for my employees
- [ ] Support with training for how immigration policies impact my business and workplace
- [ ] Sources for how to get the best information regarding ICE activities
- [ ] Support with helping my employees understand their rights with regard to immigration rights
- [ ] Help with understanding how best to support my employees at my business site
- [ ] Other (please specify)

Business Survey for Yamhill County

10. Are there any other city, state, or federal policies that you feel are impacting your business that you would like us to know about? If so please outline what they are in the comment box.

Business Survey for Yamhill County

11. What is the total number of people your business employs? (full-time and part-time)

- ◯ 1-4 Employees
- ◯ 5-9 Employees
- ◯ 10-19 Employees
- ◯ 20-49 Employees
- ◯ 50-99 Employees
- ◯ 100-249 Employees
- ◯ 250-499 Employees
- ◯ 500-999 Employees
- ◯ 1000+ Employees

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

12. What is your type of business?

- ◯ Agriculture, Forestry, Fishing and Hunting
- ◯ Mining
- ◯ Utilities
- ◯ Construction
- ◯ Manufacturing
- ◯ Wholesale Trade
- ◯ Retail Trade
- ◯ Real Estate, Rental and Leasing
- ◯ Professional, Scientific and Technical Services
- ◯ Management of Companies and Enterprises
- ◯ Administrative and Support, Waste Management and Remediation Services
- ◯ Educational Services
- ◯ Health Care and Social Assistance
- ◯ Arts, Entertainment and Recreation
- ◯ Accommodation and Food Services
- ◯ Other Services (except Public Administration)
- ◯ Public Administration
- ◯ Other (please specify)

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

13. Race/Ethnicity: How do you identify? (Check all that apply)

- [ ] Asian or Asian American
- [ ] Black or African American
- [ ] Hispanic or Latino/a/x
- [ ] Middle Eastern or North African
- [ ] Native American or Alaska Native
- [ ] Native Hawaiian or other Pacific Islander
- [ ] White
- [ ] Don't know
- [ ] Another race or ethnicity, please describe below

McMINNVILLE AREA CHAMBER of COMMERCE

UNIDOS BRIDGING COMMUNITY

Business Survey for Yamhill County

14. What is your gender identity?

- ◯ Woman
- ◯ Man
- ◯ Genderqueer or non-binary
- ◯ Agender
- ◯ Not specified above, please specify

15. For questions or concerns regarding this survey or policy issues, please comment below. If you wish to be contacted, include contact information (This survey collects no contact information, unless you provide it here).

Thank you for your time and responses to this survey. Once again, all responses are completely anonymous, and will only be used in aggregate form to help inform local leaders in policy-making, decision-making and actions that will support local businesses in Yamhill County.

Recent federal immigration enforcement actions in McMinnville has raised some questions about the role and responsibilities of our City when Federal Immigration Enforcement Actions occur in public spaces.

Council President Peralta made a request to Mayor Morris that the Council be presented a list of items he feels are core concerns and determine if there is consensus from the Council to direct our City Manager and staff to review and bring back to Council.

After much discussion and review the list of items are below.

- Identification of person(s) detained, and confirmation that an immigration arrest has occurred (as opposed to kidnapping or other criminal activity), and notification of next of kin, as consistent with Oregon law, if possible.
- Consideration of notice requirements at City buildings regarding the need for judicial warrants for enforcement actions. (DOJ Model Policy #5)
- Updating the City website with clear information for residents on:
    - What to do if a detention is witnessed
    - How to report abandoned vehicles or hazards
- Request data from the federal government on individuals arrested in McMinnville and the stated basis for arrest, where legally permissible.
- Whether the city should participate in an economic impact survey related to workforce, housing, and service disruptions resulting from enforcement activity. This means signing on as a co-sponsor of the survey but would not obligate the city to use financial resources, but it may involve staff to help review the work done by the firm doing the survey, which would be a cost to the city.
- Whether the city should consider banning the use of drones within a certain proximity of public schools.
- Continue to reach out to Federal and State Delegations to request rapid and accurate reporting.

This list is not intended to be comprehensive. Rather, it is instead focused on areas that appear to fit within the purview of a local government, with community members asks, and with what members of council have asked for us to discuss.

March 14, 2025

The Honorable Kim Morris
Mayor of McMinnville
203 NE Second Street
McMinnville, OR 97128
Delivered via email to Kim.Morris@mcminnvilleoregon.gov

Dear Mayor Morris,

I write to clarify McMinnville's historic and legislative record relative to its incorporation and remove the confusion over the Municipality's true birth date. October 20, 2026 marks the 150th anniversary of the McMinnville Municipality, approved by the State of Oregon on October 20, 1876. I look forward to the celebration of this milestone, which will honor our local history, and continue the strong ties between McMinnville's leaders and our community.

Act Number 84, dated October 20, 1876: McMinnville's Birth Certificate

The Oregon Legislature held the power to create municipal governments through Special Acts until the state's voters approved a home rule amendment to the Oregon Constitution in 1906. In the 19th century, Oregon law didn't strictly distinguish "town" from "city," but size and development mattered – towns like McMinnville were smaller settlements, while cities like Portland were larger hubs.[1] The Oregon Legislature's Act Number 84, signed by Governor Lafayette Grover on October 20, 1876, incorporated the Town of McMinnville as a municipality. Act 84 defined boundaries and governance through Town Trustees. (See Special Acts, pp. 165-169, attached.) The first election, held November 12, 1876, named Andrew Shuck, C.D. Johnson, B.F. Hartman, T.J. Shadden, and J.G. Burns as Trustees. On November 15, the Trustees elected Andrew Shuck as President, C.D. Johnson as Chair, and W.H. "Henry" Warren as Recorder. McMinnville's first laws took effect January 1, 1877.[2]

1882 Act Re-Incorporates the *City* of McMinnville, Repeals Act 84

The Oregon Legislature approved several amendments to the McMinnville Municipality after its initial incorporation. Newspapers statewide noted the activity.[3] On October 21, 1882, the Oregon Legislature passed an act re-incorporating McMinnville as the "*City of McMinnville*," repealing Act 84. (See Special Acts, pp. 117-144, attached, hereafter referred to as the 1882 act.) It introduced a Mayor and Council, expanded powers (e.g., taxation, street improvements), and adjusted boundaries slightly. The repeal did not dissolve McMinnville's status as a municipality; it replaced the 1876 charter, transferring assets and obligations (Section 137, page 18) and preserving legal continuity (Sections 138-139). The 1882 act called the 1876 system "inefficient" (Section 141, page 18), and outlined its restructure to provide improved governance of the McMinnville Municipality.

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[1] "Incorporating a City in Oregon", *League of Oregon Cities*, May 2023, page 3.

[2] "New Laws", *The Democratic Times*, November 11, 1876, page 1; "City of McMinnville", *The Daily Reporter*, January 1, 1887, page 1. This story was published on the tenth anniversary of the enactment of McMinnville's first laws; "City of McMinnville", *The Daily Reporter*, January 1, 1887, page 2; "M'Minnville", *The Yamhill County Reporter*, November 19, 1885, page 2.

[3] "New Laws", *The Douglas independent*, October 12, 1878, page 1; "Acts Signed by the Governor", *The Democratic Times* November 12, 1880, page1; "Acts Signed by the Governor", *The Eugene City Guard*, November 20, 1880, page 4; "Acts Signed by the Governor", *The States Rights Democrat*, November 5, 1880, page 2.

chair

C.D. Johnson served in a governance role for McMinnville for many years, including as ~~President~~ of the Town Trustees (similar in authority to the later role of mayor), and continued in service as a City Councilman, which exemplifies continuity of the McMinnville Municipality. Town Trustee Henry Warren, who served as McMinnville's first Recorder, also served as the "first" mayor of the "*City of McMinnville*", undertaking the new role as outlined in the 1882 act.[4]



Councilman C. D. Johnson

According to the *Telephone Register*, C. D. Johnson owned and operated a wagon and carriage business alongside "one of the best blacksmith shops in the county". [The *Sanborn Map of McMinnville*, published in 1884, shows Johnson's shop at the southwest corner of Fourth (today's Second Street) and "B" streets.] Born in 1841 on the River Phillips in Nova Scotia, Johnson immigrated with his parents to Boston, Massachusetts, in 1848, where his father worked in the shipbuilding industry. When the family moved to Fingall, Canada in 1855, young Johnson learned the blacksmith trade, serving as an apprentice until age 21. He married Miss Elizabeth Rash in 1863 and the couple migrated to Oregon and on to McMinnville, arriving in June 1865, where they raised their family of two boys and a girl. At the same time, Johnson worked in the shop of William Campbell before purchasing H. Rowell's business to start his own blacksmithing shop in 1866. In 1876, when McMinnville became an incorporated town, Johnson began service as a member of the original City Council, serving 11 out of next 13 years in that capacity. In 1889 Mayor Manning appointed him to the Light Committee.

~Excerpt from *At Your Service: The History of McMinnville Water and Light; One of the Oldest Municipal Utilities in the West.*

Historical Records and Anniversary Dates

The *Oregon Blue Book* lists October 20, 1876, as McMinnville's incorporation date, pulling on the historic record, Governor Grover's signing of Act 84, and reflecting the Secretary of State's opinion. The 1882 act, while significant, was an upgrade – shifting from "*town*" to "*city*," enhancing governance, and meeting growth needs. The 1882 act did not create a new municipality, it improved the original incorporation, which is still in place and operating today. In my opinion as a historian and certified records manager, aligning with the origination date of October 20, 1876 does not affect the McMinnville Municipality's status as a city; however, it does ensure historical and legal accuracy by upholding the "birth certificate" of McMinnville as a municipality.

I respectfully request that the City of McMinnville:

1. Recognize October 20, 1876, as the Municipality's official incorporation date, correcting all publications to reflect this, with a nod to 1882 as our rise to cityhood.

2. Authorize a city-wide celebration of the 150th anniversary in 2026, honoring our first leaders – Town Trustees Chair C.D. Johnson, President Andrew Shuck, Trustees B.F. Hartman, T.J. Shadden, and J.G. Burns, and Recorder W.H. "Henry" Warren. While funding may be limited, a proclamation could inspire community-led events for this milestone.

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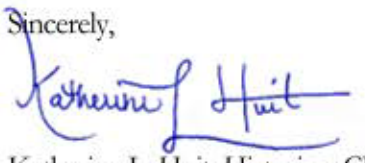
[4] *The Yamhill County Reporter*, "Ancient History", November 19, 1897, page 1; "Ordinance 45", *Yamhill County Reporter*, August 17, 1882, page 4. Ordinance 45 signed by CD Johnson, President, McMinnville Board of Trustees; "At Loggerheads. The County Court Vs the Common Council", *The Telephone Register*, March 31, 1892, page 1; Huit, Katherine, *At Your Service: The History of McMinnville Water and Light; One of the Oldest Municipal Utilities in the West*, May 2022, page 232.

Our history is important as a foundation; celebrating the foundation of our municipal form of government brings the opportunity for a greater understanding about the necessary role of governance, government mechanisms and the need for citizen involvement and interaction with city leaders. Our community continues to grow, and it is important to share our history with its new members while at the same time incorporating fresh perspectives, new ideas and opportunity for improved connections. Collaboration brings benefits for all. In fact, encouraging our kids to participate in government and heritage-related activities is incredibly important when instilling civic responsibility, and could include opportunities for city-wide youth activities, including but not limited to competitive honorary positions on the city council and city-related committees for our youth.

Celebrating the 150th milestone of the McMinnville Municipality (1876-2026) brings opportunity to foster civic pride and engagement. Alongside the USA's 250th, the 2026 sesquicentennial will open doors to heritage events over the next decade and more – from cityhood in 2032, to county seat status in 2037, and McMinnville Water and Light's 150th in 2039. Collaboration with McMinnville School District 40, Linfield University, the Yamhill County Historical Society, the News Register, MCM Channel 11, old and new businesses, and organizations like Visit McMinnville could enrich our community's connection to its past.

Thank you, Mayor Morris, for considering McMinnville's documentary record and its upcoming 150th anniversary in 2026. From Newby's 1856 plat to a town in 1876 and a city in 1882, this community's journey deserves celebration.

Sincerely,



Katherine L. Huit, Historian, CRM

[redacted]
McMinnville, OR 97128
[redacted]

CC: via email to david.ligtenberg@mcminnvilleoregon.gov, City Attorney David Ligtenberg, City Hall, 230 NE Second Street, McMinnville, OR 97128

GENERAL LAWS

OF THE

STATE OF OREGON,

ENACTED BY THE

LEGISLATIVE ASSEMBLY,

AT THE

NINTH REGULAR SESSION,

1876.

SALEM, OREGON:
MART. V. BROWN, STATE PRINTER.
1876.

nent county seat of the said county, but if no one place shall receive a majority of all the votes cast, the question shall be again submitted to the legal voters of said county, between the two places having the highest number of votes at said election, and the place receiving the highest number of votes at said election, shall be the permanent county seat of said county.

SEC. 2. The county commissoiners of said county, shall have made a separate ballot box for each precinct, labeled "county seat ballot box," and the votes for the county seat shall be in ballots separate from the ballots for the officers, and the same shall be deposited in the above described ballot boxes by the judges of said election, and an abstract made of them similar [to] those for an officer.

Approved October 21, 1876.

AN ACT to Change the Location of the County Seat of Josephine County.

Be it enacted by the Legislative Assembly of the State of Oregon:

SECTION 1. That at the next general election held in the county of Josephine and State of Oregon, it shall be the duty of the county clerk of said county of Josephine to put in nomination the towns of Kerbyville and Wilderville, to be voted upon at said election, for the county seat of said county.

SEC. 2. The votes cast for each of said places shall be correctly kept, and counted as in other cases of election, and the place receiving a majority of all the votes cast shall be declared the county seat of said county.

Approved October 17, 1876.

AN ACT to incorporate the town of McMinnville, in the county of Yamhill, State of Oregon.

Be it enacted by the Legislative Assembly of the State of Oregon:

SECTION 1. That the inhabitants of the town of McMinnville, in Yamhill county, are hereby created a body cerporate, with perpetual succession, by the name of the town of McMinnville. They shall have a common seal, may sue and be sued, may acquire and hold real and personal property, within the limits of said town, for any public, educational or charitable purposes, and shall possess all the rights and powers incidental to municipal corporations.

SEC. 2. That the limits of said town shall be as follows: Commencing at a point on the Yamhill river two rods east of the steam grist mill, thence north and west, including the mill blocks and the blocks belonging to Neil Johnson, to K street; thence north along K street, to a point 200 feet north of K street; thence west to Johns' addition to G street; thence north along G street, to Ash street; thence west on the line of Ash street, to Taylor's west line; thence south on Taylor's west line, to the mill ditch, known as the Newby ditch; thence down said ditch to a point where it crosses a natural stream, running in a southerly direction; thence down said stream to Cozine creek; thence down said Cozine creek to the Yamhill river; thence down the Yamhill river, in a northerly direction, to place of beginning.

SEC. 3. That the officers of the town shall be a board of five trustees, a recorder and marshal, who shall be legal voters and actual residents of the town during the six months next preceding the election. The legislative

powers are vested in the board of trustees, who may enact all the ordinances necessary and proper for the due execution of the powers herein granted. The judicial powers are vested in the recorder, who shall, by virtue of his office, be a justice of the peace, and shall have exclusive original jurisdiction of all cases and matters arising under the ordinances of the town, and shall act as clerk of the board of trustees. The marshal shall be the executive officer of the town, a constable and conservator of the peace, and he shall arrest and bring before the recorder for trial, on complaint or otherwise, all offenders against the laws of the State or ordinances of the town, and perform all such duties as the board of trustees shall prescribe. The board of trustees may appoint a treasurer, who shall give bonds in such sum, and with such surety as the board may require, and other subordinate officers and agents, and fill all vacancies in office.

SEC. 4. That all officers shall be elected by the qualified voters of the town annually on the first Monday in November, ant [and] the election shall be conducted in accordance with the general laws of the State, except as herein otherwise provided. The first election under this act shall be held on the second Monday of November, 1876, at such place in the town of McMinnville as shall be designated by the inspectors of election, in the notice announcing such election, and the polls shall in all elections be kept open from 10 o'clock a. m. till 12 o'clock m., and from 1 o'clock p. m. till four o'clock p. m. The inspectors of the first election shall be Henry Warren, H. V. V. Johnson and G. H. Burns, who shall cause five days' previous notice of such election to be posted in three conspicuous places in the town, and shall give certificates of election to the successful candidates, and shall give the

poll books to the recorder elect. The board of trustees shall appoint inspectors of subsequent elections, and the places of holding the same, and cause ten days' notice to be posted in three conspicuous places in the town, and receive the returns and declare the result, and the president and recorder shall give certificates of election to the officers elect.

SEC. 5. That the board of trustees shall elect one of their number president, keep a record of their proceedings, meet at least once each month, and at such other times as the president shall appoint; *Provided*, that no one shall be eligible to the office of trustee who is not, at the time of his election, an owner of real estate within the corporate limits of the town. They shall judge of the qualifications and election of their own members, and decide contested elections of all town officers. They shall have power within the town to levy and collect taxes, not exceeding four mills on the dollar per annum, also to levy a poll tax of not less than one dollar or more than two on the male citizens of the town over the age of 21 years and under the age of fifty years;

To license, tax, regulate, restrain and prohibit theatricals and other exhibitions, shows, and amusements, and houses for the sale of intoxicating liquors, ale and beer; but such taxes shall not be less than are prescribed by the general laws;

To provide against fires, nuisances, disorderly behavior, and disturbances of the peace, and also to prohibit bawdy houses, gaming and gambling houses;

To provide for the construction and repair or streets, highways, bridges and sidewalks, and for the cleanliness of the same, and of ditches, drains and sewers;

To regulate or prevent the running at large of animals, and the discharge of fire arms in said town.

SEC. 6. The board of trustees shall have exclusive control of all licenses, and that no part thereof shall go to the county; *And provided further*, that any person having paid a tax or license herein provided for to the town, shall be exempt from paying any tax or license to the county for the purposes for which the same shall have been granted by said town.

SEC. 7. That the enacting clause of every ordinance shall be "the people of the town of McMinville do ordain as follows," and every ordinance to be valid, must receive the affirmative vote of three trustees, whose names must be entered in the journal.

SEC. 8. That all claims against the town must be audited by the board of trustees, and paid on the order of the president, countersigned by the recorder.

SEC. 9. That the term of office shall commence on the day following the election, but all officers shall serve until their successors are sworn into office. The trustees shall receive no compensation; the recorder shall receive the fees of a justice of the peace, and the marshal the fees of a constable, for like services.

SEC. 10. That the town shall never borrow money, contract debts or loan its credit to a greater amount than two hundred dollars.

SEC. 11. That the board of trustees shall keep a lock-up for persons arrested or sentenced under any of the ordinances of the town or of the general laws; *Provided further*, that all fines made by the violation of any ordinance, shall not exceed one hundred dollars, nor imprisonment for more than twenty days.

SEC. 12. That the board of trustees shall have no power to lay out or open streets [on] the lands of W. T. Newby or John Sax, lying on the outside of the original town plat of the town of McMinnville, except those already given by them to the town and county.

SEC. 13. That no member of the board of trustees shall, during the period for which he is elected, be interested in any contract, the expenses of which are to be paid out of the town treasury.

SEC. 14. Inasmuch as there is great need of local municipal government, this Act shall take effect and be in force from and after its approval by the Governor.

Approved October 20, 1876.

22

PUBLISHED BY AUTHORITY.

THE

LAWS OF OREGON:

AND THE

RESOLUTIONS AND MEMORIALS

OF THE

TWELFTH REGULAR SESSION

OF THE

LEGISLATIVE ASSEMBLY THEREOF.

1882.

SALEM, OREGON:
W. H. BYARS, STATE PRINTER.
1882.

extinguishment of fires or for the preservation of property exposed to danger in times of fires, and by ordinance to prescribe such powers as may be necessary on such occasion; to establish and regulate a police force and night watch; to impose fines, penalties and forfeitures; to provide for the construction, cleansing and repairing of side-walks adjacent to lots, by property holders thereof; to construct, repair and cleanse cross-walks, and also for making, cleansing and improving gutters; to grade, pave, plank, or otherwise clean and keep in repair streets [and] alleys; to erect, regulate and keep in repair public wharves, docks and bridges, and regulate the erection and repair of private wharves, and fix the rate of wharfage thereof; to regulate the storage of gunpowder and other combustible materials, and the use of candles, lamps and other lights in shops, stables and other places; to prevent, remove or secure any fireplace, stove or other apparatus which may be dangerous in causing fire; to regulate and prescribe the manner of building partition walls and fences; to prevent and regulate the running at large of animals, and the discharge of fire-arms in the city; to license and regulate porters, and for the rate of portage; to appropriate for any item of city expenditure and to provide for the payment of the same, or any indebtedness or expense of the city; to appoint a City Attorney, and prescribe his duties; to lay the city off into wards whenever the best interests of the city require it; to change the boundaries and number of such wards; to increase the number of Aldermen as the best interests of the city require; to provide for the measuring of wood and weighing of hay and other commodities bought and sold in the city; to provide for the removal of standing and unwholesome water and offensive substances, and to prevent streams from overflowing their banks; to make by-laws and ordinances not inconsistent with the laws of the United States or of this State, to carry into effect the provisions of this charter, and secure the health, peace and improvement of the city, and to provide for the punishment of the violation of city ordinances by fine or imprisonment; *Provided*, That no fine shall exceed one hundred dollars, nor imprisonment more than twenty days; and shall have power to prevent the introduction of disease into the city; to prevent and restrain any riot, noise, disturbance or disorderly assemblage in any street, house or place in the city; to provide for the prevention and removal of obstructions in the Santiam river within the limits of the city; to appoint a Road Supervisor, who shall collect and apply all road tax within the City of Jefferson, to the roads within the limits of the city, and within the road districts in which said city is situated; *Provided*, That the citizens shall not be exempt from the payment of such road taxes as are or may be by law imposed upon other residents of Marion county.

That Section 21 be added so as to read as follows:

Sec. 21. All ordinances previously passed by the Common Council, according to existing law and not conflicting with these amendments, shall be valid and remain in full force and effect, subject to repeal or amendment by the Common Council.

That Section 22 shall be added, as follows:

Sec. 22. Since the peace, prosperity and good order of said city is seriously impaired by lack of organization and need of the provisions of these amendments, this Act shall go into effect from and after its approval by the Governor; and the first election thereafter shall be held as follows:

R. Walter, T. J. Butler and J. B. Arbegast are hereby constituted an Election Board, who shall cause ten days' notice to be posted in three conspicuous places in said city, giving the time and place of holding such election. Said Board shall hold said election in accordance with the General Laws of Oregon, as far as applicable in this case. Said Board shall canvas the vote and issue certificates of election to the successful candidates, and deliver the poll books to the Recorder elect. The officers thus elected shall qualify before some officer authorized to administer oaths, and shall, within five days thereafter, enter upon the discharge of their respective duties, and continue therein until the regular annual election, or until their successors are elected and qualified.

Approved October 23, 1882.

AN ACT to incorporate the City of McMinnville, in the County of Yamhill, State of Oregon, and repeal an Act to incorporate the Town of McMinnville, in the County of Yamhill, State of Oregon, approved October 20, 1876; and also an Act entitled "An Act to amend an Act entitled an Act to incorporate the Town of McMinnville, County of Yamhill, State of Oregon," approved October 20, 1876.

Be it enacted by the Legislative Assembly of the State of Oregon:

CHAPTER I.

Of the Incorporation and Boundaries of the City of McMinnville.

SECTION 1. The inhabitants of the town of McMinnville, Yamhill county, Oregon, and their successors, within the limits hereinafter prescribed, are hereby created and established a body corporate by the name and style of the City of McMinnville, and by that name shall have perpetual succession, sue and be sued, plead and be impleaded, defend and be defended in all courts of justice, and in all actions, suits or proceedings whatever may purchase, hold and receive property, both real and personal, within said city, for public buildings, public works and city improvements; may lease, sell or dispose of the same for the benefit of the city; may purchase, hold and receive property, both real and per-

sonal, beyond the limits of the city to be used for city parks, cemeteries for burial purposes, for the establishment of a hospital for the reception of persons afflicted with contagious or other diseases, for work-houses and houses of correction, for powder-houses, and for the erection of water works to supply the city with water; and may control, lease, sell or dispose of the same for the benefit of the city. All property, both real and personal, belonging to or vested in the town of McMinnville, as hereinbefore created, established and bounded, shall, on the passage of this Act, become the property of and be vested in the city of McMinnville, as created, established and bounded by this Act; and said city may control, lease, sell or dispose of the same for the common benefit.

SEC. 2. The corporate limits of the city of McMinnville shall be as follows: Commencing at a point on the Yamhill river two rods east of where the steam grist mill formerly stood; thence north and west, including the mill block and the blocks belonging to Neil Johnson, to "K" street; thence north along "K" street to a point two hundred feet north of "K" street; thence west to Johns' addition to "G" street; thence north along "G" street to Ash street; thence west on the line of Ash street to C. G. Saylor's east line; thence south on Saylor's east line to within thirteen rods of William Willis' two-acre lot, northeast corner; thence west to the mill ditch known as the Newby ditch; thence down said ditch to a point where it crosses a natural stream running in a southerly direction; thence down said stream to Cozine creek to the Yamhill river; thence down the Yamhill river in a northerly direction to the place of beginning.

CHAPTER II.

Of the Government of the City.

SEC. 3. The power and authority given to the municipal corporation of the city of McMinnville by this Act is vested in a Mayor and Council and their successors in office, to be exercised in the manner hereinafter prescribed.

SEC. 4. The members of the Council shall be elected for one year, and shall hold their office until their successors are elected and qualified.

SEC. 5. There shall be elected for the term of one year six Councilmen, a Mayor, Recorder, Marshal, Treasurer, Street Commissioner and an Attorney, who shall be the officers of this municipal corporation. The Councilmen, Mayor, Recorder and Marshal shall be elected by the qualified voters of the city at large. The Treasurer, Street Commissioner and Attorney shall be elected by the Council, and a majority of all the members of that body is necessary to elect, and all the officers

of the corporation shall be liable to be removed at any time by the Council for misfeasance, negligence or incompetency in office.

SEC. 6. No person is eligible to any office in the municipal corporation who at the time of his election or appointment is not entitled to the privilege of an elector according to the laws of this State, and who has not resided in the city of McMinnville for the six months next preceding the election or appointment.

CHAPTER III.

Of Elections.

SEC. 7. There shall be a general election in the city of McMinnville on the first Monday in November in each year, at which all officers required to be elected by the qualified voters of the city shall be elected.

SEC. 8. The Council shall designate the place for holding the election, and shall appoint three judges and two Clerks of Election.

SEC. 9. The Recorder under the directions of the Council shall give ten days' notice by the publication of hand bills posted in three public places in the city, of each general election, the officers to be elected and the place designated for the holding of the election, and the names of the judges and clerks appointed to conduct the same.

SEC. 10. No person shall be qualified to vote at any election, under this Act, who is not entitled to the privilege of an elector, according to the laws of this State, and who has not resided in the city of McMinnville for the six months next preceding such election.

SEC. 11. All elections shall commence at nine o'clock in the morning and continue until six o'clock in the evening of the same day, without closing the polls. If any Judge of Election fails to attend and serve at the proper time, the voters present may elect another in his place, and if any Clerk of Election fails to attend and serve at the proper time, the Judges of Election may appoint another in his place.

SEC. 12. Judges and Clerks of Election must possess the qualifications of voters, but a mistake or error in this respect, or a failure to give the notice hereinafter provided for, shall not invalidate any election otherwise legal.

SEC. 13. On or before the second day after the election the returns thereof must be filed with the Recorder, and on the fourth day after the election or sooner, if the returns are in, the Recorder shall call to his assistance a Notary Public and a Justice of the Peace, resident in the city of McMinnville, and they three shall then canvass the returns of the election.

SEC. 14. A written statement of the canvass shall be made and signed by the canvassers, or a majority of them, and filed with the Recorder, within the time appointed to complete the canvass. Such written statement must contain the whole number of votes given at such election, the number given for any person for any office, and the names of the persons elected, and to what office.

SEC. 15. Immediately after the completion of the canvass, the Recorder must make and sign a certificate of election for each person declared thereby to be elected and deliver the same to him on demand.

SEC. 16. A certificate of election is primary evidence of the facts therein stated, but the Council is the final judge of the qualifications and election of its own members, and in case of a contest between two persons claiming to be elected thereto, must determine the same.

SEC. 17. A contested election for Mayor must be determined according to the laws of the State regulating proceedings in contested elections in cases of county officers.

SEC. 18. The term of office of every person elected to office under this Act shall commence on the first Monday of December after his election and terminate when his successor is elected and qualified, and by such time such person must qualify therefor by taking and filing an oath of office, or he shall be deemed to have declined and the office considered vacant. The term of office of every person appointed to office under this Act shall commence on the day following his appointment and terminate when his successor is appointed and qualified, and he shall within such day qualify for office by taking and filing his oath of office and giving such official undertaking as may be required, or he shall be deemed to have declined and the office considered vacant.

SEC. 19. All officers elected or appointed under this Act, before entering upon the duties of their office, must take and file with the Recorder an oath of office to the following effect, viz: "I, A. B., do solemnly swear (or affirm) that I will support the Constitution of the United States and of the State of Oregon, and that I will, to the best of my ability, faithfully perform the duties of the office of——, [of] the city of McMinnville, during my continuance thereto, so help me God." If the person affirms, instead of the last clause, there must be added: "And this I promise under the pains and penalties of perjury."

SEC. 20. All laws of this State regulating and governing general elections and proceedings and matters incidental thereto, shall apply to and govern elections under this Act, except as herein otherwise provided.

CHAPTER IV.

Of Vacancies in Office.

SEC. 21. An office shall be deemed vacant upon the death or resignation of the incumbent, or when he shall absent himself from the city without the consent of the Council for the period of thirty days. The office of Councilman shall be deemed vacant whenever any incumbent thereof shall fail to attend six consecutive regular meetings of the Council unless absent upon leave of the Council first obtained.

SEC. 22. A vacancy in any office caused by a failure of the person elected to qualify therefor as prescribed by Section 18, or made by or consequent upon the judgment of any court or for any of the causes specified in Section 21, must be filled by appointment by a majority of the Council to continue during the remainder of the term.

SEC. 23. An officer appointed to fill a vacancy must, within five days from the date of such appointment, qualify therefor, as in the case of an officer elected, or he shall be deemed to have declined and the office considered vacant.

CHAPTER V.

Of the Organization and the Powers of the Council.

SEC. 24. The Council must provide for the time and place of its regular meetings, at any of which it may adjourn to the next succeeding regular meeting, or to some specified time prior thereto, and it may be convened by the Mayor at any time upon not less than one day's notice to each member of the Council at that time present in the city.

SEC. 25. A majority of the members of the Council shall constitute a quorum to do business, but a less number may meet and adjourn from time to time and compel the attendance of absent members.

SEC. 26. The Council may adopt rules for the government of its members and its proceedings. It must keep a journal of its proceedings, and on the call of any two of its members must call [cause] the yeas and nays to be taken and entered on its journal upon any question before it; but upon a question to adjourn the yeas and nays shall not be taken unless upon the call of three members. Its deliberations and proceedings must be public.

SEC. 27. The Council may punish any member for disorderly and improper conduct at any meeting, or for refusing or neglecting to attend any regular meeting without sufficient excuse therefor, and may by a two-thirds vote expel a member.

SEC. 28. The Mayor is *ex-officio* President of the Council and presides over its deliberations when in session; he is not entitled to vote except in case of a tie vote of the other members of the Council. He also has authority to preserve order, enforce the rules of the Council and determine the order of business, subject to such rules and to an appeal to the Council. If the Mayor should be absent from any meeting of the Council, that body must appoint one of their own members President to serve during the meeting or until the Mayor attends.

SEC. 29. On the first Monday of December next following any general city election, there must be a regular meeting of the Council, and such meeting is appointed by this Act.

SEC. 30. A majority of the whole number constituting the Council is a majority of the Council or members thereof within the meaning of this Act, and not otherwise, unless expressly so provided. The concurrence of a majority of a quorum is a sufficient majority to determine any question or matter other than the final passage of an ordinance, and the appointment or removal of an officer.

SEC. 31. The Council has power and authority within the limits of the corporation:

1. To make by-laws and ordinances not repugnant to the laws of the State or the United States.

2. To assess, levy and collect taxes not to exceed one-half of one per cent. per annum upon all property which is taxable for county or State purposes.

3. To prevent and remove nuisances; to prevent the introduction into the city of contagious and other diseases, and to establish regulations for the preservation of the general health of the inhabitants of the city.

4. To license, tax and regulate auctioneers, taverns, hawkers, peddlers, brokers and pawnbrokers.

5. To license, tax, regulate and restrain theatrical shows and other exhibitions and amusements.

6. To suppress and prohibit public dance houses, where dancing is permitted or carried on, independent of or connected in any manner with any other business.

7. To suppress and prohibit bawdy and assignation houses, gaming and gambling houses, and all model artist exhibitions and other shows of an immoral nature.

8. To license, tax, regulate and restrain bar-rooms, drinking shops, tippling houses, billiard tables, pool tables, pigeon-hole tables and bowling alleys; *Provided*, That no license to sell spirituous or malt liquors shall be granted except upon the following conditions, viz: The person wishing to apply for such license shall post notices in three of the most public places in the city, stating that in thirty days thereafter he will apply to the Council for a license to sell spirituous or malt

liquors within the limits of the city, which notice must be dated and signed by the applicant. Such person shall also, at his own expense and trouble, obtain the signatures of a majority of the whole number of legal voters in the city praying that the said license may be granted; and such person shall execute and present to the Council for approval, at the same time that he presents his petition and proof of posting of notices, a bond in the sum of five hundred dollars, with two or more sureties, conditioned that he will keep an orderly house and comply with all the requirements of this Act and of the ordinances in this behalf passed; thereupon, if there be no remonstrance signed and presented on or before the day of the application by a greater number of the legal voters of the city than the petition exhibits, the Council may in its discretion grant license to the applicant for not less than six months nor more than one year; *Provided, further*, That no license to sell spirituous or malt liquors shall be granted to any woman, or to any minor, or to any person who shall permit women or girls or male minors to frequent his place of business, either as guests, servants, waiters, waitresses, dancers, singers, actors or musicians; *And provided further*, That if after license to sell spirituous or malt liquors shall have been granted the person to whom it has been granted, or any one in his employ, shall give or sell any such liquor to any common drunkard, or any intoxicated person, or to any woman or girl, or to any minor, or to any Indian, or shall permit any woman or girl, or male minor, to frequent his place of business, either as guest, servant, waiter, waitress, dancer, singer, actor or musician, the Common Council, upon the sworn complaint of the Marshal or any person whomsoever, shall revoke the license, and shall not grant another license to such person for the period of one year; *Provided, further*, That the revocation of the license shall not in any manner operate to relieve the person to whom the same was granted from such penalty as by ordinance may be prescribed for the violation of any of the provisions of this Act.

9. To suppress and prohibit the keeping of places or rooms where either males or females, adults or minors, are permitted to indulge the habit of smoking opium, and to provide by ordinance for the summary closing of such places, houses or rooms.

10. To provide the city with good and wholesome water; to provide for lighting the streets with gas or other lights, and for the erection of such works within or without the city limits, as may be necessary or convenient therefor; *Provided*, That the Council may grant the privilege and franchise of lighting the streets to any private corporation, person or company of persons, upon such terms and conditions as may be just.

11. To provide for the restraint, support and employment of vagrants and paupers.

12. To provide and maintain either or both a day or night police.

Amended on 01.28.2026
53 of 515

13. To remove all obstructions from the public highways, streets, side and cross walks, alleys, gutters and sewers, and to provide for the construction, repair and cleaning of the same.

14. To regulate the rate of speed upon all railroads within the corporate limits, and to prevent fast or furious riding or driving upon the streets and alleys therein.

15. To appropriate money for city expenditures, and to provide for the payment of the debts of the same.

16. To oblige all persons in the city jail who may be imprisoned for vagrancy or for violating any city ordinance, to work on the public streets, under the control and direction of the Street Commissioner, and if need be, secure said prisoner with ball and chain while working.

17. To provide for the collection and disbursing of all moneys to which the city may become entitled, or which may be assessed or authorized to be collected for city purposes within the limits of same, and the Council is hereby authorized and empowered to enforce the collection of any general or special tax, levied in pursuance of this Act, and may authorize the issue of warrants, and levy upon both the real and personal property, whether the same be exempt from execution or not, of delinquent taxpayers within the city, and cause the same to be sold under such rules and regulations as the Council shall establish, to satisfy such warrant and fees of officers and other expenses attending such levy and sale.

18. To prevent and restrain any riot, noise, disturbance or disorderly assemblage in any street, house or place within the corporate limits.

19. To suppress all unnecessary whistling of locomotives, and engines at machine shops and factories and elsewhere, and also car, stage, hotel and other runners within the city limits.

20. To provide for measuring and weighing hay and wood and other commodities bought and sold or offered for sale within the city limits.

21. To regulate the storage of blasting and gun powder, coal oil, tar, pitch, rosin, and all other explosive and combustible materials, and the use of candles, lamps and other lights in streets, stores, shops, stables and other places; to suppress, remove and secure any fire-places, stoves, chimneys, oven or boilers or other apparatus which may be dangerous in causing fires, and to prevent by all possible and proper means, danger or risk of injury or danger by fire arising from carelessness, negligence or otherwise.

22. To provide for the establishment of market houses and places, and to regulate the location and management of market houses, places and slaughter houses, and to suppress and prohibit the slaughtering of animals within the city limits.

23. To tax, regulate or prohibit animals, including dogs, from running at large within the city limits, and to prohibit the driving of bands of cattle or horses through the streets during such hours of the day and night as the Council may by ordinance prescribe.

24. To prohibit officers of the city purchasing demands against the city or orders drawn on the Treasurer thereof for a less amount than that expressed in the face of such demands or orders.

25. To impose, collect and appropriate fines, forfeitures and penalties for breach of any ordinance, but no fine so imposed shall exceed one hundred dollars, and imprisonment shall in no case be imposed for a longer term than thirty days.

26. To provide for the survey of the blocks and streets of the city, and for making and establishing the boundary lines of such blocks and streets, and for the naming of the streets.

27. To establish and regulate the fees and compensation of all officers of the city except when otherwise provided by law.

28. To exercise such powers and authority as may be given to the Council elsewhere in this Act.

CHAPTER VI.

The Mayor. His Powers and Duties.

SEC. 32. The Mayor is the executive of the municipal corporation, and must exercise a careful supervision over its general affairs and subordinate officers. It is his duty, annually, at the regular meeting of the Council appointed by this Act, to communicate by message to the Council a general statement of the condition and affairs of this municipal corporation, and to recommend the adoption of such measures as he may deem expedient and proper, and to make such special communication to the Council from time to time, as he may think proper and useful.

SEC. 33. He shall take and approve all official undertakings which the ordinances of this city may require any officer to give as a surety for the faithful performance of his duty, or any undertaking which may be required of any contractor for the faithful performance of his contract, and when he approves such undertaking he must immediately file the same with the Recorder.

SEC. 34. He shall perform such other duties and exercise such other authority as shall be prescribed by this Act, by any city ordinance, or any law of the United States or of this State.

SEC. 35. No ordinance passed by the Council shall go into force or be of any effect until approved by the Mayor, except as provided in Sections 36, 37 and 38 of this Act.

SEC. 36. Upon the passage of any ordinance, the enrolled copy thereof, attested by the Recorder, shall be submitted to the Mayor by the Recorder, and if the Mayor approve the same, he shall write upon it "approved," with the date thereof and sign it with his name of office, and thereupon, unless otherwise provided therein, such ordinance shall become law and be of force and effect.

SEC. 37. If the Mayor do not approve of an ordinance so submitted, he must within ten days from the receipt thereof, return the same to the Recorder, with his reasons for not approving it, and if the Mayor do not so return it, such ordinance shall become a law as if he had approved it.

SEC. 38. Upon the first meeting of the Council after the return of an ordinance from the Mayor, not approved, the Recorder shall deliver the same to the Council with the message of the Mayor, which must be read, and such ordinance shall be put upon its passage again, and if two-thirds of all the members constituting the Council vote in the affirmative, it shall become a law without the approval of the Mayor, and not otherwise.

CHAPTER VII.

Of the Powers and Duties of the Officers of the Corporation.

SEC. 39. The Recorder is the judicial officer of the corporation, and shall hold a court therein, at such place as the Council shall provide, which shall be known as the Recorder's Court, and he shall be elected and hold his office as hereinbefore provided. He is also *ex-officio* Auditor and Clerk of the Council, and to him must be presented all claims and accounts against the city. He shall keep accurate minutes of all the proceedings of the Council, and a correct record of all judicial business by him transacted. It is his duty also to file every paper presented to him officially, and to take charge of and safely keep all the papers and records of the corporation.

SEC. 40. He shall have jurisdiction of all crimes and offences defined and made punishable by any ordinance of the city, and of all actions brought to recover or enforce any forfeiture or penalty declared or given by any such ordinance. He has the authority and jurisdiction of a Justice of the Peace for the county of Yamhill, within the limits of the City of McMinnville, in both civil and criminal matters, and in all proceedings in his court shall be governed and regulated by the general laws of the State applicable to Justices of the Peace, and Justices' Court in like or similar cases.

SEC. 41. The office of the Recorder shall be deemed vacant whenever the incumbent shall be absent from the city for a period of ten days without first obtaining the consent of the Council, except in case of sickness rendering him unable to return within that time, or whenever the person elected shall fail to qualify, as in this Act provided. In the absence of the Recorder, the Mayor may preside over the Recorder's Court in all matters relating to a violation of any city ordinance.

SEC. 42. The Recorder shall make out and report to the Council a montly statement of all the business transacted before him, whether sitting as Recorder or exercising the functions of a Justice of the Peace, and the amount of money received or collected on account thereof.

SEC. 43. The Council shall by ordinance regulate the manner of compensating the Recorder for his services as such and as Auditor and Clerk of the Council; *Provided*, That in the event of the Council providing a salary for such officers, costs, fees and expenses taxed against or received from any defendant in a criminal proceeding, either for violation of any city ordinance, or a law of this State, shall, when received or collected, be forthwith paid by said Recorder to the City Treasurer, who shall give him duplicate receipts therefor, one of which shall be filed in the Recorder's office.

SEC. 44. All fines imposed by said Recorder and all penalties recovered before him for a violation of a city ordinance shall, when received or collected, be forthwith paid by him to the City Treasurer, who shall give him duplicate receipts therefor, one of which shall be filed in the Recorder's office. All fines and penalties for a violation of a State law shal be disposed of by said Recorder as provided by the General Laws of this State.

SEC. 45. All accounts and demands against the city shall be presented to the Recorder with the necessary evidence in support thereof, and he shall audit the same and report them to the Council with all convenient speed, together with any suggestion or explanation he may deem proper and pertinent; *Provided*, That all demands or accounts of fees for extra services performed by any officer under this Act which shall be presented to or audited by the Recorder, shall be subject to petition to the Council, who shall allow only for such extra services as may have been indispensably necessary and for which no compensation is allowed by law. All such petitions shall lie over from the meeting at which they are presented to the next regular meeting.

SEC. 46. When a demand or account has been reported to the Council by the Recorder, they must examine the same if they deem it necessary and by vote direct whether the same shall be paid either in whole or in part, as they may deem it just and legal.

SEC. 47. When the Council orders any demand or account to be paid, if money has been appropriated for that purpose, and not other-

wise, the Recorder must draw a warrant upon the Treasurer for the amount ordered paid, which warrant must be drawn on the special or general fund appropriated therefor and be signed by the Mayor and attested by the Recorder.

SEC. 48. The Recorder's name, whether acting as Recorder, Auditor or Clerk of the Council, is, "Recorder of the City of McMinnville."

SEC. 49. He must issue all licenses authorized by city ordinance upon delivery to him of the receipt of the Treasurer for the amount of money required for such license; *Provided*, That in such cases as the Council, by the provisions of this Act or any ordinance, are or shall be required to make special order, license shall be issued only on such order.

SEC. 50. The Recorder must keep books of account showing therein all sums appropriated, the date thereof, and out of what fund payable, the date and amount of all orders or warrants drawn thereon, and to whom payable, and all such other matters and things as may be prescribed by ordinance, or be proper or necessary to a correct understanding of the city finances.

SEC. 51. The Recorder is authorized to administer any oath, authorized or required to be taken by any law of this State, or by any city ordinance.

Duties of Marshal.

SEC. 52. The Marshal shall be conservator of the peace, and in addition to the authority vested in him by the ordinance of the City of McMinnville, shall have authority and jurisdiction of a Constable within the city limits, and shall discharge the same according to the statutes of this State. He shall arrest all persons guilty of a breach of the peace, or the violation of any City Ordinance, and take them before the Recorder for trial. He shall collect all fines and delinquent licenses and taxes, as collection of county taxes is enforced, and shall pay all moneys collected over to the City Treasurer, taking duplicate receipts for the same, one of which shall be filed with the Recorder. He shall also, to the extent prescribed in this Act, perform the duties of an Assessor within the city limits. In case the Council establishes a police force, the Marshal shall by virtue of his office be Chief of Police.

SEC. 53. It shall be the duty of the Marshal to supervise all city property, and to prevent the loss and destruction thereof. He shall attend all meetings of the Council, and perform the duties of Sergeant-at-Arms to said body, and shall perform such other duties as may be imposed upon him by ordinance. He shall make a monthly report to the Council of all business by him transacted, and a statement of all public moneys received by him during said time, and the disposition made thereof.

Duties of Treasurer.

SEC. 54. The Treasurer shall receive and safely keep all moneys that shall come into his hands belonging to the City of McMinnville, and pay the same out upon the warrant or order signed by the Mayor and Recorder, and shall keep a correct account of the receipts and disbursements, and at all times keep his books open to the inspection of the Council, and at the expiration of his term of office shall turn over to his successor all moneys, books and papers belonging to his said office.

SEC. 55. He shall also, when the assessment roll is placed in his hands, as in this Act provided, cause public notice to be given thereof, through some newspaper published in the City of McMinnville, which said notice shall state the time within which he will receive and receipt for city taxes. At the expiration of said time he shall turn the assessment roll over to the Recorder, having first indicated thereon the delinquents.

SEC. 56. He shall upon the receipt of any and all moneys, credit the amount received to the proper fund, and shall not under any circumstances whatever apply any special fund to the payment of any warrant or order not drawn on the same.

Duties of Street Commissioner.

SEC. 57. The Street Commissioner shall keep an office at some convenient place, to be designated by the Council, which shall be properly kept open as the transaction of his business may require. He shall keep himself informed of the condition of all public streets, alleys, highways, bridges, culverts, sewers, drains, street lamps, parks and grounds, and shall have the supervision of all work done for the construction, improvement and repair thereof, whether such work be done by contract or by or at the expense of the owners of the adjacent property. He shall see that the provisions of all laws, ordinances and regulations relating to the public streets and property herein designated are strictly enforced; and no claim for work as herein specified, shall be allowed or paid out of the City Treasury without the certificate of the Commissioner that said work had been done to his satisfaction; *Provided*, That any contractor or other person feeling himself aggrieved by the determination of the Street Commissioner may appeal to the Council.

SEC. 58. The Street Commissioner shall keep proper records of all matters relating to the business of his office and report to the Council from time to time. He shall make any suggestions as to the matters connected with his department, in said report, with plans and estimates of the cost of improvement, as he may deem expedient, and perform

such other duties as may be required of him by this Act, or by any ordinance. He may appoint one or more deputies, who shall have the powers, and perform any or all of the duties of the Commissioner, under his direction, except the acceptance and approval of work done.

Duties of City Attorney.

SEC. 59. The City Attorney must attend to all actions, suits or proceedings in which the city is legally interested, and attend to the prosecution of all persons charged with the violation of any city ordinance and give his advice and opinion in writing concerning any matter in which the city is interested when requested by the Mayor or Council.

CHAPTER VIII.

Of Streets. Their Grade and Improvement.

SEC. 60. The Council is authorized and empowered to lay out, eastablish, vacate, widen, extend and open streets and alleys, and parts of streets and alleys, in said city, and appropriate private property for that purpose; and to establish or alter the grade of any street or part thereof; and to improve the sidewalks, pavements, streets and parts of streets within the city limits, making full or partial improvements thereof, and to establish a system of sewerage, and construct and repair drains and sewers; and it has full power to determine and provide for everything necessary and convenient to the exercise of the authority herein granted.

SEC. 61. No improvement mentioned in the last section can be undertaken or made without fourteen days' notice thereof being first given by publication in a newspaper published in the city of McMinnville, if there be such newspaper; if not, then by a written notice posted in three public places in the city for said time, except as in this Act otherwise provided.

SEC. 62. Such notice must be given by the Recorder, by order of the Council, and must specify with convenient certainty the street or part thereof proposed to be improved, or of which the grade is proposed to be established or altered and the kind of improvement which is proposed to be made.

SEC. 63. Within fourteen days from the final publication of such notice, the owners of two-thirds of the property adjacent to such street or part thereof, as the case may be, may make and file with the Recorder a written remonstrance against the proposed improvement,

grade or alteration thereof, and thereupon the same shall not then be further proceeded with or made.

SEC. 64. If no such remonstrance be made and filed, the Council, at its earliest convenience thereafter and within six months from the final publication of such notice, may establish the proposed grade or alteration thereof, or commence to make the proposed improvement as herein provided.

SEC. 65. In the case of notice to establish a grade or alteration thereof, the Council, within the time limited in the last preceding section, may establish the same by ordinance as proposed in the notice.

SEC. 66. In case the notice be for the improvement of a street or part thereof, the Council may proceed to ascertain and determine the probable cost of making such improvement and assess upon each lot or part thereof liable therefor its proportionate share of such cost.

SEC. 67. When the probable cost of improvement has been ascertained and determined and the proportionate share thereof has been assessed as herein provided, the Council must declare the same by ordinance and direct the Recorder to enter a statement thereof in the docket of the city liens, as provided in the next section.

SEC. 68. The docket of city liens is a book in which must be entered, in pursuance of the last preceding section, the following matters in relation to assessments for the improvement of streets:

1. The number of the lot assessed and the number or letter of the block in which it is situated, and if a separate assessment is made upon a part of a lot, a particular designation of such part.
2. The name of the owner thereof, or that the owner is unknown.
3. The sum assessed upon such lot or part thereof and the date of the entry.

SEC. 69. The docket of the city liens is a public writing, and the original or certified copies of any matter authorized to be entered therein are entitled to the force and effect thereof, and from the date of the entry therein of an assessment upon a lot or part thereof, the same so entered is to be deemed a tax levied and a lien thereon, which lien shall have priority over all other liens or incumbrances thereon whatsoever.

SEC. 70. For the purpose of ascertaining who is the owner of any lot or part thereof assessed for any improvement of a street the Recorder shall take the certificate of the County Clerk of Yamhill county stating who is the owner thereof at the date of the ordinance making the certificate as may appear from the records of deeds for said county, which certificate the said County Clerk is authorized and required to give when demanded by the Recorder.

SEC. 71. Any sum of money assessed for the improvement of a street, cannot be collected, until, by order of the Council, fourteen days' notice thereof is given by the Recorder, by publication in a newspaper

Amended on 01.28.2026
57 of 515

published in the City of McMinnville, if any there be, if not, then by posting written notices in three public places in said city for said time. Such notice must substantially contain the matters required to be entered in the docket of city liens concerning such assessment.

SEC. 72. If within five days from the expiration of said fourteen days' notice, the sum assessed upon any lot or part thereof if not wholly paid to the City Treasurer and a duplicate receipt thereof filed with the Recorder, the Council may thereafter order warrant issued for the collection of the same, said warrant to be issued by the Recorder and directed to the Marshal.

SEC. 73. Such warrant must require the Marshal to forthwith levy upon the lot or part thereof upon which the assessment is unpaid, and sell the same in the manner provided by law, and return the proceeds of such sale to the City Treasurer and the warrant to the Recorder with his doings endorsed thereon, together with the receipt of the Treasurer for the proceeds of such sale.

SEC. 74. Such warrant shall have the force and effect of an execution against real property, and shall be executed in the same manner, except as in this chapter otherwise specially provided.

SEC. 75. The person executing such warrant shall immediately make a deed to the purchaser for the property sold thereon, stating therein that the same is made subject to redemption, as provided in this chapter. Within three years from the date of such sale, the owner or his successor in interest, or any person having a lien by judgment, decree or mortgage on the property, or any part thereof, separately sold, may redeem the same upon the terms and conditions provided in the next section.

SEC. 76. Redemption is made by the payment of the purchase money and twenty-five per cent. additional thereto, together with interest upon the purchase money from the date of sale to the time of payment at legal rate, and the amount of any tax which the purchaser may have paid upon the property.

SEC. 77. A redemption discharges the property from the effects of the sale for the assessment, if made by the owner or his successor in interest, and the estate in the property is thereby restored to the owner or his successor in interest, as the case may be; but if made by a lien creditor, the amount paid for the redemption is thereafter to be deemed a part of his judgment, decree or mortgage, as the case may be, and shall bear like interest, and may be enforced and collected as a part thereof.

SEC. 78. Whenever a purchaser or those claiming under him, refuses to convey to a person entitled to redeem, such person may enforce conveyance therefor by a suit in equity, as for a specific contract to convey real property; and such suit may be maintained against absent persons or parties without proof of the tender of the

money and offer to redeem, if the plaintiff bring such money into court and there offer to redeem.

SEC. 79. Each lot or part thereof within the limits of a proposed street improvement, shall be liable for the full cost of making the same, upon the half of the street in front of or abutting upon it.

SEC. 80. The intersection of all streets shall be improved at the expense of the city.

SEC. 81. A sale of real property under the provisions of this chapter, conveys to the purchaser, subject to redemption as herein provided, all the estate or interest therein of the owner, whether known or unknown, together with all the rights and appurtenances thereunto belonging.

SEC. 82. When an assessment upon any lot or part thereof becomes delinquent, any person having a lien thereon by judgment, decree or mortgage, may at any time before the sale of such lot, or part thereof, pay the same. Such payment discharges the property from the effect of the assessment, and all accruing costs and charges, if any, when so paid, is thereafter to be deemed a part of such lien creditor's judgment, decree or mortgage, as the case may be, and shall bear like interest and may be enforced and collected as a part thereof.

SEC. 83. The Council must provide by ordinance for the time and manner of doing the work on any proposed improvement, subject to the following restrictions only, viz.: After proper notice, the work must be let to the lowest responsible bidder, for either the whole work necessary to complete said improvement, or for such subdivision thereof as will not materially conflict with the completion of the remaining portion; but no bid for a fractional part of any class of work chargeable to any block fronting upon the street to be improved, shall be received; and a bid by the owner or owners of two-thirds of the property in a block fronting on a street proposed to be improved must be accepted; *Provided*, That the same is as low as any other bid, and that the work can be so subdivided without injury to the owners of adjacent or other property. The Council may provide for the rejection of any and all bids when deemed unreasonable, and that the bid of any person who has before bid or contracted for such work, and been delinquent therein, shall not be received. The Council may provide for taking surety by bond, for the faithful performance of any contract let under its authority, and the provisions thereof may be enforced by action, suit or proceeding in the name of the City of McMinnville.

SEC. 84. If upon completion of any improvement, it is found that the sum assessed therefor, upon any lot or part thereof, is insufficient to defray the cost thereof, the Council must ascertain the deficit and declare the same by ordinance. When so declared, the Recorder must enter the sum of the deficit in the docket of the city liens, in a column reserved for that purpose, in the original entry, with the date thereof,

and such deficit shall thereafter be a lien upon such lot or part thereof, in like manner and with like effect as in case of the sum originally assessed, and shall also be payable, and may be collected in like manner, and with like effect as in case of such sums so assessed.

SEC. 85. If, upon the completion of any improvement it is found that the sum assessed therefor, upon any lot or part thereof, is more than sufficient to pay the costs thereof, the Council must ascertain and declare the surplus in like manner as in case of a deficit. When so declared it must be entered in the docket of the city liens, as in case of a deficit, and thereafter, the person who paid such surplus, or his legal representatives, is entitled to repayment of the same, by warrant on the City Treasurer.

SEC. 86. All money paid or collected upon assessments for the improvements of streets, shall be kept as a separate fund, and in no wise used for any other purpose whatsoever. All money so assessed, including a deficit, from the time of being entered upon the docket of city liens, shall bear interest at the legal rate until paid or collected.

SEC. 87. The proceedings authorized by this chapter for the establishment or alteration of a grade, or the improvement of a street, or part thereof, may be taken and had without notice, as hereinbefore provided, whenever the owner or owners of two-thirds of the adjacent property shall in writing petition the Council therefor.

SEC. 88. The Council shall have power to lay down all necessary sewers and drains, and cause the same to be assessed on the property directly benefited thereby, but the mode of apportioning estimated costs of improvement of streets prescribed in Sections 79 and 80 of this Act, shall not apply to the construction of such sewers or drains, and when the Council shall direct the same to be assessed on the property directly benefited, such expense shall in every other respect be assessed and collected in the same manner as provided in case of street improvements; *Provided*, That the Council may, at its discretion, appoint three disinterested persons to estimate and determine the proportionate share of the cost of such sewer or drain, to be assessed to the several owners of the property benefited thereby.

SEC. 89. The Council is authorized to repair any street, alley, drain, or sewer, or part thereof, whenever it may deem it expedient, and to declare by ordinance before doing the same, whether the cost thereof shall be assessed upon adjacent property, or be paid out of the general fund of the city; and if the Council declares that a proposed repair shall be made at the cost of the adjacent property, thereafter the proposed repair is to be deemed an "improvement," and shall be made accordingly; but if it declares that it shall be paid out of the general fund, such repairs may be made as the ordinance may provide, and be paid accordingly; *Provided*, That no money shall be paid out of the general fund for that purpose so long as there remains unexpended any portion of the revenue provided for in Section 99 of this Act.

SEC. 90. Whenever any lot or part thereof sold under the provisions of this Chapter shall bring more than the assessment thereon, with interest and costs and charges of collection, the surplus must be paid to the Treasurer, and the person executing the warrant must take a separate receipt for such surplus and file it with the Recorder on the return of the warrant. At any time thereafter, the owner or his legal representative is entitled to a warrant on the Treasurer for such surplus; *Provided*, That when any lot or part thereof sold under the provisions of this Chapter shall bring less than the assessment thereon, the Common Council shall supply the deficiency out of the general fund, if in the opinion of the Council such improvement be necessary.

SEC. 91. The deed of the purchaser must express the true consideration therefor, which is the amount paid by the purchaser, and the return of the person executing the warrant must specify the amount for which each lot or part thereof sold and the name of the purchaser.

SEC. 92. When the Council shall deem it expedient to open, lay out, establish, widen or extend a street or alley, it shall appoint a surveyor to survey such proposed new street or alley, or extension or line to which the width is to be changed and make a report thereof, containing a plat of the survey of such street or alley, of the portion of each lot or part thereof required to be appropriated for such street or alley, which report, if satisfactory to the Council, shall be adopted by an ordinance embracing the same; *Provided*, That before the adoption thereof, the Council shall cause the Recorder to give notice of the filing of such report by publication for fourteen days in some newspaper published in the City of McMinnville. Thereafter, and within thirty days from the adoption of such report, the Council shall appoint three disinterested resident freeholders of the City of McMinnville, no kin to any owner or person interested in any property to be appropriated and who possess the qualifications of jurors in courts of justice, to view such proposed street or alley and make assessment of the damages, if any, to the respective owners of the lots and parts of lots appropriated, and to report the same to the Council. The said viewers shall meet at such time as may be designated by the Council, and, after having been duly sworn, or affirmed, to discharge their duty faithfully and impartially, shall proceed and view the whole distance of said proposed street or alley and assess and determine how much less valuable the premises of such owners respectively would be rendered by the opening of the same. If the Council is satisfied that the amount of damages assessed by said viewers, or by the Circuit Court upon appeal, as hereinafter provided, is just and equitable, and that the proposed street or alley will be of sufficient importance to the public to cause the damages so assessed and determined to be paid by the city, the Council

shall order the same to be paid to the said owners respectively, out of the treasury as other claims against the city are paid; but if in the opinion of the Council such proposed street or alley is not of sufficient importance to the public to cause the damages to be paid by the City of McMinnville, the Council may refuse to establish such street or alley, or extend or widen the same, as the case may be, unless the damages, or such part thereof as the Council may think proper, shall be paid by private parties; *Provided, further*, That any such owner feeling aggrieved by the assessment of such damages, as herein provided, may, within thirty days after the filing of said report of the said viewers, appeal therefrom to the Circuit Court of the State of Oregon for Yamhill county in the same manner as appeals from the assessment of damages in laying out a highway by the County Court, and if the appellant shall fail to recover a judgment more favorable than the report appealed from, he shall pay all the costs and disbursements of the appeal, and in no case shall such appellant recover any amount of costs and disbursements against the City of McMinnville upon such appeal beyond the sum of forty ($40) dollars, nor shall such appellant enforce any judgment for damages against said city, if the said Council shall determine that the street or alley or part thereof is not of sufficient importance to justify the establishment of the same after the (appeal) shall be tried in the Circuit Court. The compensation of the viewers shall be three dollars a day each, to be allowed and paid as other claims against the city.

SEC. 93. Whenever any lot or part thereof is sold for a delinquent assessment for a street improvement, and afterwards re-sold for a deficit in such assessment, as in this Act provided, to any person other than the purchaser at the first sale or his successor in interest, such purchaser or successor, for the purpose of making redemption from the purchaser at such re-sale, is to be deemed an owner within the meaning of this Act.

SEC. 94. Whenever the grade of any street has been established, the Council may authorize the owner or owners of any property thereon, to cut down or fill up such street in front of such property, according to such grade, at the expense and cost of the owner.

SEC. 95. The authority mentioned in the last section cannot be given after an assessment has been made for the improvement of the street in front of such property, and in giving such authority, the Council may impose such terms and conditions thereon as may be necessary to secure the deposit of excavation upon any part of such street as may require to be filled up.

SEC. 96. Said City of McMinnville shall have full power to lay out, open, work, change and control all the highways and roads within the following limits of said city: Beginning at the intersection of "B" and Lincoln streets; thence east on Lincoln street to the east side of Grant street;

thence north on Grant street to Fifth street; thence east on Fifth street to the west side of the railroad track; thence northerly following said railroad track to the north side of First street; thence west on First street to the west side of "B" street; thence south on "B" street to the place of beginning, and the inhabitants of said city within said limits shall be exempt from the payment of road taxes, or the assessment of property for road work; *Provided*, That the Council shall cause to be collected annually from each male inhabitant of said city, within said limits, between twenty-one and fifty years of age, except a public charge, or active or exempt firemen, and persons who are too infirm to perform labor, the sum of four dollars; and the said amount of money so collected shall be applied to the improvement and repairing of the streets and sewers within said limits of said city and to no other purpose whatsoever. The Street Commissioner of said city is authorized to collect the same in money only, and for that purpose shall possess the same power and authority and have the remedy granted by the general laws of this State to Road Supervisors for the collection of road tax. The Council shall by ordinance fix the time within which the said tax shall be collected. The Street Commissioner shall pay all money collected by him by virtue of this Act to the City Treasurer as fast as he shall collect the same. For the purposes aforesaid, the territory within said limits of the City of McMinnville is excepted out of the jurisdiction of the County Court of Yamhill county, and the full control over all county roads and highways, or parts thereof, within the above described limits of said city is hereby vested in the Council of the City of McMinnville.

CHAPTER IX.

Of the City Revenues and the manner of Assessing and Collecting Taxes.

SEC. 97. All money paid for licenses and collected as fines, as well as all money collected by taxation shall form the general fund of the city, except as in this Act otherwise specially provided.

SEC. 98. The Council in exercising the power and authority of raising revenue by taxation, as hereinbefore provided and limited, shall by resolution authorize the Mayor to obtain, at such time as may be designated by ordinance, from the County Clerk of Yamhill county, Oregon, a certified transcript of so much of the last preceding assessment roll filed in the said Clerk's office by the County Assessor of said county, as pertains to the assessment of property, real and personal,

within the limits of the City of McMinnville, with the names of the assessed set down in alphabetical order.

SEC. 99. The Mayor shall submit the same to the Council at the next regular meeting after the passage of the resolution prescribed by the last section. Thereupon the Council shall by resolution, appoint some day for the sitting of the Board of Equalization at the office of the Recorder of the City of McMinnville.

SEC. 100. The said Board shall consist of the Mayor, Recorder and Marshal, and shall have and exercise the power to equalize the city assessments, as nearly as may be in accordance with the provisions of the "General Laws" of Oregon, in relation to the same. An appeal may be taken from the decision of the said Board to the Council, where action thereupon shall only be inquired into, or reviewed upon a proceeding in some court of competent jurisdiction, the result of the judgment or decree of which shall in no case effect any other assessment or tax than that of the party complaining.

SEC. 101. Immediately upon the expiration of the time prescribed for the taking of appeals, the Board of Equalization shall submit the corrected assessment roll to the Council, which body shall forthwith levy such tax as may be deemed necessary, not exceeding the limit hereinbefore prescribed, and shall cause the Recorder to compute the amount of tax due from each person, and place the same in the hands of the City Treasurer for collection.

SEC. 102. Immediately upon the receipt of the tax roll, the Treasurer shall cause a notice to be published in some newspaper published within said city, if any, if not, then by posting written notices in three public places in the city, notifying the tax-payers that the tax roll has been placed in his hands, and the same shall so remain for the period of thirty days, during which period he will, at his office, between the hours of 9 A. M. and 5 P. M. daily, receive and receipt for city taxes.

SEC. 103. Within five days from the expiration of the time limited for paying taxes, he must return the tax roll to the Council, designating thereon the taxes paid, and those remaining unpaid.

SEC. 104. Upon the return of said tax roll, all unpaid taxes shall be deemed delinquent, and the Council must order the Recorder to deliver the tax roll to the Marshal, and issue and annex thereto a warrant delivered to the said Marshal, commanding him to proceed and forthwith collect the delinquent taxes upon such roll in the manner provided by law, and to pay the same to the Treasurer, and return the warrant with his doings thereon and the receipt of the Treasurer for all money collected thereby and paid to the Treasurer, to the Recorder.

SEC. 105. Such warrant for the purpose of collecting such delinquent taxes shall be deemed an execution against property, and shall have the force and effect thereof against any person, firm or corporation, against whom such taxes are levied or charged on the tax roll,

and shall be executed and returned in like manner, except as in this Act otherwise provided.

SEC. 106. If no personal property be found whereon to levy the warrant, or if that levied upon be not sufficient to satisfy the same, it must be levied on any real property of the person, firm or corporation against whom the tax is levied or charged, or sufficient thereof to satisfy such warrant, including fees of officers and all necessary expenses of sale and executing the warrant.

SEC. 107. In case of a delinquent tax levied upon real property in the name of an owner unknown, the warrant shall be executed by levying upon each lot, or part thereof, of such property for the tax levied thereon, and selling it separately.

SEC. 108. Where real property is sold for delinquent taxes, the person executing the warrant must immediately execute a deed for such property to the purchaser, stating therein that the same is made subject to redemption as provided by law, and such sale conveys to the purchaser, subject to redemption as herein provided, all the estate or interest therein of the owner, whether known or unknown, together with all the rights and appurtenances thereunto belonging or in any way appertaining.

SEC. 109. Real property sold for delinquent taxes as in this Chapter provided, may be redeemed by the owner or his successor in interest, or by any person having a lien by judgment, decree or mortgage on such property, or any part thereof, separately sold, within three years from the date of the deed therefor, and upon the terms and conditions and with the effect provided in Chapter VIII of this Act. In the case of sales of real property for delinquent assessments for the improvement of streets, such delinquent tax may be paid by such lien creditor in the same manner and with like effect as delinquent assessment, as provided in Section 82.

SEC. 110. Whenever any property, real or personal, sold for delinquent taxes, shall bring more than the amount of such taxes with costs and charges of collection, the surplus must be paid to the Treasurer, and the person executing the warrant must take a separate receipt for such surplus and file the same with the Recorder. On the return of the warrant, or at any time thereafter, the owner of the property sold, or his legal representative, is entitled to a warrant upon the Treasurer for such surplus.

SEC. 111. Section 91 shall apply to the sale of real property for delinquent taxes, and in case of the sale of personal property for such taxes, the true consideration thereof shall in like manner be expressed in the "bill of sale" therefor, and the return of the person executing the warrant must specify such consideration and the name of the purchaser.

SEC. 112. It shall be the duty of the Council to provide by ordin-

Amended on 01.28.2026
61 of 515

ance within what time the duties prescribed by this Chapter shall be performed. It must also prescribe a time for the return of the warrant for the collection of delinquent taxes, and may order an alias warrant to issue for the collection of any taxes not made on a previous one. All costs and charges for collecting delinquent taxes must be made on the warrant and collected as a part of the tax. The Council may prescribe by ordinance the fees and compensation for collecting delinquent taxes, but the same shall in no case be paid out of the treasury.

SEC. 113. All property subject to levy upon execution is subject to levy upon a warrant for the collection of delinquent taxes, and also all property subject to assessment for taxation, as provided in Section 34, whether the same be exempt from execution or not.

SEC. 114. Whenever the Marshal shall discover or be informed that the Assessor has omitted to assess any real or personal property liable to taxation for city purposes, he shall forthwith assess the same and collect the taxes thereon, and he shall return, under oath, to the Council the amount of taxes so collected by him.

CHAPTER X.

Of the Police Force.

SEC. 115. Whenever the Council deems it advisable to appoint either a day or night police, or both, it shall make all necessary and convenient rules and regulations for the organization and conduct of said police force; for the care and management of the city prison; for receiving and hearing complaints against any member of said force, and for the forfeiture of all or any portion of the wages that may be due any member of such force on account of any misconduct or negligence in the discharge of his duties. The Marshal shall be *ex-officio* Chief of Police and have direction of all policemen while they are on duty.

SEC. 116. The policemen shall possess the same power and authority as the Marshal in making arrests and preventing breaches of the peace. They must exercise a vigilant control over the peace and quiet of the city, and every policeman shall, before entering upon the discharge of his duties, take and subscribe an oath that he will faithfully perform the duty for which he is appointed.

CHAPTER XI.

Of the Fire Department.

SEC. 117. It shall be the duty of the Council to provide for the prevention and extinguishment of fires, and for the preservation of property endangered thereby, and for the appointment of officers required for such purposes.

SEC. 118. The Council shall supervise and control the McMinnville Fire Department, and shall by ordinance, declare what companies compose the same, the maximum and minimum membership thereof, and the officers of each company, their term of office and respective duties.

SEC. 119. The Council shall provide for the election annually of a Chief and an Assistant Engineer by the active members of the Fire Department, having each such qualifications as the Council may prescribe, and it shall prescribe who shall act as Chief Engineer in the absence of the duly elected Chief and Assistant.

SEC. 120. The Chief Engineer shall in all cases of fire have absolute control and command of the water works, all the engines, hose, hooks and ladders, and all apparatus belonging to the Fire Department. He shall at all times have control of and keep in repair all engines, trucks, hose, hose-carriages, hooks and ladders belonging to the Fire Department, and also all public cisterns and fire-plugs, and it shall be the duty of the Council to prescribe by ordinance such rules and regulations in relation to repairs and improvements, as may seem best. It shall be his duty, should any emergency occur during a conflagration, which in his judgment requires the removal of any building or buildings by the use of gunpowder or other means, for the purpose of extinguishing such conflagration, to cause the removal to be made. He shall have power to suspend any company for disobedience of orders or neglect of duty until a meeting of the Council is had thereon. He shall report to the Council all fires that may take place in the city, with the cause thereof, as well as can be ascertained, and number of, and description of the buildings destroyed or injured, together with the names of the owners or occupants thereof, and also the estimated loss and such other information as he may deem necessary; and he shall make report at such time as the Council shall appoint of the condition of the Fire Department, and the property belonging thereto. The Chief Engineer shall also act as fire warden, and perform such other duties as the Council may by ordinance prescribe.

SEC. 121. It shall be the duty of the Assistant Engineer to assist the Chief Engineer in the performance of his duties, and whenever the Chief Engineer shall be absent from the city or prevented from attending to the duties of his office, he shall perform all the duties and

possess all the rights and powers of the Chief Engineer during such absence or disability.

SEC. 122. The Council may by ordinance provide such compensation for the Chief and Assistant Engineers as may be just and reasonable.

SEC. 123. It shall be the duty of the Council to appropriate from time to time such sums of money as may be necessary to keep the present apparatus of the Fire Department in perfect working order, and to add thereto engines, hose, hose-carriages, and other necessary apparatus whenever the same may be required. It may also, as soon as it may deem expedient, appropriate such sums of money as may be necessary to build and furnish engine houses for the accommodation of said Department.

CHAPTER XII.

Miscellaneous Provisions.

SEC. 124. The City of McMinnville is not bound by any contract, or in any way liable therein, unless the same is authorized by ordinance and made in writing and by order of the Council, signed by the Mayor or Recorder in behalf of the city. But no ordinance may authorize an officer or agent of the city, naming him, to bind the city without a contract in writing for the payment of any sum of money not exceeding one hundred dollars.

SEC. 125. No money shall be drawn from the treasury but in pursuance of an appropriation for that purpose by an ordinance, and an ordinance making an appropriation of money must not contain a provision upon any other subject, and if it does, such ordinance as to such provision shall be void, and not otherwise.

SEC. 126. A member of the Council for words uttered in debate therein, shall not be questioned in any other place.

SEC. 127. All the city officers now holding office in the town of McMinnville by virtue of the laws heretofore in force are hereby continued in their respective offices, and all the property, rights, privileges and immunities now held, possessed and enjoyed by the corporate authorities of the town of McMinnville shall be held, possessed and retained by this corporation except as in this Act otherwise provided.

SEC. 128. No person paying a license to the City of McMinnville in order to carry on any business or avocation within the city limits, for which license is required by this Act, or by any ordinance, shall be required to pay a license tax to the county authorities of Yamhill county for the same purpose.

SEC. 129. No member of the Council or other city officer shall be interested in any contract or work the expenses of which are to be paid out of the city treasury.

SEC. 130. The style of every ordinance shall be: "The People of the City of McMinnville do ordain as follows." And all warrants issued by the Recorder by virtue of the provisions of this Act or of any ordinance shall run in the name of the City of McMinnville.

SEC. 131. The official books and papers of all officers mentioned in this Act are City property and must be kept as such by such officers during their continuance in office and then delivered to their successor, and such books and papers may be inspected at any time by a committee of the Council appointed for that purpose or by the Mayor.

SEC. 132. Whenever any one holding an office created by this Act or established by ordinance shall neglect or refuse to pay over any moneys belonging to the city at the time fixed by ordinance for the payment therefor, his office shall be declared vacant by the Council and some qualified person appointed to serve therein for the remainder of the term.

SEC. 133. The Council shall by ordinance fix the compensation and fees of all officers; *Provided*, That when the Recorder and Marshal are performing the functions of Justice of the Peace and Constable respectively, they shall recover from Yamhill county for such services the fees allowed by law to those officers; *Provided further*, That the Mayor and Councilmen shall receive no compensation for their official services.

SEC. 134. The Council shall by ordinance fix the amount of the official undertaking of each and every officer of the city who may be required by this Act or by ordinance to execute and file an official undertaking; *Provided*, That there be not less than two sureties upon each and every such undertaking.

SEC. 135. All ordinances heretofore passed by the municipal authorities of the town of McMinnville in force when this Act takes effect, and not in conflict with any of its provisions, shall be and remain in force after this Act takes effect and until repealed by the Council, and it shall be the duty of that body as soon as practicable after the taking effect of this Act, to pass all ordinances necessary to carry into operation the provisions of this Act, and to cause the same to be codified and published in pamphlet form, together with such by-laws as the Council may adopt, and together also with this Act.

SEC. 136. The city of McMinnville as incorporated by this Act, shall take and succeed to all and singular, the real estate and personal property acquired by the laws of McMinnville as incorporated by any former Act of this Assembly.

SEC. 137. All books, papers, records, deeds, money and accounts now in the possession of the officers of the town of McMinnville as incorporated by any former Act of this Assembly, shall be transferred

and become the property of the City of McMinnville as incorporated by this Act, and the municipal corporation created by this Act shall pay all the debts, discharge all liabilities, and execute all the obligations and trusts of the municipal corporation created by any former Act of this Assembly, and designated as the town of McMinnville.

SEC. 138. No action, suit or proceeding to which the town of McMinnville is a party, now pending in any court whatsoever, and no action, civil or criminal, or for a violation of any city ordinance, now pending before the Recorder, shall abate by reason of any of the provisions of this Act.

SEC. 139. At the first regular meeting of the Council after the taking effect of this Act, there shall be elected by the said Council, an additional Councilman and a Mayor, who shall forthwith qualify and enter upon the discharge of the duties of their offices, and serve until the next city election. The persons elected shall have all the qualifications of an elector of the State of Oregon, and shall have resided within the city limits for six months preceding his election.

SEC. 140. The following Acts are hereby repealed: An Act entitled an Act to incorporate the Town of McMinnville in the County of Yamhill, State of Oregon, approved October 20, 1876; and also an Act entitled an Act to amend an Act entitled an Act to incorporate the town of McMinnville, in the County of Yamhill, State of Oregon, approved October 20, 1876.

SEC. 141. Inasmuch as the present municipal government of the town of McMinnville is inefficient and does not subserve the interests of the inhabitants thereof, this Act shall take effect and be in full force from and after its approval by the Governor.

Approved October 21, 1882.

AN ACT to incorporate the City of Portland.

Be it enacted by the Legislative Assembly of the State of Oregon:

CHAPTER I.

Of the Boundaries and Incorporation of the City.

SECTION 1. The City of Portland is bounded as follows: Beginning at the southwest corner of section 29 in township 1 north of range 1 east of the Willamette meridian, and running thence in a southeasterly direction in a direct line to the southwest corner of the southeast quarter of section 32 in the same township; thence continuing the same course on the same line until it intersects the south line of the donation land claim of Amos N. King; thence east to the western boundary line of the City of Portland as now established; thence in a southeasterly direction along said western boundary line to the southwest corner of the donation land claim of Finice Caruthers, deceased; thence south to the southwest corner of the donation land claim of Elizabeth Thomas, deceased, on the north line of the donation land claim of James Terwilliger in Township 1 south of range 1 east of Willamette meridian; thence east along the line between said claims of Thomas and Terwilliger and a projection thereof to the center of the Willamette river; thence northerly down the center of said river until it shall intersect a projection of the west side line of section twenty (20) of said township one (1) north of range one (1) east; thence south along said west line and the projection thereof to the place of beginning; all being in the County of Multnomah, in the State of Oregon.

SEC. 2. The inhabitants of the City of Portland are hereby constituted and declared to be a municipal corporation by the name and style of the City of Portland, and by such name shall have perpetual succession, sue and be sued, plead and be impleaded, in all courts of justice and in all actions, suits or proceedings whatever; may purchase, hold and receive property, both real and personal, within said city for public buildings, public works and city improvements; may lease, sell or dispose of the same for the benefit of the city; may purchase, hold and receive property, both real and personal, beyond the limits of the city, to be used for city parks, for burial purposes, for the establishment and maintenance of a hospital for the reception of persons infected with contagious or other diseases, for work houses, and for houses of correction; also for the erection of water works to supply the city with water, and may control, lease, sell or dispose of the same for the benefit of the city; and they shall have and use a common seal and may alter and break the same or make a new one at pleasure.

CHAPTER II.

Of the Government of the City.

SEC. 3. The power and authority given to the municipal corporation of the City of Portland by this Act is vested in a Mayor and Common Council, and their successors in office, to be exercised in the manner hereinafter prescribed.

SEC. 4. For the purpose of municipal representation, the City of Portland is hereby divided into three wards designated and bounded as follows: Ward number one, which includes all that part of the city north of Washington street, and so much of "B" street as lies west of

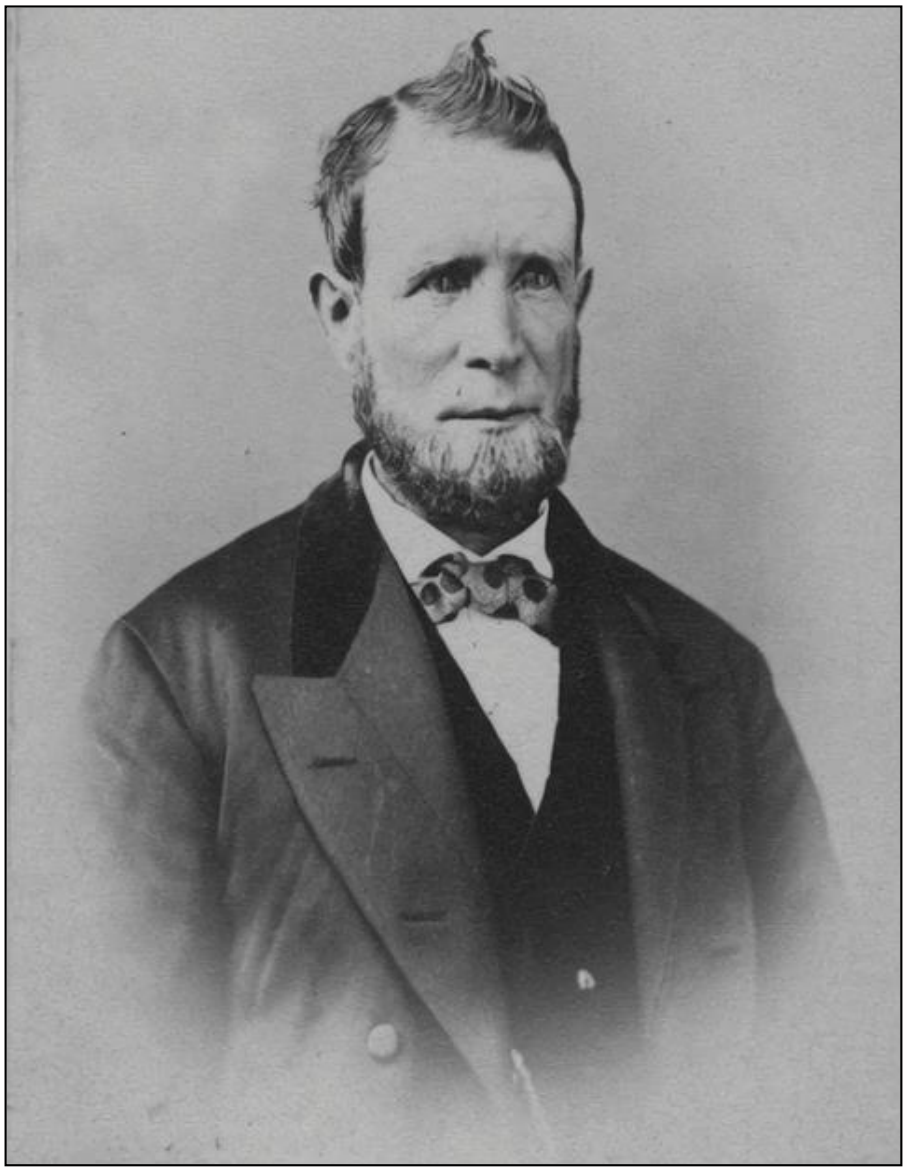
McMinnville, Oregon



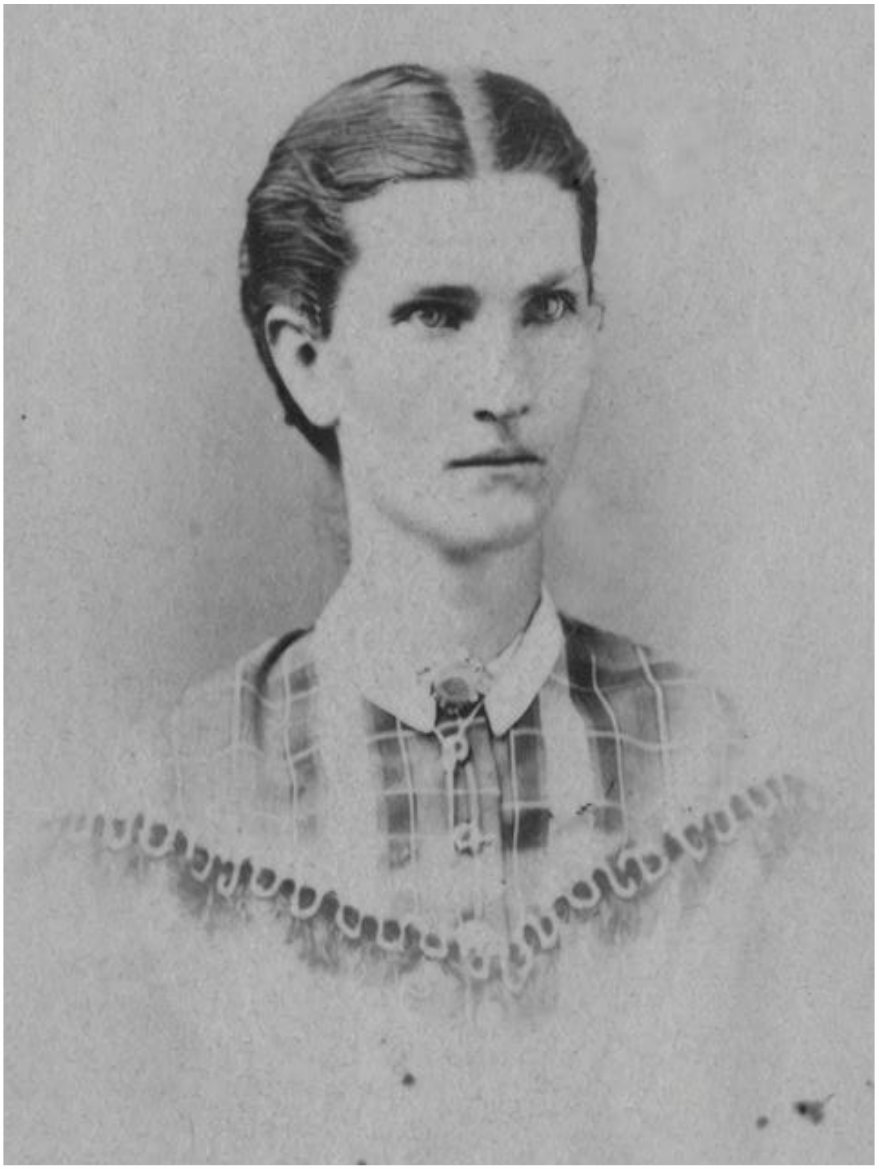
The Story of its Incorporation

Presented by Katherine Huit, Historian and Certified Records Manager

William and Sarah Newby

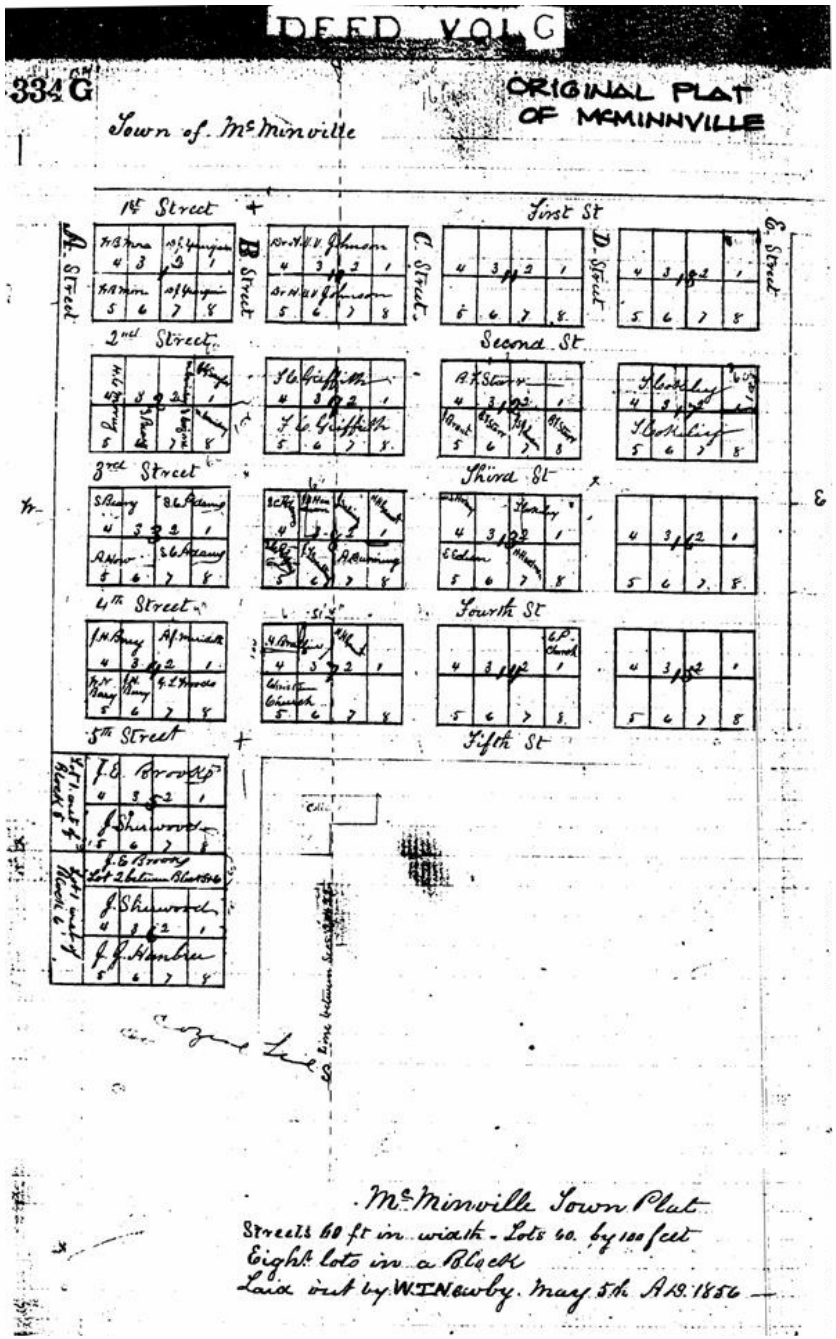


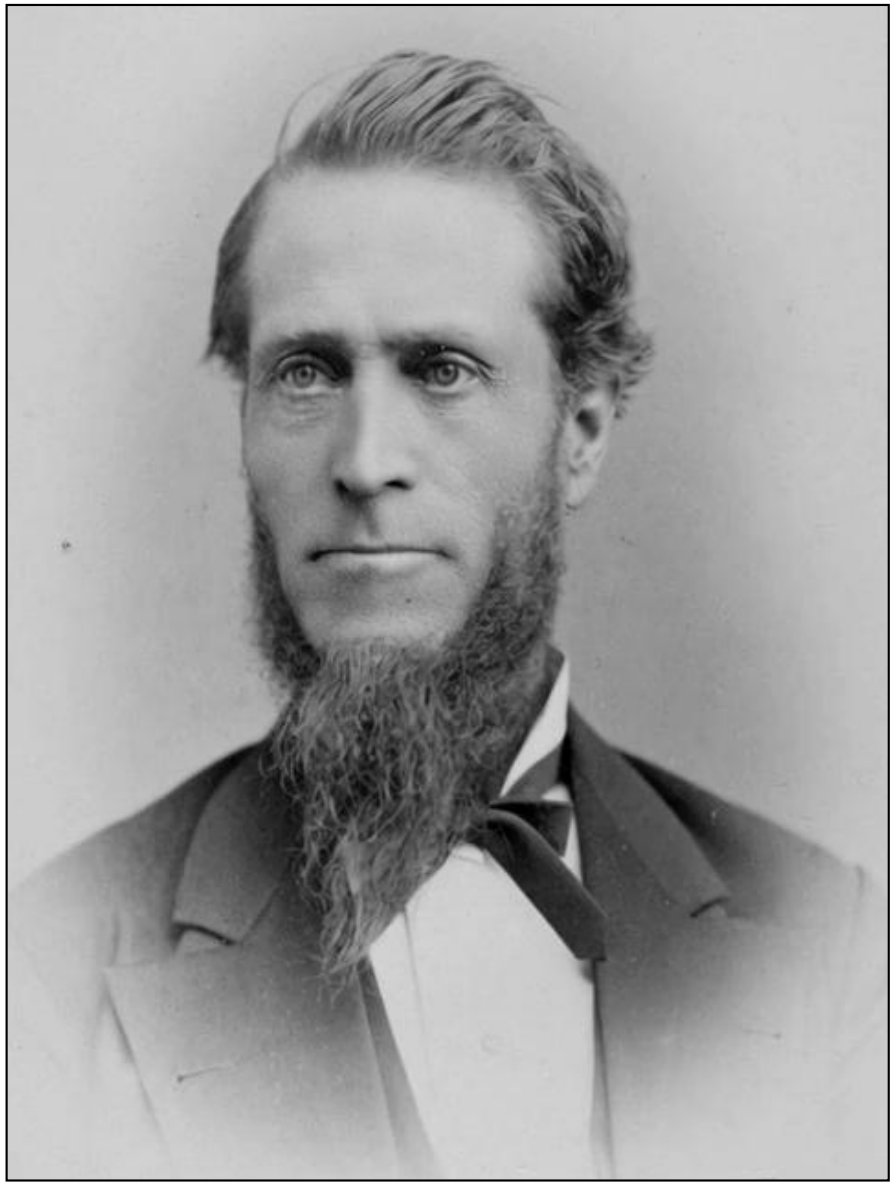
William T. Newby



Sarah Newby

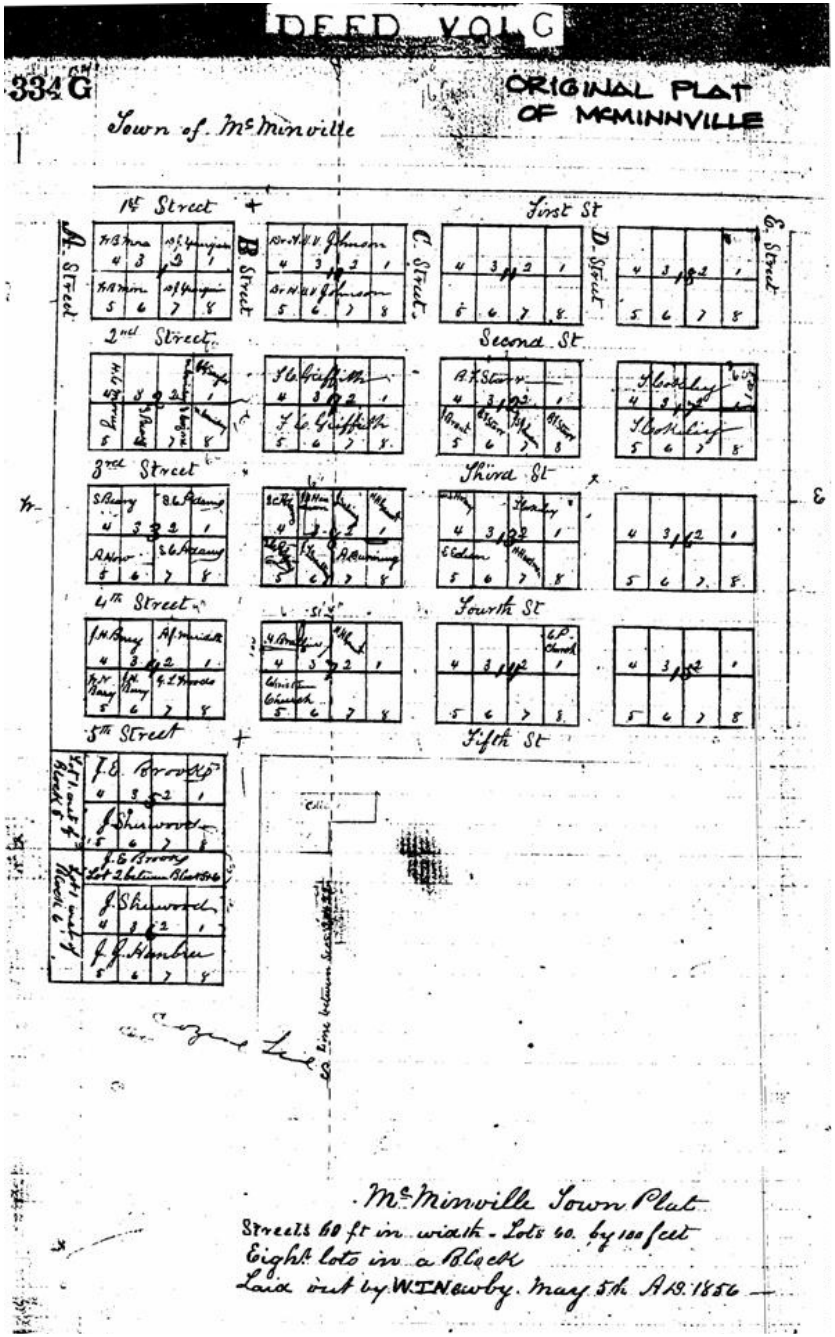
From Mill Stones to Corner Stones





Sebastian Adams

From Mill Stones to Corner Stones

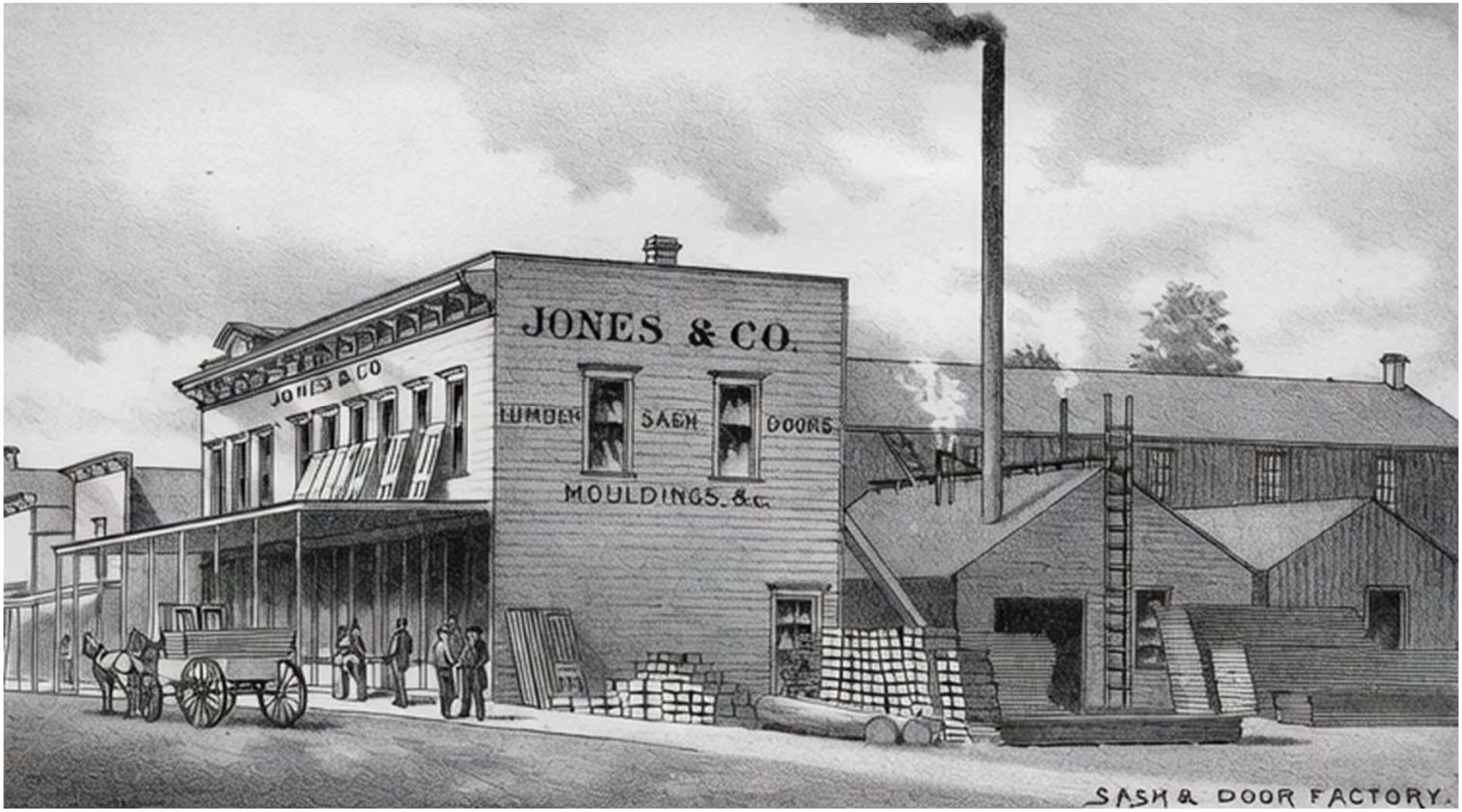


From Mill Stones to Corner Stones



Mahalia and Samuel Cozine

Growth and Need for Governance



Jones and Company Sash and Door Factory, NW corner of 3rd & ”D” streets, location of today’s US Bank.

Researching McMinnville's History



Cowls Street, between 2nd and 3rd streets, served as the location for McMinnville's government offices in the early years.

Conflicting Dates

Growth Management

McMinnville Downtown Activity Center –

General Description:

Located in the geographic center of McMinnville and centered along east Third Street, this Activity Center has been at the heart of McMinnville since before the city's incorporation in 1883. This activity center is unique in McMinnville not only in its history and physical design, but that it serves the entire community. Notable elements on this unique area include a mix of single and multi-storied commercial buildings within a traditional street grid of 200x240 square-foot blocks. Building on this framework is the human-scale proportional relationship between building heights and street widths, mature and maturing street trees, and a pedestrian friendly street design featuring intersection and mid-block crossings that incorporate sidewalk extensions that reduce the curb-to-curb dimension and increase public safety. Also found within the downtown are residences on the upper floors of the commercial and professional uses. Opportunities for more additional mixing of such uses exists[20].

Municipal Incorporation

The creation of a self-governing local body through state-granted authority, which gives the municipality powers to govern locally, levy taxes, provide services and operate as a distinct entity for public purposes.

Municipal Incorporation

Key Features include:

Legal Status	The community gains status as a municipal corporation under state law.
Self-governance	The new municipality can elect its own officials, pass local ordinances, and manage its own affairs (to the extent allowed by the state).
Defined boundaries	A specific geographic area is legally defined (often with surveyed boundaries).
Name	The municipality receives an official name (e.g., Town of McMinnville).
Powers	The municipality gains authority to tax, provide services (police, fire, water, sewer, zoning, planning, etc.), enter contracts, own property, and sue/be sued.
State Oversight	The process and powers are governed by state statutes.

Legislative Powers and Home Rule

The Oregon Legislature held the power to create municipal governments through Special Acts until the state's voters approved a home rule amendment to the Oregon Constitution in 1906.

Town versus City Designation

During the 19th century, Oregon law didn't strictly distinguish "town" from "city"; however, size and development mattered. Towns encompassed smaller settlements. Cities represented larger hubs.

It was not uncommon for a town to later achieve recognition as a city due to growth.

Act 84 – October 20, 1876



Governor Lafayette Grover

Act 84 – Special Laws

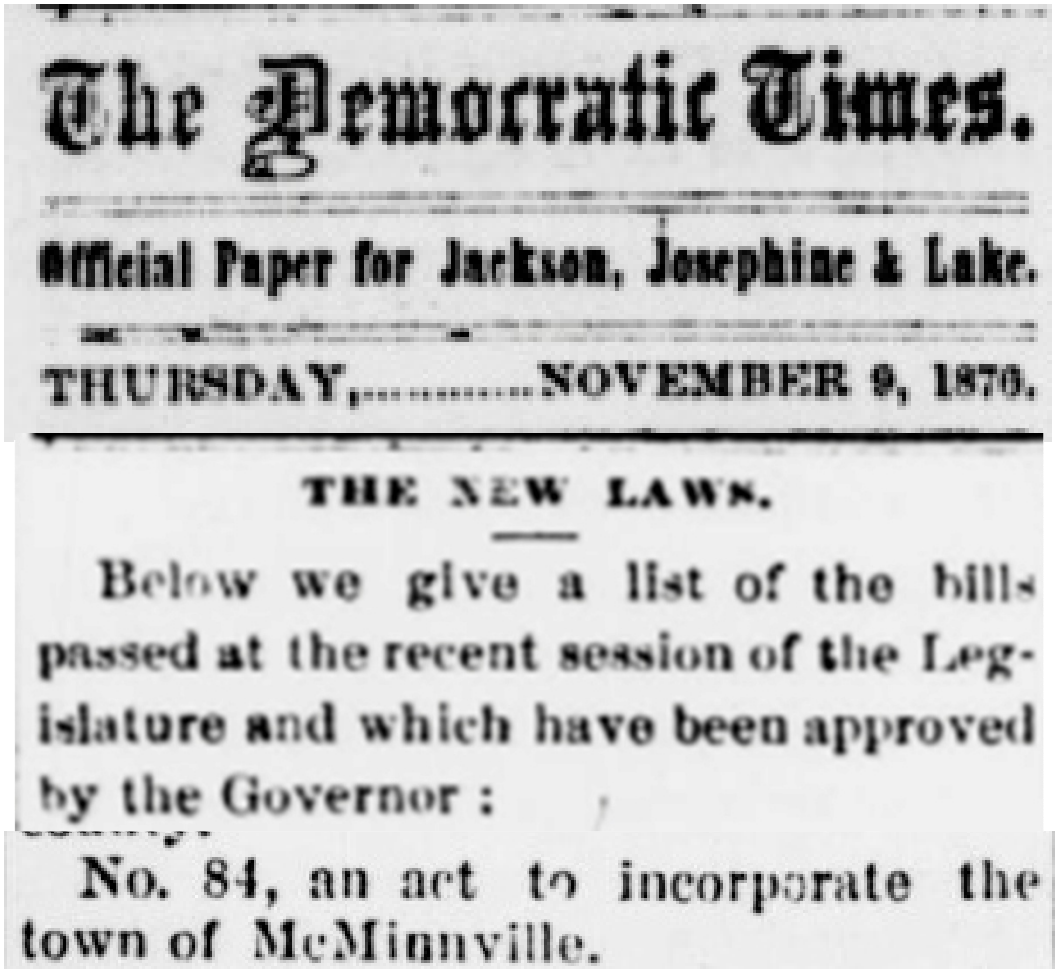
Special Laws of the State of Oregon, Enacted by the Legislative Assembly, at the Ninth Regular Session, 1876

AN ACT to incorporate the town of McMinnville, in the county of Yamhill, State of Oregon.

Be it enacted by the Legislative Assembly of the State of Oregon:

SECTION 1. That the inhabitants of the town of McMinnville, in Yamhill county, are hereby created a body corporate, with perpetual succession, by the name of the town of McMinnville. They shall have a common seal, may sue and be sued, may acquire and hold real and personal property, within the limits of said town, for any public, educational or charitable purposes, and shall possess all the rights and powers incidental to municipal corporations.

Contemporary Newspapers Report McMinnville's Incorporation



The Democratic Times.

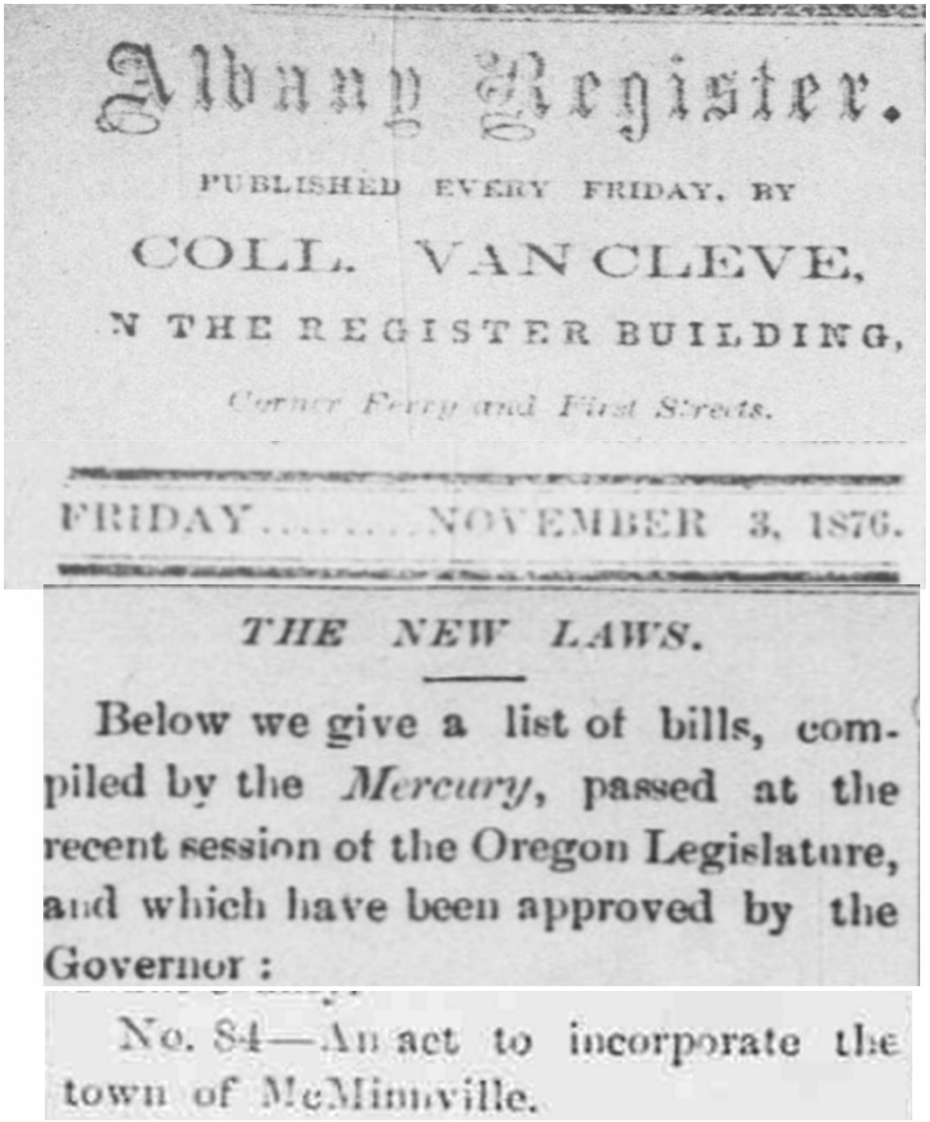
Official Paper for Jackson, Josephine & Lake.

THURSDAY,.....NOVEMBER 9, 1870.

THE NEW LAWS.

Below we give a list of the bills passed at the recent session of the Legislature and which have been approved by the Governor :

No. 84, an act to incorporate the town of McMinnville.



Albany Register.

PUBLISHED EVERY FRIDAY, BY

COLL. VAN CLEVE,

N THE REGISTER BUILDING,

Corner Ferry and First Streets.

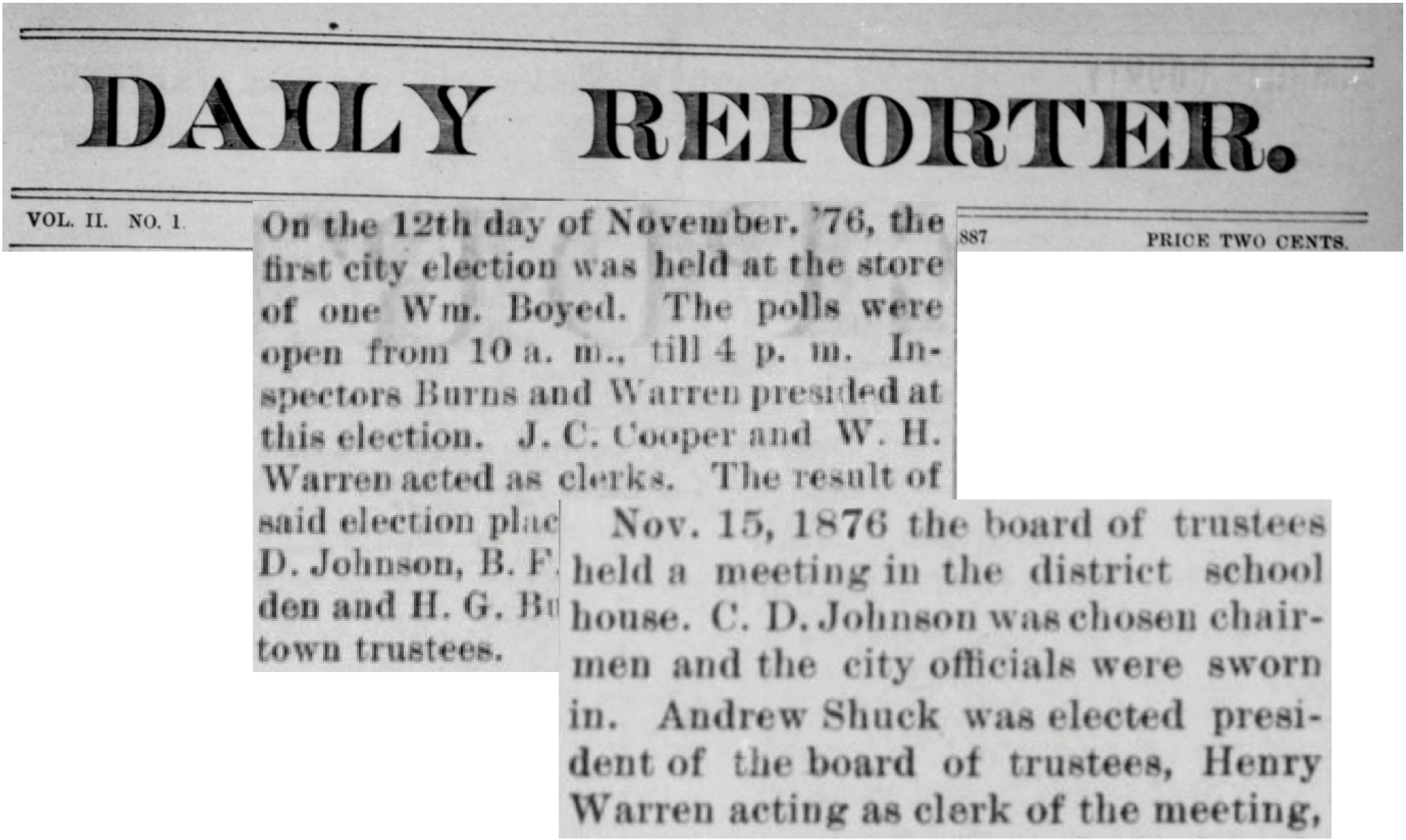
FRIDAY.....NOVEMBER 3, 1876.

THE NEW LAWS.

Below we give a list of bills, compiled by the *Mercury*, passed at the recent session of the Oregon Legislature, and which have been approved by the Governor :

No. 84—An act to incorporate the town of McMinnville.

McMinnville's First Election



DAILY REPORTER.

VOL. II. NO. 1. 887 PRICE TWO CENTS.

On the 12th day of November, '76, the first city election was held at the store of one Wm. Boyed. The polls were open from 10 a. m., till 4 p. m. Inspectors Burns and Warren presided at this election. J. C. Cooper and W. H. Warren acted as clerks. The result of said election plac
D. Johnson, B. F.
den and H. G. Bu
town trustees.

Nov. 15, 1876 the board of trustees held a meeting in the district school house. C. D. Johnson was chosen chairmen and the city officials were sworn in. Andrew Shuck was elected president of the board of trustees, Henry Warren acting as clerk of the meeting,

Municipal Reincorporation

The legal process by which a local government entity – such as a town or other municipality – re-establishes or reaffirms its status as an incorporated municipality.

MUNICIPAL REINCORPORATION

Between 1876 and 1882, the Oregon Legislature passed several incorporation acts involving McMinnville's Municipality.



THE DOUGLAS INDEPENDENT.

"Independent in all Things; Neutral in Nothing."

Petitions were presented for the incorporation of Weston. For excluding the farm of C. G. Taylor from the corporate bounds of McMinnville. For the incorporation of Sheridan. For the prohibition of swine from running at large in Benton county; and for prevention of importation of diseased domestic animals.

Durham—To amend incorporation law for McMinnville; read second time.



The Democratic Times.

VOL. X. JACKSONVILLE, OREGON, FRIDAY, NOVEMBER 12, 1880. NO. 46.

ACTS SIGNED BY THE GOVERNOR.

H. B. 9—An act to incorporate the town of McMinnville, Yamhill county.

1882 Act Reincorporates McMinnville as a *City*

Special Laws of the State of Oregon, Enacted during the Twelfth Regular Session of the Legislative Assembly; Begun September 11, 1882, Ended October 21, 1882

AN ACT to incorporate the City of McMinnville, in the County of Yamhill, State of Oregon, and repeal an Act to incorporate the Town of McMinnville, in the County of Yamhill, State of Oregon, approved October 20, 1876; and also an Act entitled "An Act to amend an Act entitled an Act to incorporate the Town of McMinnville, County of Yamhill, State of Oregon," approved October 20, 1876.

Be it enacted by the Legislative Assembly of the State of Oregon:

CHAPTER I.

Of the Incorporation and Boundaries of the City of McMinnville.

SECTION 1. The inhabitants of the town of McMinnville, Yamhill county, Oregon, and their successors, within the limits hereinafter prescribed, are hereby created and established a body corporate by the name and style of the City of McMinnville, and by that name shall have perpetual succession, sue and be sued, plead and be impleaded, defend and be defended in all courts of justice, and in all actions, suits or proceedings whatever may purchase, hold and receive property, both real and personal, within said city, for public buildings, public works and city improvements; may lease, sell or dispose of the same for the benefit of the city; may purchase, hold and receive property, both real and per-

1882 Act

- Introduced a new form of governance for the municipality, represented by a mayor and city council, improving efficiency.

SEC. 141. Inasmuch as the present municipal government of the town of McMinnville is inefficient and does not subserve the interests of the inhabitants thereof, this Act shall take effect and be in full force from and after its approval by the Governor.

Approved October 21, 1882.

Effects of Repeal & Replacement

- A repeal followed by a "replacement" incorporation act allows a municipality to continue uninterrupted.
  - ✓ The 1882 Act relies on Act 84 as its foundation.

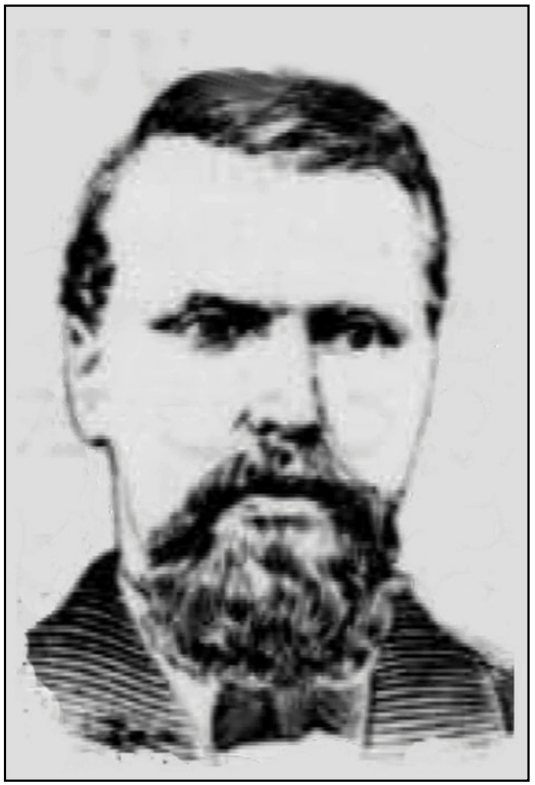
- The repeal did not retroactively nullify the town's incorporated status from 1876 to 1882.

- The 1882 Act reincorporated the municipality as a city instead of a town, expanded its powers, and governing body with defined roles for greater efficiency.

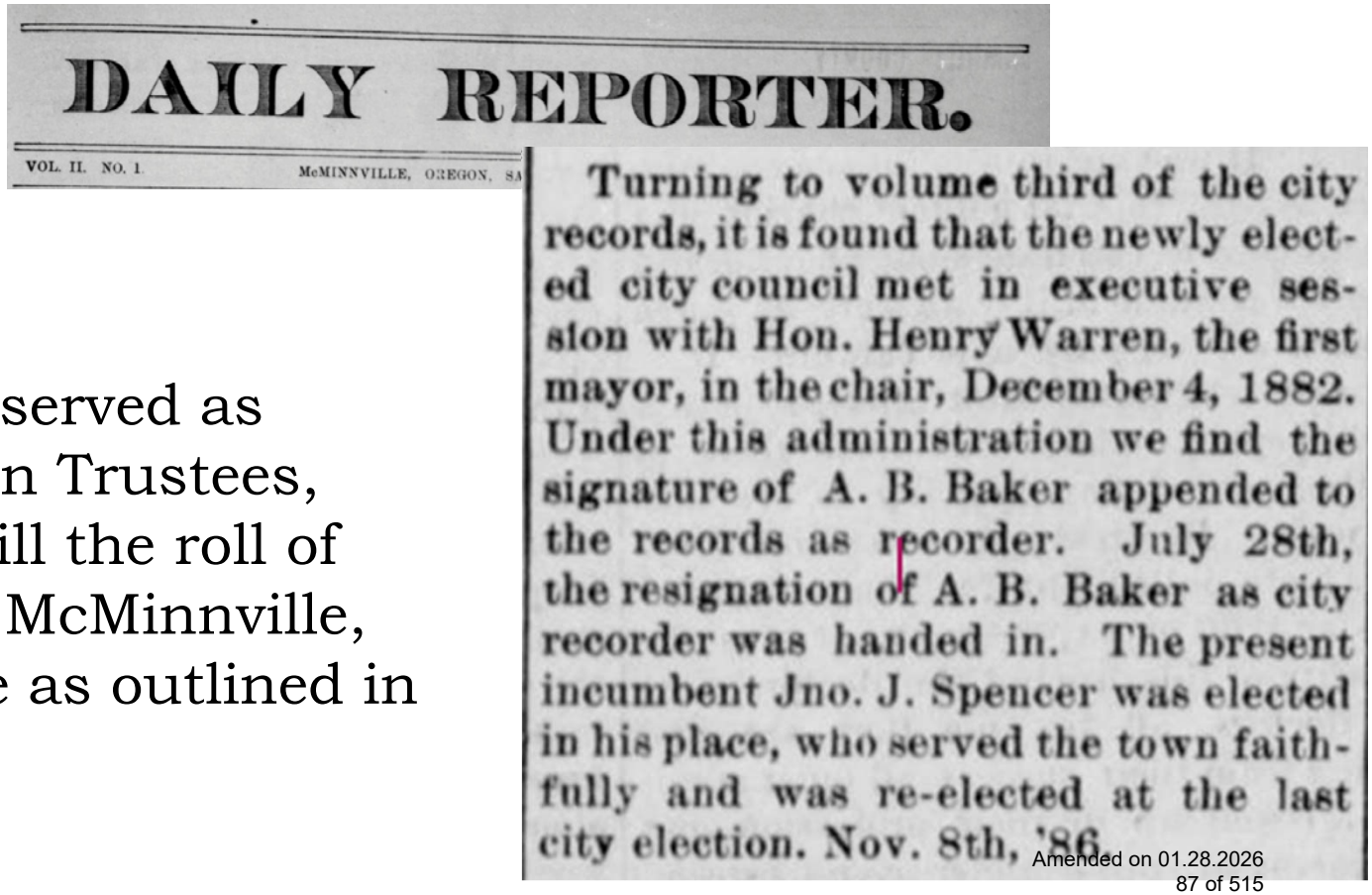
Historic Continuity & Legal Precedent

- Approved on October 20, 1876, Act 84 serves as the McMinnville municipality's "birth certificate".
- The 1882 Act enhanced McMinnville's status and powers while maintaining its corporate lineage from 1876.
- Reincorporation with repeal typically preserves an entity's continuity unless explicitly dissolved. This is reinforced by the 1882 Act's provisions for transition (Sections 137-138).

INSTITUTIONAL CONTINUITY



A member of the original Town Trustees, Councilman C. D. Johnson transitioned to a role on the City Council and served the city for more than a decade. Mayor Samuel Manning later appointed Johnson to the Light Committee and helped guide the early water works that became part of McMinnville Water and Light.



DAILY REPORTER.

VOL. II. NO. 1. McMINNVILLE, OREGON, SA

Turning to volume third of the city records, it is found that the newly elected city council met in executive session with Hon. Henry Warren, the first mayor, in the chair, December 4, 1882. Under this administration we find the signature of A. B. Baker appended to the records as recorder. July 28th, the resignation of A. B. Baker as city recorder was handed in. The present incumbent Jno. J. Spencer was elected in his place, who served the town faithfully and was re-elected at the last city election. Nov. 8th, '86.

Henry Warren, who served as recorder for the Town Trustees, became the first to fill the roll of mayor of the City of McMinnville, undertaking the role as outlined in the 1882 act.

Documentary Evidence

Oregon Blue Book | ALMANAC & FACT BOOK

Oregon Blue Book > Local Government > City Government

Incorporated Cities: McMinnville

- Oregon Blue Book
- State Agencies A-Z
- Explore Oregon
- State Government
- Local Government
  - City Government
  - County Government
  - Other Local Government Entities
- National, International and Tribal
- Cultural Resources
- Education Resources
- About the Oregon Blue Book

Contact

Address: 230 NE Second St., 97128
Phone: 503-434-7302
Web: mcminnvilleoregon.gov

About

County: Yamhill
Population (2020): 34,615
Elevation: 157'
Incorporated: 10/20/1876
Mayor: Kim Morris

Related Information

U.S. Census Bureau
City Description (Oregon Encyclopedia)
Wikipedia Entry
City Map (ODOT Maps)



McMinnville City Hall in downtown McMinnville. Oregon Scenic Images collection

Celebrating the 150th Milestone



Nathaniel DuBois, Pie and Whizzer on Evans next to the Hotel Yamhill

SOURCES

Photos and Graphics courtesy of the following:

- Library of Congress
- Oregon Historical Society
- Oregon's State Archives
- Telephone Register
- Yamhill County Historical Society
- Katherine Huit, Historian, CRM
- Generative AI used for Motion Pictures

References include:

- *At Your Service: The History of McMinnville Waer and Light, One of the Oldest Municipal Utilities in the West*, May 2022
- "Incorporating a City in Oregon", *League of Oregon Cities*, May 2023
- *Oregon Blue Book,* 2025-26
- *The Democratic Times*, November 11, 1876 and November 12, 1880
- *The Eugene City Guard*, November 20, 1880
- *The Daily Reporter, January 1, 1887*
- *The Douglas Independent*, October 12, 1878
- *The Yamhill County Reporter*, August 17, 1882, November 19, 1885 and November 19, 1897
- *The States Rights Democrat*, November 5, 1880
- *Telephone Register,* March 27, 1890 and March 31, 1892,
- *Special Laws of the State of Oregon, Enacted by the Legislative Assembly, at the Ninth Regular Session, 1876*
- *Special Laws of the State of Oregon, Enacted during the Twelfth Regular Session of the Legislative Assembly,1882*

City of McMinnville

December 2025

CASH AND INVESTMENT BY FUND

FUND #	FUND NAME	GENERAL OPERATING CASH IN BANK	INVESTMENT	TOTAL
01	General	$2,172,941.43	$16,383,359.52	$18,556,300.95
05	Grants & Special Assessment	$703.91	$776,057.52	$776,761.43
07	Transient Lodging Tax	$39.18	$205,000.00	$205,039.18
08	Affordable Housing	$202.05	$1,476,304.00	$1,476,506.05
10	Telecommunications	$253.98	$2,030.00	$2,283.98
15	Emergency Communications	$871.55	$165,094.81	$165,966.36
20	Street (State Tax)	$747.23	$1,639,854.83	$1,640,602.06
25	Airport Maintenance	$556.58	$1,027,749.03	$1,028,305.61
45	Transportation	$912.60	$6,095,494.92	$6,096,407.52
50	Park Development	$363.32	$3,461,441.49	$3,461,804.81
58	Urban Renewal	$0.00	$0.00	$0.00
59	Urban Renewal Debt Service	$792.09	$1,781,282.29	$1,782,074.38
60	Debt Service	$186.44	$2,685,039.34	$2,685,225.78
70	Building	$524.76	$2,291,240.37	$2,291,765.13
71	Stormwater Operations	$0.00	$0.00	$0.00
72	Stormwater Capital	$906.80	$48,000.00	$48,906.80
75	Wastewater Services	$48.35	$1,391,713.06	$1,391,761.41
77	Wastewater Capital	$832.34	$31,687,103.65	$31,687,935.99
80	Information Systems & Services	$540.02	$294,742.38	$295,282.40
85	Insurance Reserve	$267.77	$305,290.54	$305,558.31
	CITY TOTALS	2,181,690.40	71,716,797.75	73,898,488.15

MATURITY DATE	INSTITUTION	TYPE OF INVESTMENT	INTEREST RATE	CASH VALUE
N/A	Key Bank of Oregon	Checking & Repurchase Sweep Account	0.55%	$2,181,690.40
N/A	State of Oregon	Local Government Investment Pool (LGIP)	4.25%	$60,441,754.07
N/A	Umpqua Bank	Money Market Savings Account	3.79%	$11,275,043.68
				$73,898,488.15

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
General Fund								
Revenues								
Beginning Fund Balance	8,284,866	10,234,345	1,949,479	124%	10,425,007	(190,662)	-2%	
Property Taxes	16,060,000	14,840,174	(1,219,826)	92%	12,793,494	2,046,680	16%	Additional 50 cent on levy
Licenses and Permits	5,030,500	2,258,871	(2,771,629)	45%	1,979,070	279,801	14%	
Intergovernmental	1,612,029	475,323	(1,136,706)	29%	615,267	(139,943)	-23%	YCCO funds for library in FY25, not in FY26
Charges for Services	3,592,485	1,710,235	(1,882,250)	48%	1,522,883	187,352	12%	
Fines and Forfeitures	290,000	197,537	(92,463)	68%	175,292	22,246	13%	
Miscellaneous	1,148,006	530,012	(617,994)	46%	850,299	(320,287)	-38%	Change in accounting methodology for prior year donations.
Transfers In	3,242,831	1,279,436	(1,963,395)	39%	1,438,432	(158,996)	-11%	Transient Lodging Tax not yet transferred (about $180k)
Other Financing Source	8,000	-	(8,000)	0%	12,000	(12,000)	100%	
Current Revenues	**30,983,851**	**21,291,588**	**(9,692,263)**	69%	**19,386,736**	**1,904,852**	10%	
Total Resources (BFB + Current Revenues)	39,268,717	31,525,933	(7,742,784)		29,811,743	1,714,190		
Expenses by Classification								
Personnel Services	21,481,350	9,319,830	(12,161,520)	43%	9,226,854	92,976	1%	
Materials and Services	7,549,038	3,247,001	(4,302,037)	43%	3,103,014	143,987	5%	
Capital Outlay	1,510,995	159,525	(1,351,470)	11%	645,152	(485,627)	-75%	Patrol vehicles, 3rd st, Parks irrigation in FY25
Special Payments	-	-	-	0%	-	-		
Debt Service	626,502	311,344	(315,158)	50%	303,912	7,432	2%	
Transfers Out	2,611,200	1,337,389	(1,273,811)	51%	1,069,692	267,697	25%	
Other Financing Uses	-	-	-	0%	-	-		
Current Expenses	**33,779,085**	**14,375,090**	**(19,403,995)**	43%	**14,348,624**	**26,466**	0%	
Contingencies	1,500,000	-	(1,500,000)	0%	-			
Designated Fund Balances								
Grants	-	-	-	0%	40,876	(40,876)	-100%	
Committed (Previous ARPA)	2,284,380	2,284,380	-	100%	3,318,755	(1,034,375)	-31%	
Unappropriated Ending Fund Balance	1,705,252	14,866,463	13,161,211	872%	12,103,487	2,762,976	23%	
Total Ending Fund Balance	**3,989,632**	**17,150,843**	**13,161,211**	430%	**15,463,118**	**1,687,725**	11%	
Total Expenditures (Current Expenses + Contingency + EFB)	39,268,717	31,525,933	(7,742,784)		29,811,743	1,714,190		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
General Fund Continued								
Expenses by Department								
Administration	2,476,772	1,002,871	(1,473,901)	40%	1,084,688	(81,817)	-8%	
Finance	959,101	451,724	(507,377)	47%	436,708	15,017	3%	
Engineering	1,821,287	698,561	(1,122,726)	38%	785,234	(86,673)	-11%	vacant position
Community Development	2,615,378	1,136,059	(1,479,319)	43%	713,370	422,690	59%	
Police	12,565,394	5,605,025	(6,960,369)	45%	5,817,526	(212,501)	-4%	
Municipal Court	811,361	320,630	(490,731)	40%	295,832	24,798	8%	
Parks & Recreation	3,898,845	1,513,071	(2,385,774)	39%	1,615,774	(102,703)	-6%	vacant position
Park Maintenance	3,259,626	1,010,564	(2,249,062)	31%	1,129,147	(118,583)	-11%	irrigation innovations still pending
Library	2,665,477	1,266,747	(1,398,730)	48%	1,355,075	(88,327)	-7%	
Non-Departmental (Excludes Contingency and Ending Fund Balance)	2,705,844	1,369,837	(1,336,007)	51%	1,115,272	254,565	23%	
Total Expenses by Department	**33,779,085**	**14,375,090**	**(19,403,995)**	43%	**14,348,624**	**26,466**	0%	
Grants and Special Assessments								
Revenues								
Beginning Fund Balance	-	179,634	179,634	0%	150,926	28,708	19%	
Special Assessments	60,000	57,675	(2,325)	96%	61,088	(3,413)	-6%	
Fines and Forfeitures	95,000	79,831	(15,169)	84%	96,855	(17,024)	-18%	
Miscellaneous	35,100	10,330	(24,770)	29%	27,275	(16,945)	-62%	
Transfers In	15,000	2,500	(12,500)	17%	-	2,500		
Current Revenues	**205,100**	**150,336**	**(54,764)**	73%	**185,218**	**(34,882)**	-19%	
Total Resources (BFB + Current Revenues)	205,100	329,970	124,870		336,143	(6,173)		
Expenses								
Materials and Services	162,457	56,075	(106,382)	35%	84,676	(28,601)	-34%	
Transfers Out	12,643	6,321	(6,322)	50%	6,079	242	4%	
Current Expenses	**175,100**	**62,396**	**(112,704)**	36%	**90,755**	**(28,359)**	-31%	

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Grants and Special Assessments continued								
Contingencies	30,000	-	(30,000)	0%	-	-		
Designated Fund Balances								
Grants	-	-	-	0%	-	-		
Unappropriated Ending Fund Balance	-	267,574	267,574	0%	245,388	22,185	9%	
Total Ending Fund Balance	**-**	**267,574**	**267,574**	0%	**245,388**	**22,185**	9%	
Total Expenditures (Current Expenses + Contingency + EFB)	205,100	329,970	124,870		336,143	(6,173)		
Transient Lodging Tax								
Revenues								
Beginning Fund Balance	-	-	-	0%	-	-		
Licenses and Permits	2,145,000	641,371	(1,503,629)	30%	660,894	(19,523)	-3%	
Miscellaneous	2,500	2,364	(136)	95%	1,520	844	56%	
Current Revenues	2,147,500	643,735	(1,503,765)	30%	662,414	(18,678)	-3%	
Total Resources (BFB + Current Revenues)	**2,147,500**	**643,735**	**(1,503,765)**		**662,414**	**(18,678)**		
Expenses								
Materials and Services	1,478,022	419,979	(1,058,043)	28%	456,939	(36,961)	-8%	
Transfers Out	669,478	18,717	(650,761)	3%	217,043	(198,325)	-91%	
Current Expenses	**2,147,500**	**438,696**	**(1,708,804)**		**673,982**	**(235,286)**	-35%	
Contingencies	-	-	-	0%	-	-		
Unappropriated Ending Fund Balance	**-**	**205,039**	**205,039**	0%	**(11,568)**	**216,607**	-1872%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,147,500	643,735	(1,503,765)		662,414	(18,678)		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Affordable Housing								
Revenues								
Beginning Fund Balance	1,168,468	1,231,605	63,137	105%	795,424	436,181	55%	
Licenses and Permits	250,000	238,940	(11,060)	96%	271,379	(32,439)	-12%	
Intergovernmental	2,645,094	2,244,304	(400,790)	85%	-	2,244,304		
Miscellaneous	40,000	28,010	(11,990)	70%	25,150	2,860	11%	
Transfers in	-	-	-	0%	106,549	(106,549)	-100%	
Current Revenues	**2,935,094**	**2,511,254**	**(423,840)**	86%	**403,078**	**2,108,176**	523%	
Total Resources (BFB + Current Revenues)	4,103,562	3,742,859	(360,703)		1,198,502	2,544,357		
Expenses								
Personnel Services	169,407	60,408	(108,999)	36%	53,244	7,164	13%	
Materials and Services	1,728,447	8,990	(1,719,457)	1%	12,306	(3,315)	-27%	
Capital Outlay	2,195,305	2,195,096	(209)	100%	106,549	2,088,547	1960%	West Hills Subdivision-HB4134 grant
Transfers Out	10,000	1,859	(8,141)	19%	7,728	(5,869)	-76%	
Current Expenses	**4,103,159**	**2,266,353**	**(1,836,806)**		**179,826**	**2,086,527**	1160%	
Contingencies	-	-	-	0%	-	-		
Unappropriated Ending Fund Balance	**403**	**1,476,506**	**1,476,103**	366379%	**1,018,676**	**457,830**	45%	
Total Expenditures (Current Expenses + Contingency + EFB)	4,103,562	3,742,859	(360,703)		1,198,502	2,544,357		
Telecommunications								
Revenues								
Beginning Fund Balance	2,243	2,234	(9)	100%	2,123	111	5%	
Licenses and Permits	173,050	45,045	(128,005)	26%	39,533	5,511	14%	
Miscellaneous	100	50	(50)	50%	62	(12)	-20%	
Current Revenues	**173,150**	**45,094**	**(128,056)**	26%	**39,595**	**5,499**	14%	
Total Resources (BFB + Current Revenues)	175,393	47,329	(128,064)		41,718	5,610		

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Telecommunications continued								
Expenses								
Materials and Services	173,050	45,045	(128,005)	26%	39,533	5,511	14%	
Current Expenses	**173,050**	**45,045**	**(128,005)**		**39,533**	**5,511**	14%	
Contingencies	1,500	-	(1,500)	0%	-	-		
Unappropriated Ending Fund Balance	**843**	**2,284**	**1,441**	271%	**2,185**	**99**	5%	
Total Expenditures (Current Expenses + Contingency + EFB)	175,393	47,329	(128,064)		41,718	5,610		
Emergency Communications								
Revenues								
Beginning Fund Balance	169,991	173,940	3,949	102%	170,007	3,933	2%	
Licenses and Permits	22,100	1,410	(20,690)	6%	5,869	(4,459)	-76%	
Intergovernmental	8,000	8,000	-	100%	8,000	-	0%	
Charges for Services	14,666	14,325	(341)	98%	-	14,325		
Miscellaneous	7,000	4,075	(2,925)	58%	4,878	(804)	-16%	
Transfers In	703,438	351,719	(351,719)	50%	321,435	30,284	9%	
Current Revenues	**755,204**	**379,529**	**(375,675)**	50%	**340,182**	**39,347**	12%	
Total Resources (BFB + Current Revenues)	925,195	553,468	(371,727)		510,189	43,279		
Expenses								
Materials and Services	716,876	349,144	(367,732)	49%	322,053	27,091	8%	
Debt Service	37,173	37,172	(1)	100%	37,172	-	0%	
Transfers Out	2,371	1,185	(1,186)	50%	1,167	18	2%	
Current Expenses	**756,420**	**387,501**	**(368,919)**		**360,392**	**27,109**	8%	
Contingencies	50,000	-	(50,000)	0%	-	-		
Unappropriated Ending Fund Balance	**118,775**	**165,967**	**47,192**	140%	**149,797**	**16,170**	11%	
Total Expenditures (Current Expenses + Contingency + EFB)	925,195	553,468	(371,727)		510,189	43,279		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Street								
Revenues								
Beginning Fund Balance	1,424,142	1,894,586	470,444	133%	2,413,870	(519,284)	-22%	
Licenses and Permits	50	12	(38)	24%	6	6	100%	
Intergovernmental	2,775,000	1,205,328	(1,569,672)	43%	1,209,194	(3,866)	0%	
Miscellaneous	95,000	35,066	(59,934)	37%	57,826	(22,760)	-39%	
Transfers In	-	-	-	0%	-	-		
Current Revenues	**2,870,050**	**1,240,406**	**(1,629,644)**	43%	**1,267,027**	**(26,621)**	-2%	
Total Resources (BFB + Current Revenues)	4,294,192	3,134,992	(1,159,200)		3,680,897	(545,904)		
Expenses								
Personnel Services	1,304,659	620,279	(684,380)	48%	644,812	(24,533)	-4%	
Materials and Services	1,537,186	712,456	(824,730)	46%	851,803	(139,348)	-16%	
Capital Outlay	18,583	15	(18,568)	0%	21,528	(21,513)	-100%	
Transfers Out	323,281	161,640	(161,641)	50%	408,612	(246,971)	-60%	
Current Expenses	**3,183,709**	**1,494,390**	**(1,689,319)**	47%	**1,926,755**	**(432,364)**	-22%	
Contingencies	500,000	-	(500,000)	0%	-	-		
Designated Fund Balances								
Capital Replacement Reserve	90,000	90,000	-	100%	60,000	30,000	50%	
Unappropriated Ending Fund Balance	520,483	1,550,602	1,030,119	298%	1,694,142	(143,540)	-8%	
Total Ending Fund Balance	**610,483**	**1,640,602**	**1,030,119**	269%	**1,754,142**	**(113,540)**	-6%	
Total Expenditures (Current Expenses + Contingency + EFB)	4,294,192	3,134,992	(1,159,200)		3,680,897	(545,904)		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Airport								
Revenues								
Beginning Fund Balance	1,073,832	1,146,475	72,643	107%	1,098,360	48,115	4%	
Intergovernmental	1,253,224	0	(1,253,224)	0%	79,442	(79,442)	-100%	
Charges for Services	459,995	271,115	(188,880)	59%	258,900	12,214	5%	
Miscellaneous	65,000	28,208	(36,792)	43%	43,079	(14,871)	-35%	
Current Revenues	**1,778,219**	**299,323**	**(1,478,896)**	17%	**381,422**	**(82,099)**	-22%	
Total Resources (BFB + Current Reve	2,852,051	1,445,798	(1,406,253)		1,479,782	(33,984)		
Expenses								
Personnel Services	198,326	92,808	(105,518)	47%	29,384	63,424	216%	
Materials and Services	1,803,128	242,087	(1,561,041)	13%	250,492	(8,404)	-3%	
Capital Outlay	281	3	(278)	1%	-	3		
Transfers Out	70,518	35,259	(35,259)	50%	31,068	4,191	13%	
Current Expenses	**2,072,253**	**370,157**	**(1,702,096)**	18%	**310,943**	**59,214**	19%	
Contingencies	300,000	-	(300,000)	0%	-	-		
Unappropriated Ending Fund Balance	**479,798**	**1,075,640**	**595,842**	224%	**1,168,838**	**(93,198)**	-8%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,852,051	1,445,798	(1,406,253)		1,479,782	(33,984)		
Transportation								
Revenues								
Beginning Fund Balance	7,267,113	6,876,686	(390,427)	95%	6,178,557	698,129	11%	
Intergovernmental	429,000	-	(429,000)	0%	-	-		
Charges for Services	600,000	117,006	(482,994)	20%	126,933	(9,927)	-8%	
Miscellaneous	260,000	142,257	(117,743)	55%	150,641	(8,383)	-6%	
Transfers In	-	-	-	0%	250,000	(250,000)	-100%	
Current Revenues	**1,289,000**	**259,264**	**(1,029,737)**	20%	**527,574**	**(268,311)**	-51%	
Total Resources (BFB + Current Revenues)	8,556,113	7,135,949	(1,420,164)		6,706,131	429,818		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Transportation continued								
Expenses								
Materials and Services	654,410	11,891	(642,519)	2%	18,387	(6,496)	-35%	
Capital Outlay	1,875,000	753,492	(1,121,508)	40%	318,131	435,361	137%	
Debt Service	201,248	201,248	-	100%	201,248	-	0%	
Transfers Out	139,952	69,976	(69,976)	50%	69,038	939	1%	
Current Expenses	**2,870,610**	**1,036,607**	**(1,834,003)**	36%	**606,803**	**429,803**	71%	
Contingencies	-	-	-	0%	-	-		
Designated Fund Balances								
SDC	5,061,715	5,144,822	83,107	102%	5,144,822	-	0%	
ODOT Fund Exchange Reserve	488,393	1,639,525	1,151,132	336%	1,639,525	-	0%	
Unappropriated Ending Fund Balance	135,395	(685,005)	(820,400)	-506%	(685,020)	15	0%	
Total Ending Fund Balance	**5,685,503**	**6,099,343**	**413,840**	107%	**6,099,327**	**15**	0%	
Total Expenditures (Current Expenses + Contingency + EFB)	8,556,113	7,135,949	(1,420,164)		6,706,131	429,818		
Park Development								
Revenues								
Beginning Fund Balance	3,439,353	3,396,914	(42,439)	99%	2,980,511	416,403	14%	
Charges for Services	900,000	31,918	(868,082)	4%	600,573	(568,655)	-95%	Large Parks SDC payment FY25
Miscellaneous	150,000	72,015	(77,985)	48%	82,349	(10,334)	-13%	
Current Revenues	**1,050,000**	**103,933**	**(946,067)**	10%	**682,922**	**(578,989)**	-85%	
Total Resources (BFB + Current Revenues)	4,489,353	3,500,847	(988,506)		3,663,433	(162,585)		
Expenses								
Materials and Services	120,290	98	(120,192)	0%	9,788	(9,690)	-99%	
Capital Outlay	1,315,000	7,000	(1,308,000)	1%	-	7,000		
Transfers Out	63,889	31,944	(31,945)	50%	35,324	(3,380)	-10%	
Current Expenses	**1,499,179**	**39,043**	**(1,460,136)**	3%	**45,112**	**(6,069)**	-13%	
Contingencies	-	-	-	0%	-	-		
Designated Fund Balances								
Donations	16,000	16,000	-	100%	16,000	-	0%	
Unappropriated Ending Fund Balance	2,974,174	3,445,805	471,631	116%	3,602,321	(156,516)	-4%	
Total Ending Fund Balance	**2,990,174**	**3,461,805**	**471,631**	116%	**3,618,321**	**(156,516)**	-4%	
Total Expenditures (Current Expenses + Contingency + EFB)	4,489,353	3,500,847	(988,506)		3,663,433	(162,585)		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Urban Renewal								
Revenues								
Beginning Fund Balance	-	-	-	0%	-	-		
Charges for Services	-	-	-	0%	-	-		
Miscellaneous	15,014	8,632	(6,382)	57%	5,983	2,649	44%	
Transfers in	1,096,681	36,257	(1,060,424)	3%	86,510	(50,253)	-58%	
Current Revenues	**1,111,695**	**44,889**	**(1,066,806)**	4%	**92,493**	**(47,605)**	-51%	
Total Resources (BFB + Current Reve	1,111,695	44,889	(1,066,806)		92,493	(47,605)		
Expenses								
Materials and Services	605,495	11,789	(593,706)	2%	34,235	(22,447)	-66%	
Capital Outlay	240,000	-	(240,000)	0%	27,358	(27,358)	-100%	
Transfers Out	66,200	33,100	(33,100)	50%	30,900	2,200	7%	
Current Expenses	**911,695**	**44,889**	**(866,806)**	5%	**92,493**	**(47,605)**	-51%	
Contingencies	200,000	-	(200,000)	0%	-	-		
Unappropriated Ending Fund Balance	**-**	**-**	**-**	0%	**-**	**-**	#DIV/0!	
Total Expenditures (Current Expenses + Conti	1,111,695	44,889	(1,066,806)		92,493	(47,605)	-51%	
Urban Renewal Debt Service								
Revenues								
Beginning Fund Balance	1,429,339	1,479,561	50,222	104%	1,321,726	157,835	12%	
Property Taxes	700,000	616,581	(83,419)	88%	632,756	(16,176)	-3%	
Intergovernmental	-	-	-	0%	99	(99)	-100%	
Miscellaneous	41,000	31,600	(9,400)	77%	32,281	(680)	-2%	
Current Revenues	**741,000**	**648,181**	**(92,819)**	87%	**665,136**	**(16,955)**	-3%	
Total Resources (BFB + Current Revenues)	2,170,339	2,127,742	(42,597)		1,986,861	140,880		
Expenses								
Transfers Out	1,499,739	345,667	(1,154,072)	23%	395,920	(50,252)	-13%	
Current Expenses	**1,499,739**	**345,667**	**(1,154,072)**		**395,920**	**(50,252)**		
Contingencies	300,000	-	(300,000)	0%	-	-		
Unappropriated Ending Fund Balance	**370,600**	**1,782,074**	**1,411,474**	481%	**1,590,942**	**191,133**	12%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,170,339	2,127,742	(42,597)		1,986,861	140,880		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Debt Service								
Revenues								
Beginning Fund Balance	247,276	248,079	803	100%	301,476	(53,397)	-18%	
Property Taxes	2,941,200	2,673,713	(267,487)	91%	2,684,130	(10,416)	0%	
Intergovernmental	-	-	-	0%	376	(376)	-100%	
Miscellaneous	26,974	12,684	(14,290)	47%	13,842	(1,159)	-8%	
Current Revenues	**2,968,174**	**2,686,397**	**(281,777)**	91%	**2,698,348**	**(11,950)**	0%	
Total Resources (BFB + Current Revenues)	3,215,450	2,934,476	(280,974)		2,999,823	(65,348)		
Expenses								
Debt Service	2,998,500	249,250	(2,749,250)	8%	303,950	(54,700)	-18%	
Current Expenses	**2,998,500**	**249,250**	**(2,749,250)**		**303,950**	**(54,700)**	-18%	
Contingencies	-	-	-	0%	-	-		
Unappropriated Ending Fund Balance	**216,950**	**2,685,226**	**2,468,276**	1238%	**2,695,873**	**(10,648)**	0%	
Total Expenditures (Current Expenses + Contingency + EFB)	3,215,450	2,934,476	(280,974)		2,999,823	(65,348)		
Building								
Revenues								
Beginning Fund Balance	2,101,341	2,283,227	181,886	109%	2,286,605	(3,378)	0%	
Licenses and Permits	628,250	415,765	(212,485)	66%	453,313	(37,548)	-8%	
Intergovernmental	-	-	-	0%	-	-		
Miscellaneous	100,000	49,858	(50,142)	50%	59,029	(9,171)	-16%	
Transfers In	7,500	1,394	(6,106)	19%	4,844	(3,449)	-71%	
Current Revenues	**735,750**	**467,017**	**(268,733)**	63%	**517,186**	**(50,169)**	-10%	
Total Resources (BFB + Current Revenues)	2,837,091	2,750,244	(86,847)		2,803,790	(53,546)		

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Building continued								
Expenses								
Personnel Services	764,084	353,102	(410,982)	46%	341,762	11,340	3%	
Materials and Services	150,413	65,593	(84,820)	44%	47,505	18,088	38%	
Capital Outlay	1,618	17	(1,601)	1%	11	6	53%	
Transfers Out	79,533	39,767	(39,767)	50%	40,791	(1,025)	-3%	
Current Expenses	**995,648**	**458,479**	**(537,169)**	46%	**430,070**	**28,409**	7%	
Contingencies	200,000	-	(200,000)	0%	-	-		
Unappropriated Ending Fund Balance	**1,641,443**	**2,291,765**	**650,322**	140%	**2,373,720**	**(81,955)**	-3%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,837,091	2,750,244	(86,847)		2,803,790	(53,546)		
Stormwater Capital								
Revenues								
Beginning Fund Balance	-	-	-	0%	-	-		
Intergovernmental	-	-	-	0%	-	-		
Charges for Services	-	-	-	0%	-	-		
Miscellaneous	-	287	287	0%	-	287		
Transfers In	500,000	342,456	(157,544)	68%	-	342,456		
Current Revenues	**500,000**	**342,743**	**(157,257)**	69%	**-**	**342,743**		
Total Resources (BFB + Current Revenues)	500,000	342,743	(157,257)		-	342,743		
Expenses								
Materials and Services	500,000	293,837	(206,163)	59%	-	293,837		
Capital Outlay	-	-	-	0%	-	-		
Transfers Out	-	-	-	0%	-	-		
Current Expenses	**500,000**	**293,837**	**(206,163)**	59%	**-**	**293,837**		
Contingencies	-	-	-	0%	-	-		
Unappropriated Ending Fund Balance	-	48,907	48,907	0%	-	48,907		
Total Ending Fund Balance	**-**	**48,907**	**48,907**	0%	**-**	**48,907**		
Total Expenditures (Current Expenses + Contingency + EFB)	500,000	342,743	(157,257)		-	342,743		

City of McMinnville

Financial Report

FY 2025-26 1st Quarter

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Wastewater Services								
Revenues								
Beginning Fund Balance	2,261,711	2,828,237	566,526	125%	3,114,543	(286,305)	-9%	
Intergovernmental	-	-	-	0%	-	-		
Charges for Services	12,127,617	5,131,848	(6,995,769)	42%	5,029,616	102,231	2%	
Miscellaneous	51,000	46,138	(4,862)	90%	38,833	7,305	19%	
Transfers In	-	58,025	58,025	0%	31,537	26,488	84%	
Current Revenues	**12,178,617**	**5,236,011**	**(6,942,606)**	43%	**5,099,987**	**136,024**	3%	
Total Resources (BFB + Current Revenues)	14,440,328	8,064,248	(6,376,080)		8,214,529	(150,281)		
Expenses								
Personnel Services	2,869,877	1,298,289	(1,571,588)	45%	1,281,923	16,366	1%	
Materials and Services	3,153,353	1,547,500	(1,605,853)	49%	1,512,266	35,235	2%	
Capital Outlay	450,892	116,832	(334,061)	26%	38,598	78,234	203%	
Transfers Out	6,281,234	3,140,617	(3,140,617)	50%	3,387,198	(246,581)	-7%	
Current Expenses	**12,755,356**	**6,103,237**	**(6,652,119)**	48%	**6,219,984**	**(116,747)**	-2%	
Contingencies	900,000	-	(900,000)	0%	-	-		
Unappropriated Ending Fund Balance	**784,972**	**1,961,011**	**1,176,039**	250%	**1,994,545**	**(33,534)**	-2%	
Total Expenditures (Current Expenses + Contingency + EFB)	14,440,328	8,064,248	(6,376,080)		8,214,529	(150,281)		
Wastewater Capital								
Revenues								
Beginning Fund Balance	24,140,562	29,015,234	4,874,672	120%	38,605,726	(9,590,492)	-25%	
Intergovernmental	76,902	53,247	(23,655)	69%	53,247	-	0%	
Charges for Services	700,000	436,171	(263,829)	62%	134,495	301,676	224%	
Miscellaneous	1,517,500	669,208	(848,292)	44%	921,773	(252,566)	-27%	
Transfers In	6,052,840	3,054,820	(2,998,020)	50%	3,297,054	(242,234)	-7%	
Current Revenues	**8,347,242**	**4,213,445**	**(4,133,797)**	50%	**4,406,569**	**(193,124)**	-4%	
Total Resources (BFB + Current Revenues)	32,487,804	33,228,679	740,875		43,012,295	(9,783,616)		

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Wastewater Capital continued								
Expenses								
Materials and Services	6,369,170	980,710	(5,388,460)	15%	554,475	426,234	77%	
Capital Outlay	2,370,000	253,926	(2,116,074)	11%	10,629,803	(10,375,877)	-98%	
Transfers Out	730,633	232,263	(498,370)	32%	193,368	38,895	20%	
Current Expenses	**9,469,803**	**1,466,898**	**(8,002,905)**	15%	**11,377,647**	**(9,910,749)**	-87%	
Contingencies	2,500,000	-	(2,500,000)	0%	-	-		
Designated Fund Balances								
PERS Refinancing Reserve	684,910	1,108,800	423,890	162%	-	1,108,800		
Unappropriated Ending Fund Balance	19,833,091	30,652,981	10,819,890	155%	31,634,648	(981,667)	-3%	
Total Ending Fund Balance	**20,518,001**	**31,761,781**	**11,243,780**	155%	**31,634,648**	**127,133**	0%	
Total Expenditures (Current Expenses + Contingency + EFB)	32,487,804	33,228,679	740,875		43,012,295	(9,783,616)		
Information Systems & Services								
Revenues								
Beginning Fund Balance	256,461	266,523	10,062	104%	215,320	51,202	24%	
Intergovernmental	-	-	-	0%	46,329	(46,329)	-100%	
Charges for Services	1,030,017	487,694	(542,323)	47%	458,915	28,778	6%	
Miscellaneous	10,000	7,567	(2,433)	76%	6,912	655	9%	
Transfers In	1,024,880	370,348	(654,532)	36%	398,829	(28,481)	-7%	
Current Revenues	**2,064,897**	**865,609**	**(1,199,288)**	42%	**910,985**	**(45,376)**	-5%	
Total Resources (BFB + Current Revenues)	2,321,358	1,132,132	(1,189,226)		1,126,306	5,826		

	FY2025-26				Prior Year Comparison			Notes
	Amended Budget	Q2 - Actual YTD	Budget vs Actual	YTD as % of Budget	FY25 Q2 - Actual YTD	Variance FY26 vs FY25	% change FY25 to FY26	
Information Systems & Services continued								
Expenses								
Personnel Services	711,500	350,769	(360,731)	49%	323,897	26,872	8%	
Materials and Services	1,044,017	477,375	(566,642)	46%	515,164	(37,789)	-7%	
Capital Outlay	300,428	756	(299,672)	0%	9,672	(8,916)	-92%	
Current Expenses	**2,055,945**	**828,899**	**(1,227,046)**	40%	**848,732**	**(19,832)**	-2%	
Contingencies	75,000	-	(75,000)	0%	-	-		
Designated Fund Balances								
Financial System Reserve	15,075	15,075	-	100%	15,075	-	0%	
Unappropriated Ending Fund Balance	175,338	288,157	112,819	164%	262,499	25,658	10%	
Total Ending Fund Balance	**190,413**	**303,232**	**112,819**	159%	**277,574**	**25,658**	9%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,321,358	1,132,132	(1,189,226)		1,126,306	5,826		
Insurance Services								
Revenues								
Beginning Fund Balance	420,247	519,648	99,401	124%	548,125	(28,477)	-5%	
Charges for Services	1,454,939	1,086,287	(368,652)	75%	953,064	133,224	14%	
Miscellaneous	132,000	121,019	(10,981)	92%	142,278	(21,259)	-15%	
Current Revenues	**1,586,939**	**1,207,307**	**(379,632)**	76%	**1,095,342**	**111,965**	10%	
Total Resources (BFB + Current Revenues)	2,007,186	1,726,955	(280,231)		1,643,466	83,488		
Expenses								
Materials and Services	1,614,187	1,380,147	(234,040)	86%	1,210,024	170,123	14%	The main invoice for city insurance is paid at the beginning of the year.
Capital Outlay	30,000	-	(30,000)	0%	-	-		
Transfers Out	82,499	41,250	(41,249)	50%	41,264	(14)	0%	
Current Expenses	**1,726,686**	**1,421,396**	**(305,290)**	82%	**1,251,288**	**170,109**	14%	
Contingencies	150,000	-	(150,000)	0%	-	-		
Unappropriated Ending Fund Balance	**130,500**	**305,558**	**175,058**	234%	**392,179**	**(86,620)**	-22%	
Total Expenditures (Current Expenses + Contingency + EFB)	2,007,186	1,726,955	(280,231)		1,643,466	83,488		

City of McMinnville
ADMINISTRATION

STAFF REPORT

DATE: **January 27, 2025**
TO: **Mayor Morris & City Council**
SUBMITTED BY: **Adam D. Garvin, Interim City Manager**
WRITTEN BY: **Adam D. Garvin, Interim City Manager**
SUBJECT: **Yamhill Communications (YCOM) Executive Board Representation**

1. Resolution No. 2026-02 – A Resolution removing Councilor Dan Tucholsky as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.
2. Resolution No. 2026-03 – A Resolution appointing Police Chief Cord Wood as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.

Report in Brief:

The City Council is being asked to consider two related actions regarding the City of McMinnville's representation on the Yamhill Communications (YCOM) Executive Board. At the recommendation of the City Manager, Council will consider removing Councilor Dan Tucholsky as the City's current representative and appointing Police Chief Cord Wood as the City's representative. The recommended change is intended to better align the City's representation with current operational and technical public safety communications needs.

Background:

The City of McMinnville is a participating member of Yamhill Communications (YCOM), a regional public safety communications agency governed by an Intergovernmental Agreement (IGA). Under the IGA, the McMinnville City Council is authorized to select its representative to the YCOM Executive Board and may reappoint or remove that representative by majority vote of the Council.

The YCOM Executive Board is responsible for agency governance, budgeting, policy direction, and coordination among participating jurisdictions.

Discussion:

The City Manager has conducted an operational review of the City's participation and representation within Yamhill Communications (YCOM), with particular attention to public safety communications performance, system reliability, and coordination with partner agencies.

Based on this review, the City Manager is recommending a change in the City's representation on the YCOM Executive Board to better align with the City's current operational, technical, and day to day public safety communications needs.

This recommendation is not related to performance or conduct concerns regarding Councilor Dan Tucholsky. Rather, it reflects a desire to designate a representative with direct technical expertise and routine operational interaction with the YCOM system, YCOM staff, and partner agencies.

The City Manager believes that appointing Police Chief Cord Wood as the City's representative will improve the City's ability to:

- Elevate known system and operational issues in real time;
- Participate more effectively in technical and operational discussions;
- Support timely issue resolution and follow-through; and
- Strengthen coordination between YCOM and McMinnville public safety operations.

To ensure procedural clarity and maintain a clear public record, these actions are presented as two separate agenda items: one addressing removal of the current representative and one addressing appointment of a new representative.

The City of McMinnville wishes to thank Councilor Dan Tucholsky for his service and contributions as the City's representative to the YCOM Executive Board.

Attachments:

1. **Resolution No. 2026-02** – Removal of Councilor Dan Tucholsky as McMinnville Representative to the Yamhill Communications (YCOM) Executive Board
2. **Resolution No. 2026-03** – Appointment of Police Chief Cord Wood as McMinnville Representative to the Yamhill Communications (YCOM) Executive Board

Fiscal Impact:

There is no fiscal impact associated with the proposed actions. Appointment of a City representative to the YCOM Executive Board does not result in additional compensation, contract costs, or budgetary changes and is accommodated within existing staffing and budget allocations.

Alternatives:

Alternative 1 (Staff Recommendation):
Adopt the attached resolutions removing Councilor Dan Tucholsky as the City's representative to the YCOM Executive Board and appointing Police Chief Cord Wood as the City's representative. This action will align the City's representation with current operational and technical public safety communications needs and support improved coordination and issue resolution.

Alternative 2:
Delay action and direct staff to return at a future date with additional information or alternative appointment options. This may delay the City's ability to address operational and technical coordination needs related to public safety communications.

Alternative 3:
Reject the attached resolutions and retain Councilor Dan Tucholsky as the City's representative. This would maintain the City's existing representation structure but would not implement the operational alignment recommended by the City Manager.

Alternative 4:
The Council may consider any other alternative not presented by staff.

RESOLUTION NO. 2026-02

A Resolution removing Councilor Dan Tucholsky as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.

RECITALS:

WHEREAS, the City of McMinnville is a participating member of Yamhill Communications (YCOM), a regional public safety communications agency governed by an Intergovernmental Agreement (IGA); and

WHEREAS, the IGA provides that the McMinnville City Council shall select its representative to the YCOM Executive Board and may remove that representative by majority vote of the Council; and

WHEREAS, the City Manager has conducted an operational review of the City's participation and representation within Yamhill Communications (YCOM); and

WHEREAS, based on that review, the City Manager has recommended a change in the City's representation on the YCOM Executive Board to better align with current operational and technical public safety communications needs, and not due to any performance or conduct concerns regarding Councilor Dan Tucholsky.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. Councilor Dan Tucholsky is hereby removed as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board, effective immediately.
2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 27th day of January 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 27th day of January, 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

RESOLUTION NO. 2026-03

A Resolution appointing Police Chief Cord Wood as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.

RECITALS:

WHEREAS, the City of McMinnville is a participating member of Yamhill Communications (YCOM), a regional public safety communications agency governed by an Intergovernmental Agreement (IGA); and

WHEREAS, the IGA provides that the McMinnville City Council shall select its representative to the YCOM Executive Board; and

WHEREAS, the City Manager has recommended appointing a representative with direct operational responsibility and technical expertise in public safety communications; and

WHEREAS, Police Chief Cord Wood has routine, direct interaction with public safety communications systems and staff and is well positioned to support effective coordination, issue identification, and resolution on behalf of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. Police Chief Cord Wood is hereby appointed as the City of McMinnville's representative to the Yamhill Communications (YCOM) Executive Board.
2. This resolution shall take effect immediately upon passage and shall continue in full force and effect until modified, revoked, or replaced.

Adopted by the Council of the City of McMinnville at a regular meeting held the 27th day of January 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 27th day of January 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

City of McMinnville
ADMINISTRATION

STAFF REPORT

DATE: **January 27, 2025**
TO: **Mayor Morris & City Council**
SUBMITTED BY: **Adam D. Garvin, Interim City Manager**
WRITTEN BY: **David Ligtenberg, City Attorney**
SUBJECT: **Release of 25th Street and Tice Park Air Easements**

1. Resolution No. 2026-04, A Resolution Authorizing the City Manager to Release Air Easements Affecting Properties Adjacent to Tice Park Along NW 25th Street

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Report in Brief:

The City holds air easements over several privately owned tax lots located between Tice Park and residential properties along the north side of NW 25th Street. These air easements, established in 1978, effectively limit development on the affected properties to a height of ten (10) feet. Property owners have recently requested that the City release these air easements to allow additional development. The attached resolution would authorize the City Manager to release the air easements, subject to Council direction regarding the process for termination.

Background:

In 1978, the City purchased from George and Gladys Tice the property that would be known as Tice Park. Part of that transaction included reference to a strip of land, 100 ft. wide, off the south side of the property—immediately north of a row of properties on NW 25th St.—known as the "Option Tracts."

The "Option" referenced by the "Option Tracts" was that those nine property owners on NW 25th St. would have an opportunity to purchase the 100 ft. strip north of their property (which exists as a separate tax lot in the image on the next page) directly from the Tices. That option was to be exercised within 60 days of closing of the sale to the City, and was explicitly limited to only exercising if all nine properties so exercised. Those apparently exercised as anticipated and the Option Tracts are all privately owned, presumably by their adjacent owners.

Some of the discussion surrounding the purpose of the Option Tracts is lost, but all such Option Tracts are subject to an air easement. That is, the City retains control of all air space above ten feet above the Option Tracts. The best understanding of the goal at the time was that the property owners objected to their backyards directly abutting public property. This Option allowed them a larger buffer, but also prevented construction of full residential units in that space.



Also worth noting, the purchased property (aside from the Option Tracts, a life estate for the home of the sellers, and a utility easement) was to be used exclusively for park purposes for a period of 30 years. Those 30 years expired, having fully satisfied the condition, in 2008.

Discussion:

Recently, some of the property owners along NW 25th St. have expressed interest in developing their Option Tracts in ways that are currently prevented by the City's holding of air easements above those properties. In the opinion of the City Attorney, there is no contractual obligation to continue to maintain the air easements and any decision in this regard will be strictly one of policy.

It should also be noted that one of the properties (131 NW 25th St.) has already constructed a building that does not appear to be compatible with the air easement. This construction predates staff memory, and we have not been able to find records of the justification or lack thereof.

Assessor Valuation and Tax Implications

As part of its review, staff requested valuation information from the Yamhill County Assessor's Office regarding the potential impacts associated with removal of the

air easements. According to the Assessor, seven of the affected parcels are currently valued as excess land to adjacent developed properties under the same ownership. Removal of the height restriction would allow those parcels to be used consistently with other buildable residential lots in the neighborhood, resulting in an increase in Real Market Value.

Based on current land schedules, the Assessor estimates that removal of the height restriction could increase the Real Market Value of the affected parcels by approximately $157,000 to $198,000 per lot, depending on parcel size and configuration, assuming adequate access and excluding on-site development costs. One parcel, which already contains a dwelling, would not experience a valuation change with removal of the height restriction.

The Assessor further notes that removal of the height restriction would constitute an “exception event” for property tax purposes, triggering reassessment consistent with applicable tax law.

This valuation information is provided for Council’s awareness and policy consideration only. The existence of increased private property value does not, by itself, determine whether the City should retain, release, or sell its interest in the air easements.

Termination Options
Now, with the full satisfaction of the original contract and with property owners requesting, the Council may consider whether to continue to maintain the air easements or to terminate them. If the Council wishes to entertain termination of the air easements it should also consider the mechanism by which it intends to do so: 1) by summary termination; 2) by notification and unless refused (City sends a letter to all owners that easements will be summarily terminated unless they request otherwise); 3) by notification and affirmative request (City sends a letter indicating owners may request termination); 4) by notification and sale. Consider the following:

1) **By summary termination**. Staff’s best understanding as to the original intent of the air easements was to benefit and buffer the neighboring property owners to the park. Having fulfilled that obligation, the City may summarily remove itself from such a role, regardless of any knowledge of the wishes of all the adjacent property owners (or any certainty as to whether the adjacent property owners continue to also be owners of the adjacent, air-easement-encumbered lots).

2) **By notification and unless refused**. This option allows property owners to essentially identify that they still wish the City to hold a buffer for their benefit. That desire may be moot if neighboring properties accept the offer and construct. Though the City may also consider something akin to the original option—make any offers contingent on unanimity of the adjacent property owners.

3) **By notification and affirmative request**. This option is most in line with the desires of the homeowners who have initiated these inquiries. If the City is agreeable to terminating the easements based on the affirmative desires and actions of property owners, we could notify the whole group that this option is available upon their request. We would likely see a number of immediate requests, with others possibly trickling in at some point in the future.

4) **By notification and sale**. While the City has held these air easements to the apparent benefit of the adjacent property owners, the Council must also consider that the easements constitute an interest in real property. And while the value to the City may be inconcrete, they likely have some tangible value. **Attachment 1** shows the County Assessor's valuation of the encumbered lots. It should be understood that the underlying property owners would be functionally exchanging that chart's value of unbuildable land, for its equivalent of a fully-buildable, R1 zoned lot. Council should also remember that one of the subject lots has already built a structure in contravention of the easement, and therefore without being subject to such sale. If the Council chooses this option, it would be necessary to follow certain steps required when a political subdivision sells an interest in real property, including securing an appraisal and posting notice.

Attachments:

1. County Assessor Data for Encumbered Lots
2. Resolution 2026 - 04

Fiscal Impact:

Not applicable. If Council chooses to pursue sale of the air easements, that could likely mean some income to the City, which would be more-fully laid out in a subsequent staff report detailing the options for sale.

Alternatives:

Alternative 1:
Adopt the attached Resolution authorizing Staff to terminate Tice Park option-property air easements. Council should also indicate to Staff which process they should follow to terminate said easements.

Alternative 2:
Do not adopt the attached Resolution. Direct staff to return to Council with a process for sale of the air easements.

Alternative 3:
Do not adopt the attached Resolution. Continue to hold air easements over Tice Park option properties for the public benefit.

Alternative 4:
Council may consider any other alternative not presented by Staff.

				*	**			***
Map	R4417AD 00190	R4417AD 00290	R4417AD 00490	R4417AD 00590	R4417AD 00690	R4417AD 00790	R4417AD 00890	R4417AD 00300
Account	343998	344069	344167	344210	344443	344498	344568	137854
2025-2026 Land RMV	$ 39,403	$ 39,403	$ 42,993	$ 32,245	$ 42,993	$ 42,993	$ 42,993	
2025-2026 Improvements RMV	0	0	0	0	$ 30,192	0	0	
2025-2026 RMV	$ 39,403	$ 39,403	$ 42,993	$ 32,245	$ 73,185	$ 42,993	$ 42,993	
2025-2026 AV	$ 4,330	$ 4,330	$ 5,149	$ 5,149	$ 27,531	$ 5,149	$ 5,149	
2025-2026 Tax Rate	17.8067	17.8067	17.8067	17.8067	17.8067	17.8067	17.8067	
2025-2026 Taxes	$ 77.10	$ 77.10	$ 91.69	$ 91.69	$ 490.24	$ 490.24	$ 490.24	
RMV Separate Buildable lot	$ 157,006	$ 157,006	$ 161,364	$ 161,364	$ 191,556	$ 161,364	$ 161,364	$ 198,324
2025-2026 CPR	0.538	0.538	0.538	0.538	0.538	0.538	0.538	
Separate Est AV	$ 84,469	$ 84,469	$ 86,814	$ 86,814	$ 103,057	$ 86,814	$ 86,814	
2025-2026 Est. Taxes	$ 1,504.12	$ 1,504.12	$ 1,545.87	$ 1,545.87	$ 1,835.11	$ 1,545.87	$ 1,545.87	
Estimated Tax Increase	$ 1,427.02	$ 1,427.02	$ 1,454.18	$ 1,454.18	$ 1,344.87	$ 1,055.63	$ 1,055.63	
TCA Code McMinnville	40.0	40.0	40.0	40.0	40.0	40.0	40.0	
Land Square Feet	9,121	9,121	9,952	9,952	9,952	9,952	9,952	19,194

* Current value given -25% access reduction, removed for 1/1/2026

** An improvement GPB 1,080 s.f

*** One Developed lot with SFR

NOTE: The above highlighted line represents the estimated RMV for vacant land without On Site Developments (OSD's) with adequate street access. Estimated Average OSD cost $20,300.

RESOLUTION NO. 2026-04

A Resolution authorizing the Interim City Manager to release air easements affecting certain properties adjacent to tice park along NW 25th Street.

RECITALS:

WHEREAS, in 1978, the City of McMinnville acquired real property now known as Tice Park; and

WHEREAS, as part of that acquisition, the City retained air easements over certain adjacent properties located between Tice Park and residential properties along NW 25th Street, commonly referred to as the "Option Tracts"; and

WHEREAS, the air easements grant the City control of air space above ten (10) feet over the Option Tracts and were likely intended to prevent significant construction in that space and provide a buffer between park property and adjacent residential development; and

WHEREAS, all contractual obligations associated with the acquisition of Tice Park, including restrictions on the use of the property, have been fully satisfied; and

WHEREAS, property owners have requested that the City consider releasing the air easements to allow development otherwise permitted by zoning; and

WHEREAS, the City Council finds that authorizing release of the air easements may be in the public interest, subject to Council direction regarding the appropriate process for termination.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:

1. **Authorization.**
   The City Manager, or designee, is authorized to take all actions necessary to release the City's air easements affecting the Option Tract properties adjacent to Tice Park along NW 25th Street, consistent with direction provided by the City Council.
2. **Execution of Documents.**
   The City Manager is authorized to execute any documents necessary to effectuate the release of the air easements, subject to review and approval by the City Attorney.

3. **No Obligation as to Method.**
   Nothing in this resolution obligates the City to release the air easements by any particular method, nor does it limit the City Council's discretion to require additional process, conditions, or consideration prior to release.

Adopted by the Council of the City of McMinnville at a regular meeting held the 27th day of January 2026 by the following votes:

Ayes: _____

Nays: _____

Approved this 27th day of January 2026.

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

City of McMinnville
MUNICIPAL AIRPORT

City of McMinnville
Municipal Airport
(Public Works Department)
231 NE 5th Street
McMinnville, OR 97128
503.434.7312
www.mcminnvilleoregon.gov

STAFF REPORT

DATE:	**January 27, 2026**
TO:	**Adam Garvin, Interim City Manager**
SUBMITTED BY:	**Geoff Hunsaker, Public Works Director**
CC:	**Heather Richards, Community Development Director**
WRITTEN BY:	**John Paskell, Airport Manager**
SUBJECT:	**Ordinance 5169: Adoption of McMinnville Municipal Airport Master Plan - Comprehensive Plan and Zoning Ordinance Amendments**

1. An Ordinance adopting the 2025 McMinnville Municipal Airport Master Plan as a supplemental document of the McMinnville Comprehensive Plan, and amending Volume I (Data and Background), Volume II (Goals and Policies), and Volume III (Title 17 of the McMinnville Municipal Code) of the McMinnville Comprehensive Plan (Docket G 2 – 25).

Report in Brief:

An Ordinance adopting the August 2025 McMinnville Municipal Airport Master Plan (Airport Master Plan), as a supplemental document of the McMinnville Comprehensive Plan, with amendments to the Comprehensive Plan, Volume II, and the Comprehensive Plan, Volume III, McMinnville Municipal Code, Title 17.

Project Background:

In August 2023 the McMinnville Municipal Airport undertook an update to the Airport's Master Plan, which had not been updated since 2004. The final draft of the master plan update was submitted to the Federal Aviation Administration in August 2025 for final review and approval of the Airport Layout Plan (ALP).

The City of McMinnville is proposing to adopt the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Transportation System Plan and the McMinnville Comprehensive Plan, and to amend Volume I, Background Information, Volume II, Goals and Policies, and Volume III, McMinnville's Zoning Ordinance, to support the August 2025 McMinnville Municipal Airport Master Plan.

The City's Comprehensive Plan is divided into three volumes:

Volume I – Background Information: (Both the narrative of and supporting documentation for the goals and policies developed by the community. It is a reference resource that can be used to interpret the intent of the goal and policy statements.)

Volume II – Goals and Policies: (These goals and policies are the culmination of the research, inventories and projections of Volume I and reflect the directives expressed through the citizen involvement process in adopting the plan. All future land use decisions must conform to the applicable goals and policies of this volume.

Volume III – Implementing Ordinances: (Measures to carry out the goals and policies of the plan, including the comprehensive plan and zoning map, annexation, zoning and land division ordinances, and the planned development overlays placed on areas of special significance.

This Ordinance accomplishes the following:

- Adopts the Airport Master Plan and its appendices as a ***supplemental document*** of the Comprehensive Plan and Transportation System Plan.

- ***Amends Comprehensive Plan, Volume I:*** Replaces existing data, inventory, and maps with the new data in the Airport Master Plan Update.

- ***Amends Comprehensive Plan, Volume II:*** Amends the Goals and Policies of Volume II, Chapter VI – Transportation System of the *McMinnville Comprehensive Plan*.

- ***Amends Comprehensive Plan, Volume III:*** Amends the McMinnville Municipal Code, Title 17, Zoning Ordinance and Section 17.06.025, Airport Overlay Zone Related Definitions, Section 17.52, Airport Overlay Zone, of Volume III of the *McMinnville Comprehensive Plan*.

Discussion:

The Airport Master Plan for McMinnville Municipal Airport addresses the Airport's infrastructure and capital improvement needs for the next 20 years and updates the 2004 Airport Master Plan which provided the most recent FAA-approved (signed) Airport Layout Plan (ALP) drawing set for the Airport.

The Airport Master Plan provides specific guidance in making the improvements necessary to maintain a safe, secure, and efficient airport that is economically, environmentally, and socially sustainable.

The purpose of the Airport Master Plan is to define the current, near-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions, and FAA airport planning and design standards.

The plan also addresses land use, transportation, environmental, economic development, etc., that have the potential of affecting the planning, development, and operation of the Airport.

The primary goals of the Airport Master Plan are to provide the framework and vision needed to guide future improvements at McMinnville Municipal Airport. The goals and objectives ensure future development will cost-effectively satisfy aviation demand and potential environmental and socioeconomic impacts. The two specific areas reviewed and approved by FAA are the Aviation Forecasts (Goal 3) and the Airport Layout Plan (Goal 8). The Aviation Forecast was approved by FAA on December 18, 2024. The Airport Layout Plan is in final review and expected to be approved in the next 60-90 days.

Goal 1: Define the vision for the airport to effectively serve the community, airport users, and the region. Assess known issues including air traffic control, runway length, the ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.

Goal 2: Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.

Goal 3: Forecast future activity based on accepted methodology.

Goal 4: Evaluate facilities and conformance with applicable local, state, and FAA standards.

Goal 5: Identify facility improvements to address conformance issues and accommodate demand.

Goal 6: Identify potential environmental and land use requirements that may impact development.

Goal 7: Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.

Goal 8: Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.

Goal 9: Provide recommendations to improve land use, zoning, and City oversight of the airport to remove barriers to appropriate growth at the airport.

Goal 10: Summarize the collective vision and plan for the airport in the Airport Master Plan report.

The Airport Master Plan is compliant with state land use regulations (particularly Oregon Land Use Goal #12, "Transportation" and OAR 660-013-0010 to 0160) and McMinnville's Comprehensive Plan goals and policies (particularly Chapter VI, "Transportation").

The City of McMinnville is utilizing OAR 660-013-0140 as a "Safe Harbor", which states:

OAR 660-013-0140
A "safe harbor" is a course of action that satisfies certain requirements of this division. Local governments may follow safe harbor requirements rather than addressing certain requirements in these rules. The following are considered to be "safe harbors":

(1) *Portions of existing acknowledged comprehensive plans, land use regulations, Airport Master Plans and Airport Layout Plans adopted or otherwise approved by the local government as mandatory standards or requirements shall be considered adequate to meet requirements of these rules for the subject areas of rule requirements addressed by such plans and elements, unless such provisions are contrary to provisions of ORS 836.600 (Policy) through 836.630 (Siting of new airports to comply with land use laws). To the extent these documents do not contain specific provisions related to requirements of this division, the documents cannot be considered as a safe harbor. The adequacy of existing provisions shall be evaluated based on the specificity of the documents and relationship to requirements of these rules;*

(2) *This division does not require elimination of existing or allowed airport related uses authorized by an acknowledged comprehensive plan and land use regulations;* ***and***

(3) *Notwithstanding the safe harbor provisions of this rule, land use regulations applicable to non-towered airports shall authorize airport uses required by this division.*

In accordance with ORS 660-018-0005, on November 12, 2025 the Community Development Director noticed the Department of Land Conservation and Development (DLCD) of the proposed amendments. Notice to DLCD is required *at least* 35 days in advance of the first evidentiary hearing, which was the December 18, 2025 Planning Commission meeting.
In its meeting of December 18, 2025, the Planning Commission voted unanimously to recommend to City Council the adoption of Airport Master Plan and the proposed amendments to the Comprehensive Plan and McMinnville Zoning Ordinance.

Attachments:

1. Draft Planning Commission Minutes, December 18, 2025
2. Letter from Friends of Yamhill County / 1000 Friends of Oregon, December 18, 2025
3. Ordinance No. 5169
4. Exhibit A to Ordinance No. 5169: August 2025 McMinnville Municipal Airport Master Plan
5. Exhibit B to Ordinance No. 5169: Proposed Comprehensive Plan Goals and Policies, and Zoning Ordinance Amendments
6. Exhibit C to Ordinance No. 5169: Decision Document and Findings for Docket G 2-25

Fiscal Impact:

There is no fiscal impact to adopt the plan. The total cost to develop the Airport Master Plan was $500,000, of which FAA paid $450,000 (90%), the State paid $37,500 (7.5%) and airport operating funds paid $12,500 (2.5%).

Alternatives:

Per Section 17.72.130(B) of the McMinnville Municipal Code:

> *Legislative hearings: Within 45 days following the public hearing on a comprehensive plan text amendment or other legislative matter, unless a continuance is announced, the Planning Commission shall render a decision which shall recommend either that the amendment be approved, denied, or modified:*
>
> 1. *Upon reaching a decision the Planning Commission shall transmit to the City Council a copy of the proposed amendment, the minutes of the public hearing, the decision of the Planning Commission, and any other materials deemed necessary for a decision by the City Council;*
>
> 2. *Upon receipt of the decision of the Planning Commission, the City Council shall:*
>
>   a. *Adopt an ordinance effecting the proposed change as submitted by the Planning Commission, or*
>
>   b. *Adopt an ordinance effecting the proposed change in an amended form, or*
>
>   c. *Refuse to adopt the amendment through a vote to deny, or*

d. *Call for a public hearing on the proposal, subject to the notice requirements stated in Section 17.72.120(D).*

Alternative 1 [Staff Recommendation]: Staff recommends the City Council vote to **adopt the attached Ordinance,** adopting the Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan, Volumes I and approving amendments to Volume II, Chapter VI, "Transportation System", and Volume III, Title 17 of the McMinnville Municipal Code, Chapter 17.06, "Airport Related Definitions", and Chapter 17.52, "Airport Overlay Zone" to support the August 2025 McMinnville Municipal Airport Master Plan.

Alternative 2: Adopt the attached Ordinance in an amended form**.**

Alternative 3: Call for a public hearing, date-specific to a future City Council meeting.

Alternative 4: Reject the attached Ordinance. The Comprehensive Plan update will not include the 2025 Airport Master Plan.

Alternative 5: The Council may consider any other alternative not presented by staff.

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

MINUTES

December 18, 2025 **6:30 pm**
Planning Commission **Hybrid Meeting**
Regular Meeting **McMinnville, Oregon**

Members Present: Sidonie Winfield, Rachel Flores, Sylla McClellan, Matt Jones (zoom), Brian Randall, Abigail Neilan, and Elena Mudrak

Members Absent: Brian Everest and Meg Murray

Staff Present: Heather Richards – Community Development Director, David Berniker – Planning Manager, Tom Schauer – Senior Planner, Geoff Hunsaker (part) – Public Works Director, and John Paskell (part, zoom) – Airport Manager, Melissa Ryan (legal counsel) - Bateman Seidel, and Ken Pirie – Walker Macy

DRAFT

1. **Call to Order**

   Chair Winfield called the meeting to order at 6:30 p.m.

2. **Swearing In of New Planning Commissioner Abigail Neilan**

   Chair Winfield swore in new Planning Commissioner Abigail Neilan.

3. **Citizen Comments**

   None.

4. **Minutes – November 6, 2025**

   Commissioner Mudrak moved to approve the November 6, 2025, minutes. The motion was seconded by Commissioner McClellan and passed 6-0-1 with Commissioner Neilan abstaining.

5. **Public Hearings**
   A. Legislative Hearing: McMinnville Landing Planned Development (G 1-25)

   Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

   Staff Presentation: Community Development Director Richards presented the staff report.

Jody Christensen, Project Manager, shared the feedback received from property owners to create what the process for this project would look like. They wanted to make sure the community provided input every step of the way which they had accomplished. This was a legacy project and would be transformative. It had been an honor to work on the project.

Community Development Director Richards discussed the vision of the Innovation Campus, adopted Three Mile Lane Area Plan, the site, Planned Development Overlay, action tonight, history of planning efforts on this site, acknowledgements, document table of contents, planning process, community engagement, public testimony received, land use concept, rendering and pedestrian orientated retail zone, transportation analysis and needed improvements, how further traffic impact analysis would be required when the developer submitted development projects, onsite infrastructure cost estimate, design and development standards, code outline, zoning districts and uses, building presence, McMinnville Water & Light comments on a public utility easement and setbacks, large format uses with a maximum of two anchor stores, concept designs, and implementation.

There were questions about the open spaces being constructed in a timely manner, working with the airport for access to the new parking lot, retail parking meeting the parking standards, capacity for stormwater, economic and vision impacts of drive thru businesses, and multi-modal connections outside the study site.

Public Testimony:

Stewart Kircher, McMinnville resident, was one of the property owners. He read a letter of support for the proposed overlay as presented from the property owners. They had been meeting with the City regularly for many years and had a shared vision for the site.

Mark Davis, McMinnville resident, was generally in support, but expressed concerns about the high-end retail area. He did not think the economics of the community could support high-end retail. He gave examples of how past buildings had been repurposed. He hoped this development would turn out as planned, but if it didn’t, he hoped they would look at how they would make it work for McMinnville.

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

The Commission discussed their hopes for the walkability and job creation, economic concerns, requiring more substantial trees to be planted, allowing concrete on the secondary exterior materials list, difference between concrete block and architectural concrete, clarifying the shared parking concept and hours of operation, and clarifying how on street parking counted towards the parking requirements.

There was consensus to add these conditions: a minimum 2-inch dbh caliper for trees at planting, the open space would be developed prior to occupancy of the retail buildings and directing staff to review the concern about the shared parking before it went to City Council.

Commissioner Jones moved to recommend the City Council adopt the McMinnville Landing Planned Development (G 1-25) with conditions for a minimum 2-inch caliper dbh for trees at planting, open space commons developed prior to 50% occupancy of the retail development,

and staff review of the shared parking and overlapping hours. The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

B. Legislative Hearing: Airport Master Plan Update (G 2-25)

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

Staff Presentation: Community Development Director Richards explained this was a request to adopt the Airport Master Plan as a supplemental document to the McMinnville Transportation System Plan and McMinnville Comprehensive Plan. The primary compliance standard was Oregon Land Use Goal #12 and Oregon Administrative Rules. She gave a history of the planning effort and discussed the framework of the plan, what the plan addressed, land use map, traffic patterns map, proposed amendments to the Comprehensive Plan, public testimony received, and action tonight.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner McClellan moved to recommend the City Council adopt the proposed amendments to McMinnville Comprehensive Plan Volumes I, II, and III to support the August 2025 McMinnville Airport Master Plan (G 2-25). The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

C. Legislative Hearing: Land Use Efficiency Measures (G 3-25, G 4-25, and G 5-25)

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

Staff Presentation: Community Development Director Richards said this was a request to adopt an addendum to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and an amended MGMUP Framework Plan, which were supplemental documents to the Comprehensive Plan. She described the land use efficiency measures, which were policy actions that changed the Comprehensive Plan or land use regulations to quantifiably reduce land needs. She discussed the summary of needs, residential land use efficiency measures with a needed 1,101 dwelling units, change in the assignment of land in the Urban Holding Comp Plan areas of the UGB, adopted changes in zoning, changes in use of land on Linfield University's campus, addition of the Linfield University land to the Buildable Lands Inventory, industrial land use efficiency measures with a needed 29 acres, commercial land use efficiency measures with a needed 159 acres, testimony from 1,000 Friends and Friends of Yamhill County, and action tonight.

There were questions about not pursuing a UGB amendment for commercial at this time and reasons for not pursuing smaller lot sizes as part of this work. Chair Winfield thought if they did allow smaller lots, they would need to have an expansion of park space.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner Mudrak moved to recommend the City Council adopt the proposed amendments to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and December 2025 Framework Plan and the accompanying decision document (G 3-25, G 4-25, and G 5-25). The motion was seconded by Commissioner McClellan and passed unanimously 7-0.

6. Commissioner Comments

None

7. Staff Comments

Senior Planner Schauer discussed upcoming meetings and Community Development Director Richards discussed upcoming training.

8. Adjournment

Chair Winfield adjourned the meeting at 8:58 p.m.

Attachment 2

Friends of Yamhill County
P.O. Box 1083
McMinnville, Oregon 97128

1000 friends of Oregon
340 SE 6th Ave.
Portland, Oregon 97214

December 17, 2025

City of McMinnville Planning Commission
c/o McMinnville Community Development Department
231 NE Fifth Street
McMinnville, OR 97128

SENT VIA EMAIL

Re: McMinnville Proposed Post-Acknowledgment Plan Amendments Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25

Dear Planning Commissioners:

Please accept the below comments for the record in proposed Post-Acknowledgment Plan Amendments (PAPA) Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25. These comments are submitted jointly on behalf of 1000 Friends of Oregon (1000 Friends) and Friends of Yamhill County (FYC).

Docket G 1-25: Three Mile Lane Rezone and McMinnville Landing Overlay

1000 Friends and FYC remain concerned about the transportation options contemplated in the proposed plan amendments. 1000 Friends and FYC encourage the City to consider ways to improve pedestrian access to the proposed commercial spaces to serve City residents who do not or cannot drive. While the McMinnville Landing Plan states that the planning is intended to be pedestrian and bike friendly, the plan does not include a pedestrian bridge across Highway 18, nor does the plan provide for adjustments to the highway interchanges to facilitate bike and pedestrian access. This means that there is no safe and easy way to access McMinnville Landing without using a vehicle to get there. Making the development itself pedestrian and bike friendly will not be useful if the only way for City residents to get to McMinnville Landing is in their cars.

Docket G 2-25: Airport Master Plan

1000 Friends and FYC support the adoption of the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan. The adoption of the Airport Master Plan ensures that land near the airport is available for other industrial development uses and is not restricted to airport expansion. This is a practical and sensible measure that will avoid unnecessary conversion of resource land for industrial uses while allowing development in an area that already supports industrial uses. 1000 Friends and FYC are also glad to see that the Airport Master Plan uses the most recent population projections for the City, as required by OAR 660-032-0020(1).

Docket G 3-25: Land-Use Efficiency Measures Addendum to EOA

This PAPA is an addendum to the City's November 2023 Economic Opportunities Analysis (EOA). 1000 Friends and FYC have outstanding concerns about the November 2023 EOA. However, this addendum is a first step in the right direction. The addendum addresses one of 1000 Friends' and FYC's concerns surrounding the 2023 EOA, the inclusion of vacant land held by Linfield University. 1000 Friends and FYC support this portion of the addendum. The addendum does not, however, address all of 1000 Friends' and FYC's concerns with the EOA. 1000 Friends and FYC encourage the City to adopt additional amendments to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the November 2023 EOA, including:

- Removing employment forecast for "retail leakage," given the City's use of generalized employment forecasts tied to population growth that already account for mechanisms such as retail leakage;
- Revising the multiplier used to derive necessary employment land acreage to account for jobs located on non-employment land such as home offices or residential care facilities;
- Revising the commercial employment density factor to reflect the density factor used in previous EOA's.

Docket G 4-25: Land-Use Efficiency Measures Addendum to HNA

This PAPA is an addendum to the City's November 2023 Housing Needs Analysis (HNA). 1000 Friends and FYC have outstanding concerns about the November 2023 HNA. However, this Addendum is a first step in the right direction. The Addendum partially addresses one of 1000 Friends and FYC's concerns surrounding the 2023 HNA, the inclusion and calculation of land needed for parks. 1000 Friends and FYC support this portion of the Addendum. The Addendum does not, however, address all of 1000 Friends and FYC's concerns with the HNA. 1000 Friends and FYC encourage the City to adopt additional addendums and/or land-use efficiency measures to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the

November 2023 HNA, including:

- Revising the HNA to increase housing densities to account for the demonstrated needs of current residents of the City;
- Revising the HNA's buildable lands inventory to include vacant lands currently in church ownership to comply with OAR 660-008-05(2) and OAR 660-009-0015(3).

Docket G 5-25: Land-Use Efficiency Measures Amendment to City Growth Management and Urbanization Plan

1000 Friends and FYC support the proposed land-use efficiency measures identified in this PAPA. However, the proposed land-use efficiency measures could and should go further to address the City's lack of diversity of housing options at all price levels. Specifically, the City should reduce the minimum lot size requirements in the City's single-family zones (R-1 and R-2). Reducing minimum lot sizes enables more affordably priced homes that are often a better fit for smaller household sizes. Reducing minimum lot size also reduces public infrastructure costs and more efficiently uses land zoned for residential use, resulting in neighborhoods that are more compact, walkable and community-focused. The City should consider adding this land-use efficiency change to the proposed amendment before adopting this PAPA.

1000 Friends and FYC appreciate the opportunity to comment on the PAPAs. Thank you for your consideration of the comments offered above.

Sincerely,

Rob Hallyburton

Vice President
Friends of Yamhill County

John Butterfield

Staff Attorney
1000 Friends of Oregon

ORDINANCE NO. 5169

An Ordinance adopting the 2025 McMinnville Municipal Airport Master Plan as a supplemental document of the McMinnville Comprehensive Plan, and amending Volume I (Data and Background), Volume II (Goals and Policies), and Volume III (Title 17 of the McMinnville Municipal Code) of the McMinnville Comprehensive Plan (Docket G 2 – 25).

RECITALS:

WHEREAS, Docket G 2-25, the 2025 McMinnville Municipal Airport Master Plan is a legislative action adopting a twenty-year master plan for the McMinnville Municipal Airport; and

WHEREAS, in August 2023, the McMinnville Municipal Airport undertook an update to the Airport's Master Plan, which had not been updated since 2004; and

WHEREAS, the City utilized a Project Advisory Committee comprised of the Airport Commission and technical advisory staff to advise city staff and the consultants on the development of the 2025 Airport Master Plan; and

WHEREAS, the Planning Commission hosted a public hearing on December 18, 2025, closed the hearing and voted unanimously to recommend approval of the 2025 Airport Master Plan to the McMinnville City Council; and

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

WHEREAS, the City Council, being fully informed about said recommendation, found that the 2025 McMinnville Municipal Airport Master Plan attached as Exhibit A advances the City of McMinnville's vision for the McMinnville Municipal Airport, in conformance with the applicable federal, state and local regulations, based on the material submitted by the Airport Manager and the findings of fact and conclusionary findings for approval in Exhibit B.

NOW, THEREFORE, THE CITY OF MCMINNVILLE ORDAINS, as follows:

1. The Council adopts the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan and Transportation System Plan, attached as Exhibit A; and

2. The Council replaces the existing airport data, inventory, maps and background information in Volume I of the McMinnville Comprehensive Plan with the data, inventory, maps and background in the 2025 Airport McMinnville Municipal Master Plan; and

3. The Council adopts the proposed amendments to the McMinnville Comprehensive Plan, Volume II, Chapter VI – "Transportation System", attached as Exhibit B; and

4. The Council adopts the proposed amendments to the McMinnville Comprehensive Plan, Volume III, Title 17 of the McMinnville Municipal Code, Section 17.06.025, "Airport Overlay Zone Related Definitions", and Section 17.52, "Airport Overlay Zone", attached as Exhibit B; and

5. The Council adopts the Decision, Findings, and Conclusionary Findings for Docket G 2-25 attached as Exhibit C; and

6. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 27th day of January. 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

EXHIBITS:
A. August 2025 McMinnville Municipal Airport Master Plan
B. Proposed Amendments to the McMinnville Comprehensive Plan, Volume II, Goals and Policies, and Volume III, Zoning Ordinance
C. Findings for Docket G 1-25

City of McMinnville

Exhibit A:
Ordinance No. 5169



MCMINNVILLE MUNICIPAL AIRPORT

DRAFT AIRPORT MASTER PLAN

McMinnville, OR
August 2025

TABLE OF CONTENTS

Chapter 1 – Introduction

Study Purpose **1-1**
Project Need **1-2**
Project Funding **1-3**
Goals of the Airport Master Plan **1-3**
Planning Process **1-4**
Framework of the Airport Master Plan **1-5**
Project Schedule **1-5**
Known Issues & Opportunities **1-6**

Chapter 2 – Existing Conditions Analysis

Regional Setting **2-1**
Location & Vicinity 2-1
Community Socio-Economic Data 2-2
Airport Role (National, State, and Local) 2-5
Airport History 2-6
Area Airports Contextual Analysis 2-8
Summary of Airport Operations Data 2-11
Environmental Data 2-13
Cultural Resources Analysis 2-15
Environmental Overview (Nepa) 2-15
Land Use & Zoning Analysis 2-17
U.S. Airspace Classes 2-22
Local Area Airspace Structure 2-24
Controlled & Uncontrolled Airspace 2-26
Airspace – Part 77, Terminal Instrument Procedures (TERPS), and Runway End Siting Surfaces 2-26
Instrument Flight Procedures 2-28
Airfield Facilities **2-29**
Airside Elements **2-32**
Runways 2-32
Airport Traffic Patterns 2-34
Taxiways & Taxilines 2-36
Pavement Condition 2-37
Airfield Support Facilities 2-39
Landside Elements **2-40**
Aircraft Aprons 2-40
Hangars and Airport Buildings 2-41
Airport Perimeter Fencing 2-44
Surface Access and Vehicle Parking 2-44
Aircraft Fuel 2-44
Airport Administration **2-45**
Airport Ownership & Management 2-45
Airport Finance 2-45
City Of Mcminnville Rules and Regulations 2-45
FAA Compliance Overview 2-45

Chapter 3 – Aviation Activity Forecasts

Introduction and Overview 3-1
State Airport System 3-2
Federal Airport System 3-2
Overview Of Recent Events 3-2
FAA Forecasting Process 3-3
Key Activity Elements 3-4
Population and Economic Conditions 3-6
Population 3-6
Employment 3-7
National General Aviation Activity Trends 3-9
Terminal Area Forecast 3-11
Instrument Flight Plan Data (TFMSC) 3-11
Current Aviation Activity 3-12
Based Aircraft 3-12
Flight Training 3-13
Aircraft Operations – Baseline (2023) 3-14
MMV Aviation Fuel Activity 3-15
Updated Aviation Activity Forecasts 3-16
Based Aircraft 3-16
FAA Terminal Area Forecast (TAF) 2023-2043 3-18
Recommended Based Aircraft Forecast Summary 3-19
Based Aircraft Fleet Mix 3-19
Aircraft Operations 3-20
Hybrid TFMSC Jet/FAA National Aerospace Forecast/ Flight Training Model 3-21
TAF 2023-2043 3-22
Recommended Aircraft Operations Forecast Summary 3-22
Local and Itinerant Operations 3-23
Aircraft Operations Fleet Mix 3-24
Aircraft Operations Fleet Mix (Critical Aircraft Detail) 3-24
Critical Aircraft 3-26
Current/Future Critical aircraft 3-28
Operational Peaks 3-31
Military Activity 3-31
Air Taxi Activity 3-31
Forecast Summary 3-32
Terminal Area Forecast (TAF) Comparison 3-32
Fifty-Year Forecast 3-33
Next Steps 3-33

Chapter 4 – Airport Facility Requirements

Introduction 4-1
Demand/Capacity Analysis 4-2
Critical Aircraft and Airport Design Standards Discussion 4-2
Critical Aircraft and Design Codes 4-2
Runway Design Code (RDC) 4-3
Approach and Departure Reference Code 4-4
FAA Design Standards 4-5
Taxiway Design Group 4-8
Airport Facilities Analysis. 4-10
Airside Facility Requirements 4-11
Part 77 Airspace 4-11
Part 77 Airspace Surfaces And Obstructions 4-12
Airfield Pavement Strength and Condition 4-14
Airfield Pavement Strength 4-14
Airfield Pavement Condition 4-14
Summary. 4-15
Airfield Facilities 4-17
Runways 4-17
Runway Length 4-19
Airport Design Standards. 4-23
Taxiway/Taxilane Network 4-28
Airfield Instrumentation, Signage, Lighting, and Markings 4-32
Landside Facility Requirements 4-34
Aircraft Parking Apron 4-34
Aircraft Hangars 4-38
Fuel Facilities 4-38
Utilities 4-39
Airport Firefighting 4-39
Perimeter Fencing/Gates 4-39
Land Use 4-39
Summary 4-40

Chapter 5 – Alternatives Analysis

Introduction 5-1
2004 Airport Layout Plan (ALP) 5-1
Facility Needs Overview. 5-2
Development Alternatives Analysis Process. 5-3
FAA Planning Guidance 5-3
Preliminary Development Alternatives 5-4
Proposed Airside Improvements 5-5
Preliminary Landside Development Alternatives 5-8
Overview 5-8
Central Terminal Area Concepts 5-10
East Landside Development Concepts 5-16
West Landside Development Concepts 5-26
Land Use, Transportation and Environmental Issues. 5-32

Chapter 6 – Capital Improvement Plan

Introduction **6-1**
Airport Development Schedule and Cost Estimates **6-2**
ACIP Projects 6-2
Capital Funding Sources & Programs **6-6**
Federal Funding 6-6
State Funding 6-7
Local Funding 6-8

Chapter 7 – Airport Layout Plan

Introduction **7-1**

LIST OF TABLES

Table 2-1: Historical Population. . . . 2-2
Table 2-2: Historical Population – Local Area Distribution. . . . 2-4
Table 2-3: Yamhill County Demographics. . . . 2-5
Table 2-4: 20-Year FAA Grant History 2-6
Table 2-5: FAA 5010 Data (Public Use Airports in Vicinity) 2-11
Table 2-6: Based Aircraft 2-12
Table 2-7: Estimated Aircraft Operations 2-13
Table 2-8: Historical Weather Observations – Mcminnville (Station No. 355384) 2-14
Table 2-9: Approach Procedure Minimums 2-29
Table 2-10: Runway Details (MMV) 2-34
Table 2-11: 2023 PCI Inspection (MMV) 2-37
Table 2-12: Apron Details. . . . 2-41
Table 2-13: Existing Airport Buildings (MMV) 2-43
Table 2-14: Airport Revenue/Expense Summary (MMV) 2-45
Table 3-1: Forecasting Data Sources 3-4
Table 3-2: Population Forecast Summary 3-6
Table 3-3: FAA Long Range Forecast Assumptions (U.S. General Aviation) 3-10
Table 3-4: MMV – Instrument Flight Plan Data – Annual Aircraft Operations (2014-2023) 3-12
Table 3-5: Based Aircraft And Fleet Mix (2023). . . . 3-13
Table 3-6: Baseline – MMV Air Traffic Estimate (2023) 3-15
Table 3-7: Historical Fuel Sales (MMV) 3-15
Table 3-8: Based Aircraft Forecast Models (MMV) 3-18
Table 3-9: Based Aircraft Forecast - Fleet Mix Summary (MMV). . . . 3-20
Table 3-10: Forecast Annual Operations Rates (MMV) 3-22
Table 3-11: Itinerant/Local Operations Mix (MMV) 3-23
Table 3-12: Operations Fleet Mix (MMV) 3-24
Table 3-13: TFMSC Historical Data: B-II Jet and C/D Jet Operations (MMV) 3-25
Table 3-14: Representative Critical Aircraft by AAC and ADG 3-27
Table 3-15: Operations Fleet Mix By RDC/Type 3-28
Table 3-16: Peak Operations (MMV). . . . 3-31
Table 3-17: Forecast Summary 3-32
Table 3-18: TAF Comparison 3-32
Table 3-19: Airport Planning and TAF Forecast Comparison 3-33
Table 3-20: 50-Year Forecast (MMV) 3-33
Table 4-1: Runway 4/22 Design Standards Summary (Dimensions In Feet) 4-5
Table 4-2: Runway 17/35 Design Standards Summary (Dimensions In Feet) 4-7
Table 4-3: Taxiway Design Standards (dimensions in feet) 4-8
Table 4-4: Part 77 Airspace Summary (MMV) 4-12
Table 4-5: 2023 PEP – Recommended MMV Pavement Projects (2023-2028). . . . 4-15
Table 4-6: 75% and 100% of Large Airplane Fleet (Representative Aircraft). . . . 4-20
Table 4-7: Apron And Hangar Facility Requirements Summary 4-37
Table 4-8: Facility Requirements Summary 4-40
Table 5-1: Summary of Demand Factors and Facility Development Needs – MMV 5-2
Table 5-2: Central/Terminal Area Options Features 5-14
Table 5-3: Eastside Alternative Features 5-25
Table 5-4: West Landside Alternatives Features 5-31
Table 5-5: Potential Development Factors - Land Use/Transportation/Environmental 5-32
Table 6-1: Capital Improvement Projects. . . . 6-4

LIST OF FIGURES

Figure 1-1: 2021 As Built ALP 1-2
Figure 1-2: Project Schedule 1-6
Figure 1-3: Known Issues & Opportunities 1-7
Figure 2-1: Location and Vicinity Map 2-3
Figure 2-2: Employment Industries 2-4
Figure 2-3: Airport Development Since 2004 2-7
Figure 2-4: Area Airports 2-10
Figure 2-5: McMinnville Weather Patterns 2-14
Figure 2-6: Airport Zoning 2-17
Figure 2-7: ODAV Land Use Matrix 2-20
Figure 2-8: Part 77 Airspace 2-22
Figure 2-9: FAA Airspace Classifications 2-23
Figure 2-10: Area Airspace – Seattle Sectional Chart 2-25
Figure 2-11: Instrument Departure Surface 2-27
Figure 2-12: Existing Conditions Airfield 2-30
Figure 2-13: Existing Conditions Terminal Area 2-31
Figure 2-14: Airport Traffic Patterns 2-35
Figure 2-15: Pavement Conditions (2023 Inspection) 2-38
Figure 2-16: Existing Aviation Use Buildings 2-42
Figure 2-17: Historical Aviation Fuel Sales (MMV) 2-44
Figure 3-1: Historical Unemployment (Yamhill and Adjacent Counties) 3-7
Figure 3-2: Projected Employment by Industry 3-8
Figure 3-3: FAA Terminal Area Forecast (MMV) - 2004-2023 Historical Data 3-11
Figure 3-4: Based Aircraft Forecast Models (MMV) 3-19
Figure 3-5: Aircraft Operations Forecast Models (MMV) 3-23
Figure 3-6: TFMSC B-II (Jets) and C/D (Jets) 3-25
Figure 3-7: TFMSC B-II (Jets) and C/D (Jets) 3-26
Figure 4-1: Taxiway Design Group Components 4-9
Figure 4-2: Part 77 Airspace (Generic) 4-11
Figure 4-4: Predicted Pavement Conditions 4-16
Figure 4-5: All Weather Wind Rose (MMV) 4-18
Figure 4-6: Runway Length Curves (100% of Fleet, 60% & 90% Useful Load) 4-21
Figure 4-7: Runway Length Curves (95% & 100% of Small Airplane Fleet) 4-22
Figure 4-8: Runway 4/22 – Non-Standard OFA and RSA (Future) 4-26
Figure 4-9: Acute Angle Connector Taxiways 4-29
Figure 4-10: High Energy Runway Crossing 4-29
Figure 4-11: Central Terminal Area Taxilanes 4-30
Figure 4-12: West Landside Area Taxilanes 4-31
Figure 5-1: Proposed Airside Improvements 5-7
Figure 5-2: Landside Development Areas 5-9
Figure 5-3: Central Terminal Area – Alternative 1 & 2 - Phase 1 5-11
Figure 5-4: Central Terminal Area – Alternative 1 5-13
Figure 5-5: Central Terminal Area – Alternative 2 5-15
Figure 5-6: East Landside Area – Alternative 1 5-18
Figure 5-7: East Landside Area – Alternative 2 5-20
Figure 5-8: East Landside Area – Alternative 3 5-22
Figure 5-9: East Landside Area – Alternative 4 5-24
Figure 5-10: West Landside Area – Alternative 1 5-28
Figure 5-11: West Landside Area – Alternative 2 5-30

AIRPORT LAYOUT PLAN SHEETS

Sheet 1 – Title Sheet
Sheet 2 – Airport Data Sheet
Sheet 3 – Airport Data Sheet
Sheet 4 – Airport Layout Plan
Sheet 5 – Terminal Area Plan (Central - East)
Sheet 6 – Terminal Area Plan (West)
Sheet 7 – Airport Airspace Plan (Part 77)
Sheet 8 – Runway 4 Approach Plan & Profile
Sheet 9 – Runway 22 Approach Plan & Profile
Sheet 10 – Runway 17-35 Approach Plan & Profile
Sheet 11 – Inner Portion Runway 4-22 Approach Surface
Sheet 12 – Inner Portion Runway 17-35 Approach Surface
Sheet 13 – Runway Centerline Profile
Sheet 14 – Runway 4-22 Instrument Departure Surface
Sheet 15 – Runway 17-35 Instrument Departure Surface
Sheet 16 – On Airport Land Use Plan
Sheet 17 – Off Airport Land Use Plan
Sheet 18 – Exhibit A - Airport Property Plan
Sheet 19 – Obstruction Data Tables (1 of 3)
Sheet 20 – Obstruction Data Tables (2 of 3)
Sheet 21 – Obstruction Data Tables (3 of 3)

APPENDICES

A – Cultural Resources Survey
B – Environmental Review Memo
C – Zoning Ordinances
D – Instrument Procedures
E – Grant Assurances
F – Solid Waste and Recycling Plan

Chapter 1

Introduction



The City of McMinnville, Oregon is preparing an Airport Master Plan for McMinnville Municipal Airport (MMV) in cooperation with the Federal Aviation Administration (FAA) to address the Airport's needs for the next 20 years. This project will replace the 2004 Airport Layout Plan Report (Century West Engineering), which provided the most recent FAA-approved (signed) Airport Layout Plan (ALP) drawing for the Airport. The Airport Master Plan will provide specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

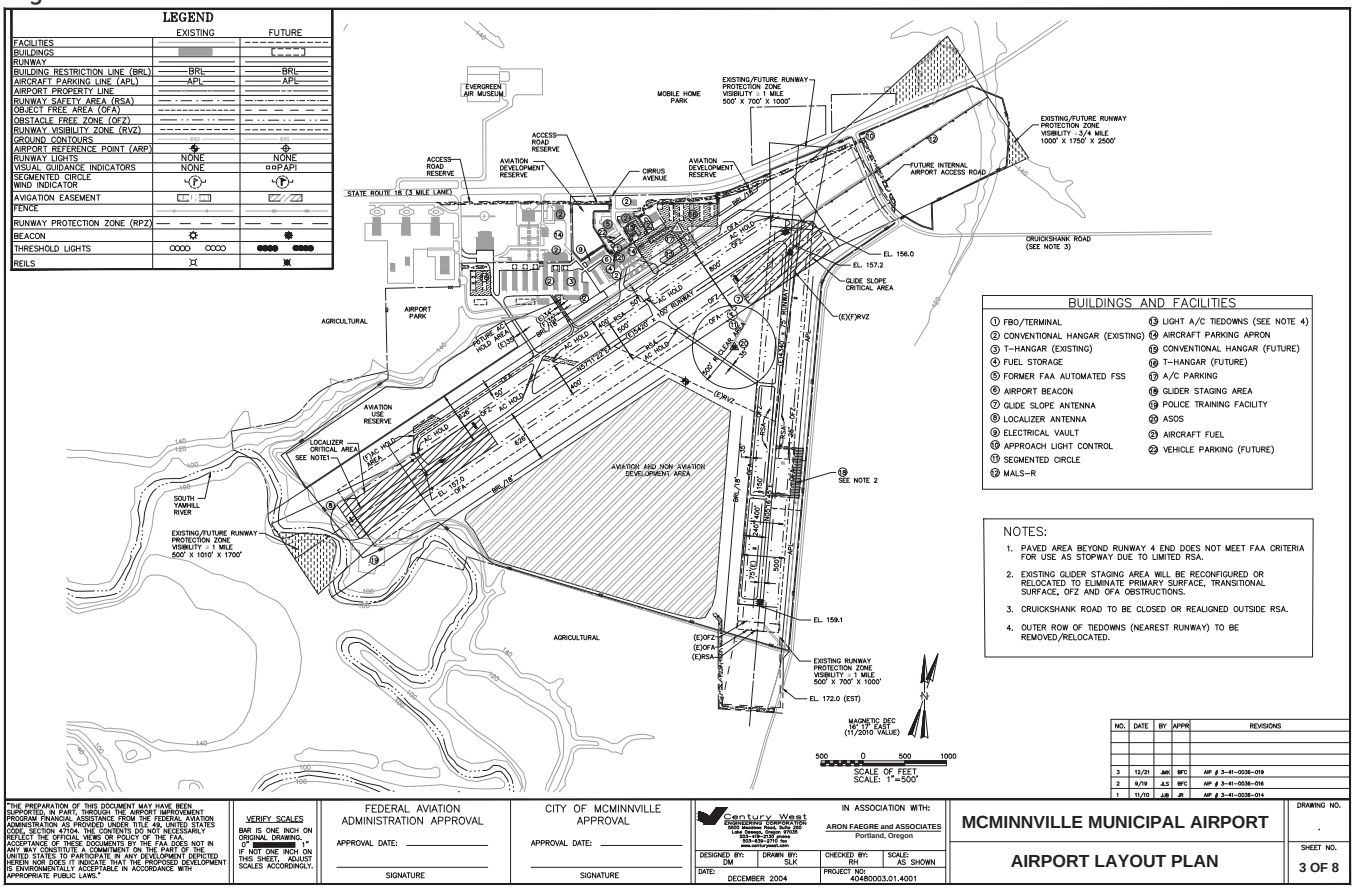
Study Purpose

The purpose of the Airport Master Plan is to define the current, near-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards. The study will also address elements of local planning (land use, transportation, environmental, economic development, etc.) that have the potential of affecting the planning, development, and operation of the Airport.

Project Need

The FAA requires airports to periodically update their master plans as conditions change to maintain current planning. Several "as-built" updates were prepared for the 2004 ALP drawing in conjunction with airfield projects completed in 2010, 2019, and 2021. The as-built drawings were coordinated with FAA, although they did not replace the signed 2004 ALP drawing currently on file in the FAA Seattle Airports District Office. However, the most recent (2021) as-built update shown in **Figure 1-1** is most consistent with existing conditions at the Airport.

Figure 1-1: 2021 As Built ALP



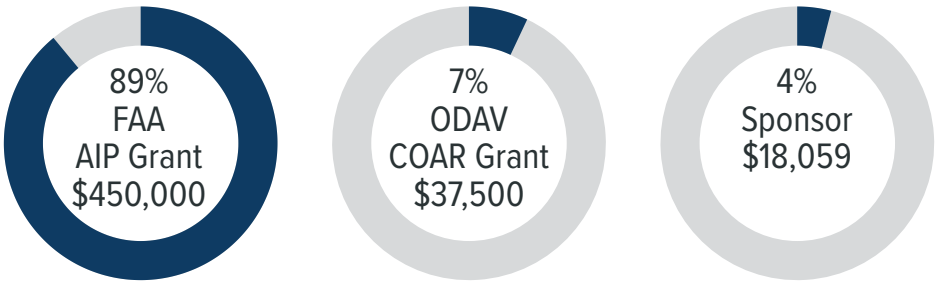
A detailed summary of major airfield improvement projects completed since the 2004 ALP Report will be provided in Chapter 2 (Existing Conditions), along with a summary of recent FAA grant history for the Airport. In addition to publicly funded projects at the Airport, significant private investment includes construction of several private commercial hangars located on airport property and on adjacent privately-owned property (with city-approved through the fence access agreement).

In order to maintain current planning as required by FAA, updated long-term planning for the Airport is needed to reevaluate/refresh several concepts presented in previous planning efforts. In addition to addressing changing local conditions, updated FAA standards and current trends within the aviation industry also need to be reflected in the updated airport master plan.

The 2004 ALP Report, although dated, serves as a primary source for inventory data. However, where available, more current, or comprehensive data are included in the report to illustrate current conditions. Existing airfield facilities were examined during on-site inspections to update facility inventory data. The consultants also worked closely with airport staff to review the current facility and operational data maintained by the City of McMinnville.

Project Funding

Funding for the Airport Master Plan Update was provided through an FAA Airport Improvement Program (AIP) grant of $450,000 (89%), and an Oregon Department of Aviation (ODAV) Critical Oregon Airport Relief (COAR) grant of $37,500 (7%), and a local match of $18,059 (4%) provided by the City of McMinnville. The total project cost of $505,559 includes City staff administration time to support the planning process. The AIP is a dedicated fund administered by FAA with the specific purpose of maintaining and improving the nation's public use airports. The AIP is funded exclusively through fees paid by users of general aviation and commercial aviation. The ODAV COAR grant program funding also relies exclusively on aviation user fees.



Total Project Cost: $505,559

Goals of the Airport Master Plan

The primary goal of the Airport Master Plan is to provide the framework and vision needed to guide future improvements at McMinnville Municipal Airport. The FAA sets out goals and objectives each master plan should meet to ensure future development will cost-effectively satisfy aviation demand and consider potential environmental and socioeconomic impacts.

Goal 1: Define the vision for the airport to effectively serve the community, airport users, and the region. Assess known issues including air traffic control, runway length, the ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.

Goal 2: Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.

Goal 3: Forecast future activity based on accepted methodology.

Goal 4: Evaluate facilities and conformance with applicable local, state, and FAA standards.

Goal 5: Identify facility improvements to address conformance issues and accommodate demand.

Goal 6: Identify potential environmental and land use requirements that may impact development.

Goal 7: Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.

Goal 8: Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.

Goal 9: Provide recommendations to improve land use, zoning, and City oversight of the airport to remove barriers to appropriate growth at the airport.

Goal 10: Summarize the collective vision and plan for the airport in the Airport Master Plan report.

THE FAA ROLE IN THE AIRPORT MASTER PLAN

FAA *Advisory Circular (AC) 150/5070-6B Airport Master Plans* defines the specific requirements and evaluation methods established by FAA for the study. The guidance in this AC defines planning requirements for all airports, regardless of size, complexity, or role. However, each master plan study must focus on the specific needs of the airport for which a plan is being prepared.

The recommendations contained in an airport master plan represent the views, policies and development plans of the airport sponsor (City of McMinnville) and do not necessarily represent the views of the FAA. Acceptance of the master plan by the FAA does not constitute a commitment on the part of the United States to participate in any development depicted in the plan, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law. The FAA reviews all elements of the master plan to ensure that sound planning techniques have been applied. However, the FAA only formally approves the Aviation Activity Forecasts and Airport Layout Plan. The FAA is not directly involved in the local adoption of master plans.

Planning Process

A three-phase planning process is used to provide multiple feedback loops to maintain the flow of information and ideas for the community and project stakeholders, with the goal of maximizing public involvement.

DEVELOP UNDERSTANDING

A comprehensive understanding of the issues and opportunities, existing conditions, and an identified level of future aviation activity that would mandate facility improvements required to satisfy future demand.

Analysis
- Develop Scope of Work
- Public Involvement Strategy
- AGIS Survey
- Existing Conditions Analysis
- Aviation Activity Forecasts

Project Meetings
- Bi-Weekly Planning Team Meetings
- Project Kick-off Meeting
- Planning Advisory Committee (PAC) Meetings

Work Product
- Introduction
- Existing Conditions
- Aviation Activity Forecasts

EXPLORE SOLUTIONS

A collaborative exploration of local Airport needs, goals, and facility requirements in sequence with the development of community generated ideas, solutions, and development alternatives.

Analysis
- Define Updated Airfield Design Standards
- Perform Demand/Capacity Analysis
- Define Facility Goals and Requirements
- Identify & Prepare Development Alternatives
- Evaluate Development Alternatives

Project Meetings
- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings
- Public Open House

Work Product
- Facility Goals & Requirements
- Airport Development Alternatives

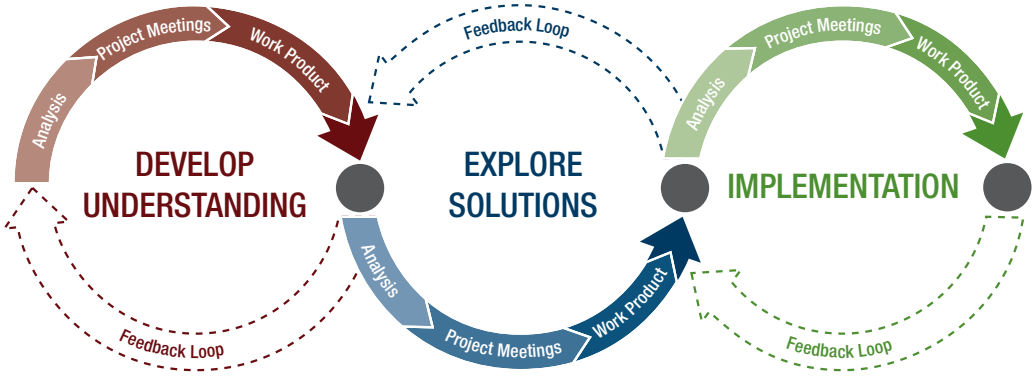
IMPLEMENTATION

An implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a realistic and workable CIP; and current ALP drawings that graphically depict existing conditions at the airport as well as proposed development projects.

Analysis
- Develop Strategies & Actions
- Develop CIP/Phasing/Financial Plan
- Develop ALP Drawing Set

Project Meetings
- Bi-Weekly Planning Team Meetings
- Planning Advisory Committee (PAC) Meetings

Work Product
- Strategies & Actions
- Financial Plan (CIP/Phasing)
- ALP Drawing Set
- Draft Report
- Final Report



Framework of the Airport Master Plan

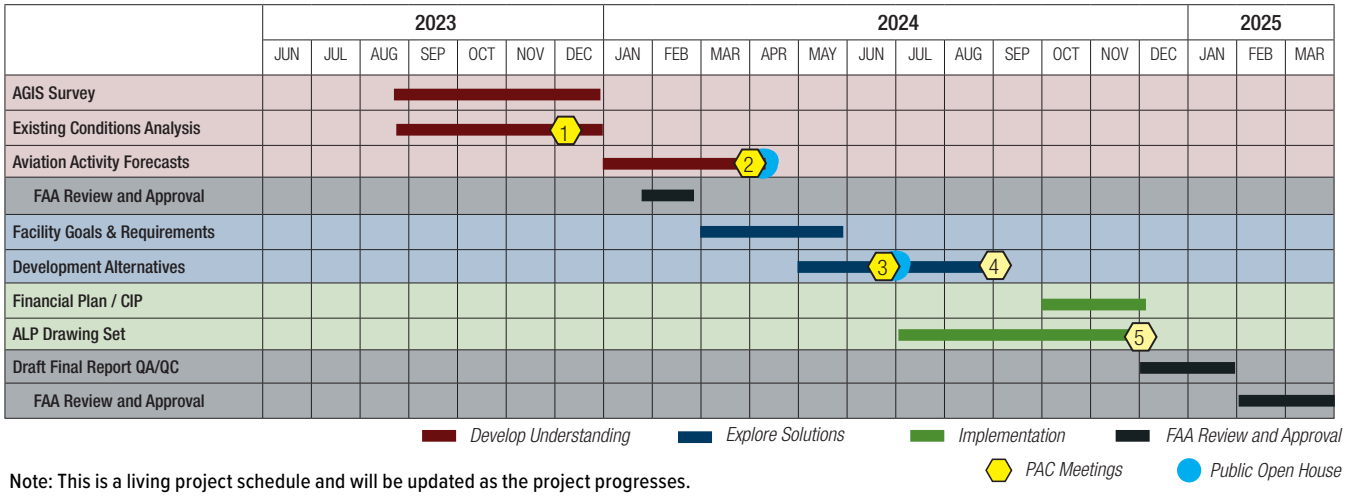
The framework of the Airport Master Plan provides a clear structure to inform and steer future planning decisions. The process allows the plan to take shape through flexibility, iteration, and adaptation. The framework reflects the Airport's regional setting, airside and landside elements, management, and administration functions. The framework provides guidance, while being flexible enough to adapt to changing conditions encountered during plan development. The process is used to develop understanding, explore solutions, and implement the preferred development alternative for the Airport that is complementary to its adjacent urban and rural environments.

	Regional Setting	Airside Elements	Landside Elements	Airport Administration
Develop Understanding	Location & Vicinity Socio-Economic Data Airport Role Airport History Area Airports Context Airport Operations Relevant Studies Environmental Data Local Surface Transportation Land Use/Zoning	Area Airspace Instrument Flight Procedures Navigational Aids Runway/Helipad Taxiways/Taxilanes Pavement Condition Airside Support Facilities	Aprons/Tiedowns FBO/Terminal Building Hangars Airport Fencing Airport Surface Roads Vehicle Parking Utilities Aircraft Fueling	Airport Ownership & Management Airport Financials Airport Rates and Charges Local Rules & Regulations Oregon Aviation Laws FAA Compliance Overview
Explore Solutions				
Implementation				

Project Schedule

The Airport Master Plan schedule depicted in **Figure 1-2** is expected to occur over the course of 18-24 months. FAA approvals can take anywhere from 3-6 months following the completion of the final draft narrative reports and drawings. FAA-funded master planning project grants cannot be amended to account for changes in project scope or level of effort. This contract requirement ensures that only work included in the FAA-approved project scope of work will be required by FAA for project completion.

Figure 1-2: Project Schedule



Note: This is a living project schedule and will be updated as the project progresses.

Known Issues & Opportunities

At the outset of the Airport Master Plan, several known issues and opportunities were identified by airport management, the consultant, the FAA, or users of the Airport. The issues and opportunities identified below are among the focus areas that will be addressed during the master plan. The goal of this examination is to ensure a comprehensive and thorough assessment that addresses and documents proposed solutions, potential constraints, and methods of implementation.

The Airport Sponsor has developed a prioritized list of near-term projects including pavement rehabilitation, a fencing project in the northern section of the Airport, and lighting for Runway 17/35. A range of issues and opportunities are summarized below and shown on **Figure 1-3**:

1 TERMINAL AREA PAVEMENT REHABILITATION/ RECONFIGURATION

Rehabilitation of several areas of apron (asphalt pavements) in the terminal area are included among the near-term CIP priorities. Future aircraft parking needs for locally based and transient aircraft (fixed wing and helicopter) will be evaluated during the master plan process.

2 AIRFIELD LIGHTING

Future projects identified include lighting Runway 17/35 and replacing the existing edge lighting on Taxiway A.

3 AIRPORT FENCE EXTENSION (NORTH SECTION)

A new section of airport fencing is planned to extend along the north section of the Airport. The project is currently in the environmental stage and construction is expected in 2024. The conceptual alignment of the fence will be evaluated in the environmental process and final fence and gate configurations will be determined during design. This project will be incorporated into the master planning evaluations as an existing condition.

4 AIRPORT FUEL STORAGE

Existing and future aircraft fueling needs will be included in the updated terminal area evaluations to ensure that adequate space is provided for bulk tank storage, mobile fuel trucks, and dispensing facilities.

5 HANGAR DEVELOPMENT AREAS

The updated terminal area evaluations will address near-term and long-term hangar development needs with a primary focus on identifying buildable hangar sites. Access to utilities, surface streets, and taxiways/taxilanes/aprons are key factors in siting both commercial and aircraft storage hangars. New or expanded aviation services including fixed base operator (FBO), flight training, specialized aircraft

maintenance, and aviation support businesses are typically concentrated in central terminal areas, while aircraft storage hangars may be located throughout the landside area.

6 HELICOPTER FACILITIES AND OPERATIONS

MMV accommodates significant helicopter flight training activity. Currently, one local operator bases several small helicopters on the east side of the main apron, adjacent to their hangar and support buildings. Future helicopter-related evaluations are expected to address aircraft movement (hover-taxiing, etc.) within the terminal area, future building needs, aircraft parking, aircraft fueling, and general aircraft operations in conjunction with fixed-wing aircraft.

7 TERMINAL AREA FACILITIES (TERMINAL/FBO BUILDING)

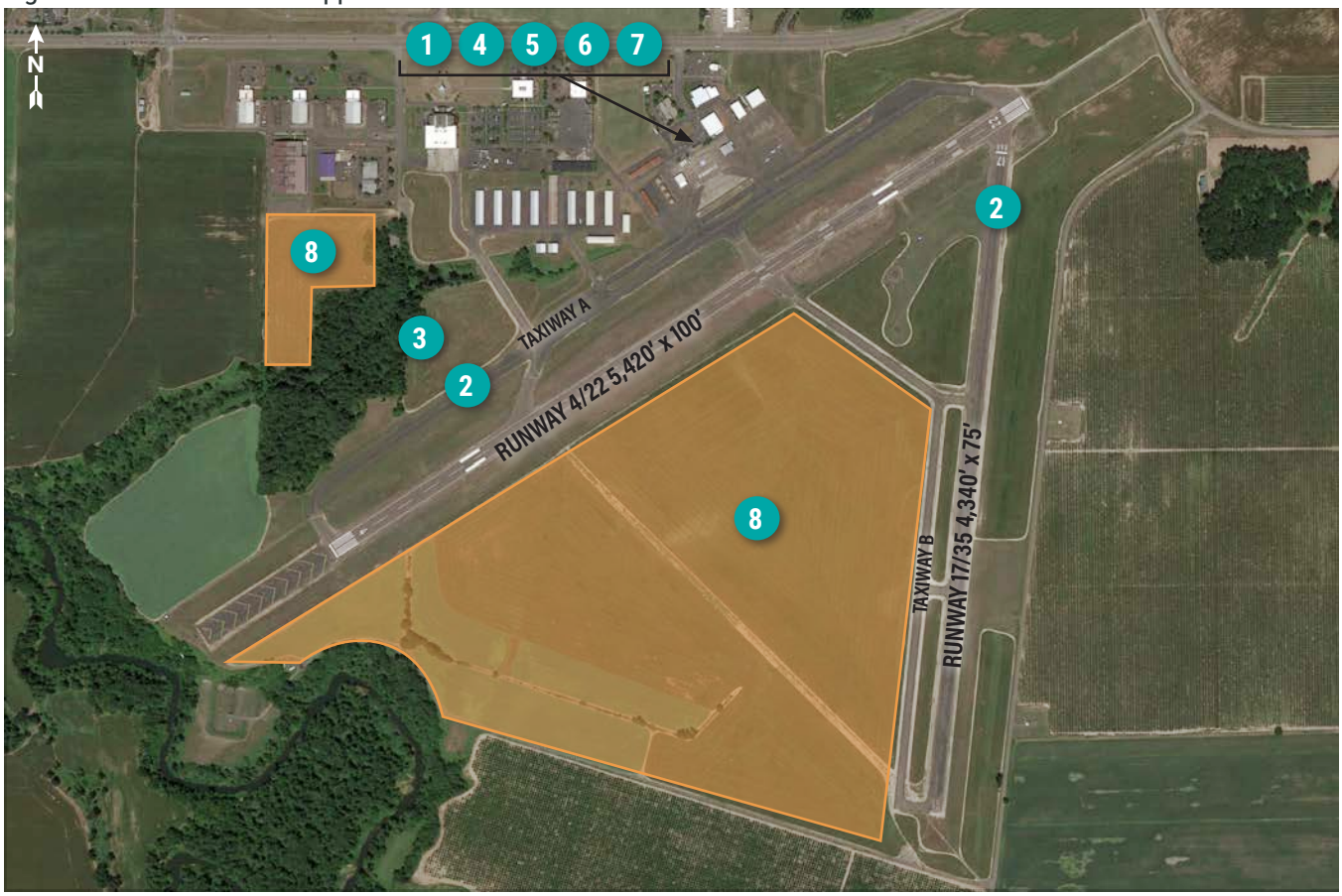
A central component of the updated terminal area planning will be the evaluation of future FBO building/ general aviation terminal needs, vehicle circulation and parking.

8 AERONAUTICAL DEVELOPMENT

The Airport has an extensive land area capable of accommodating a wide range of aeronautical uses.

The process for FAA approval of non-aeronautical land uses was updated in the 2018 AIP Reauthorization Act. Section 163 of the Act provides guidance to facilitate appropriate non-aeronautical development while protecting the airport's primary aeronautical functions. An evaluation of aeronautical and non-aeronautical land uses will be performed as part of the master plan, and definitions will be assigned to all airport lands.

Figure 1-3: Known Issues & Opportunities



Chapter 2

Existing Conditions Analysis



The purpose of this chapter is to document current facilities and conditions that can affect airfield operations and the ongoing improvement of the McMinnville Municipal Airport; MMV (FAA Airport Identifier Code: MMV/KMMV), hereafter referred to as "the Airport" or "MMV," The assembled information is presented within the context of the Airport's regional setting, its airside and landside facilities, and its administrative functions. Available data sources including the previous airport layout/master planning effort (2004), airfield pavement inspections, design and environmental documents for several completed airfield projects, and current City of McMinnville and Yamhill County planning documents, codes and regulations are used to support this evaluation. The data collection is supplemented with meetings/contact with airport tenants, stakeholders, and City staff. The findings documented in this chapter will support subsequent elements of the master plan.

Regional Setting

The Regional Setting section is intended to provide a broader understanding of the geographic, social, economic, and environmental impacts airports can have in a region, county, and community. The primary focus in this section is to describe conditions that are specifically related to MMV and its surroundings.

LOCATION & VICINITY

MMV is owned and operated by the City of McMinnville in eastern Yamhill County, Oregon. The Airport is located approximately three miles southeast of the McMinnville city center, at the southeast edge of the city limits and urban growth boundary (UGB). Surface access to the Airport is provided via Highway 18 and SE Cirus Ave.

Yamhill County is located in northwest Oregon, with a land area of 718 square miles, situated between the Willamette Valley and the Oregon Coast. The county is made up of predominantly forest and agricultural lands. Numerous small communities are located along county roads and state highways in the eastern section of the county, within about an hour's drive of Portland. The central and western sections of the county are more sparsely populated with large, forested areas, including the Siuslaw National Forest. McMinnville is the county seat and the largest among 10 incorporated cities in Yamhill County. McMinnville is located approximately 40 miles southwest of Portland and 26 miles northwest of Salem and is served by two main highways: Oregon Highways 18 and 99W.

The City of McMinnville's 2023 Economic Development Strategy notes the following in its key findings: *"McMinnville has the largest population and highest employment in Yamhill County, which positions the city as a subregional center, on the outskirts of the greater Portland region. McMinnville is expected to grow and capture more than half of projected population growth in Yamhill County in the coming years, thereby increasing its role as the commerce and population center of Yamhill County."*

The Airport's location plays a crucial economic role in providing efficient access to air transportation for McMinnville and the broader Yamhill County area. The Airport supports a variety of local businesses with direct and indirect employment in both general aviation and commercial activities, and a broad range of secondary economic activity. A location, vicinity and site map is provided in **Figure 2-1**.

COMMUNITY SOCIO-ECONOMIC DATA

Population

Population within an airport's service area is a key element in defining economic activity, which in turn heavily influences airport activity. Data from Portland State University Population Research Center (PRC) and U.S. Census data was reviewed to gauge recent changes in population within the Airport's service area.

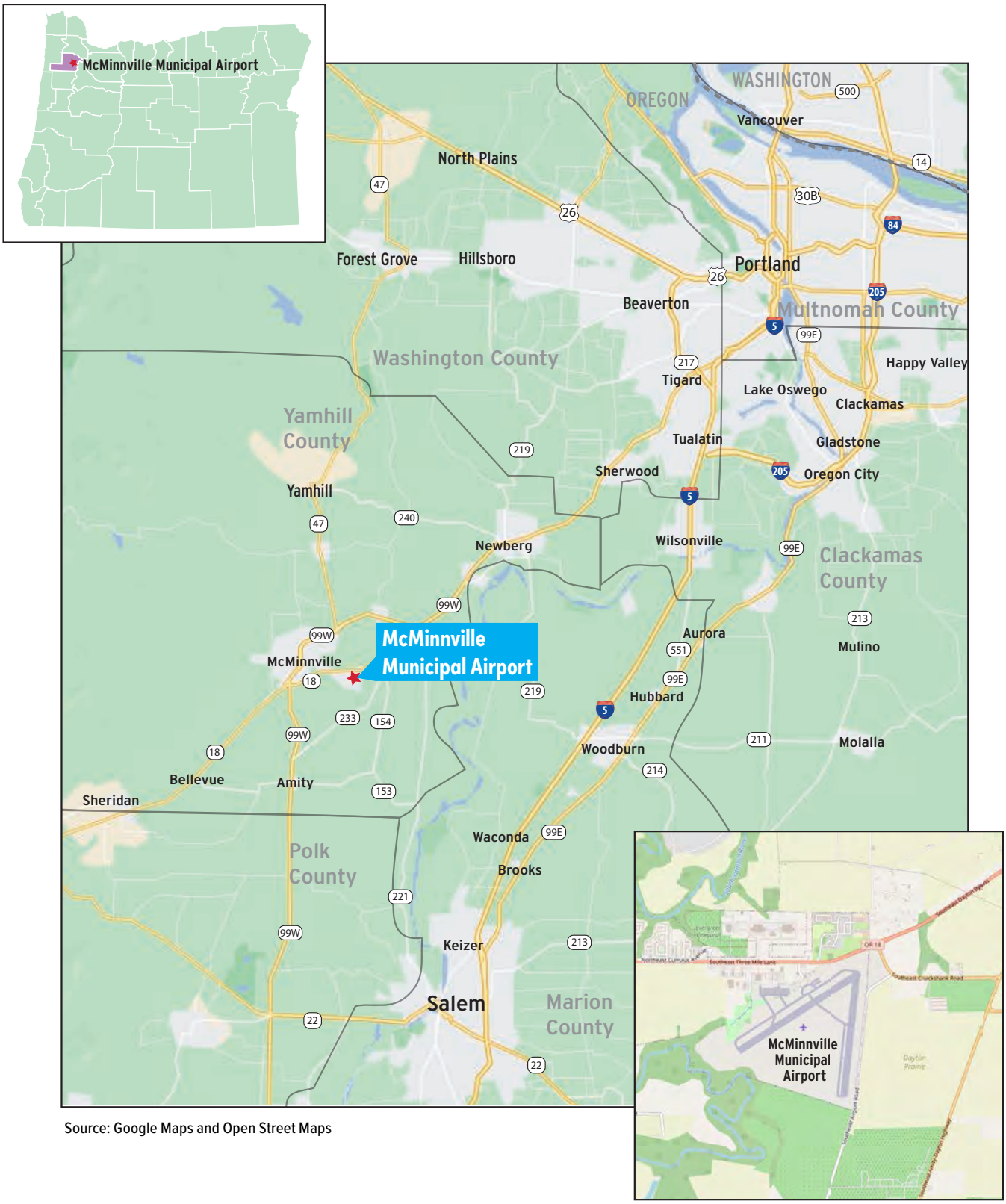
Population in the City of McMinnville has grown steadily over the last 20 years, outpacing the rates of growth for both Yamhill County and Oregon (statewide). During this period, population growth for the local/county/state averaged about 1 to 1.2% annually. Historical population data are summarized in **Table 2-1**. The distribution of population in Yamhill County is summarized in **Table 2-2**. It is noted that McMinnville's share of county population increased from around 27% to nearly 32% since 2000.

Table 2-1: Historical Population

	2000	2010	2018	2019	2020	2021	2023[1]
Oregon	3,421,399	3,831,074	4,183,538	4,216,116	4,237,256	4,263,581	4,296,626
CAGR (2000-2023)							*1.00%*
Yamhill County	84,992	99,193	106,390	106,927	107,722	108,311	109,743
CAGR (2000-2023)							*1.12%*
City of McMinnville (Incorporated Area)	26,499	32,187	34,434	34,674	34,319	34,263	34,612
CAGR (2000-2023)							*1.17%*

Source: Portland State University (PSU) Certified Population Estimates – McMinnville 2000-2023;
1. Portland State University (PSU) Certified Population Estimates April 16th, 2024

Figure 2-1: Location and Vicinity Map



Source: Google Maps and Open Street Maps

Table 2-2: Historical Population – Local Area Distribution

	2000	2010	2020	2023[1]
Yamhill County	84,992 (100%)	99,193 (100%)	107,722 (100%)	109,743 (100%)
McMinnville	26,499 (31.2%)	32,187 (34.5%)	34,319 (31.9%)	34,612 (31.54%)
Newberg	18,064 (21.3%)	22,068 (22.3%)	25,138 (23.3%)	26,728 (24.36%)
Sheridan	5,561 (6.6%)	6,127 (6.2%)	6,429 (6%)	5,987 (5.46%)
Lafayette	2,586 (3%)	3,742 (3.8%)	4,423 (4.1%)	4,714 (4.3%)
Other Cities	9,631 (11.3%)	11,521 (11.6%)	12,361 (11.5%)	12,823 (11.68%)
Unincorporated	22,651 (26.7%)	23,548 (23.7%)	25,052 (23.3%)	24,879 (22.67%)

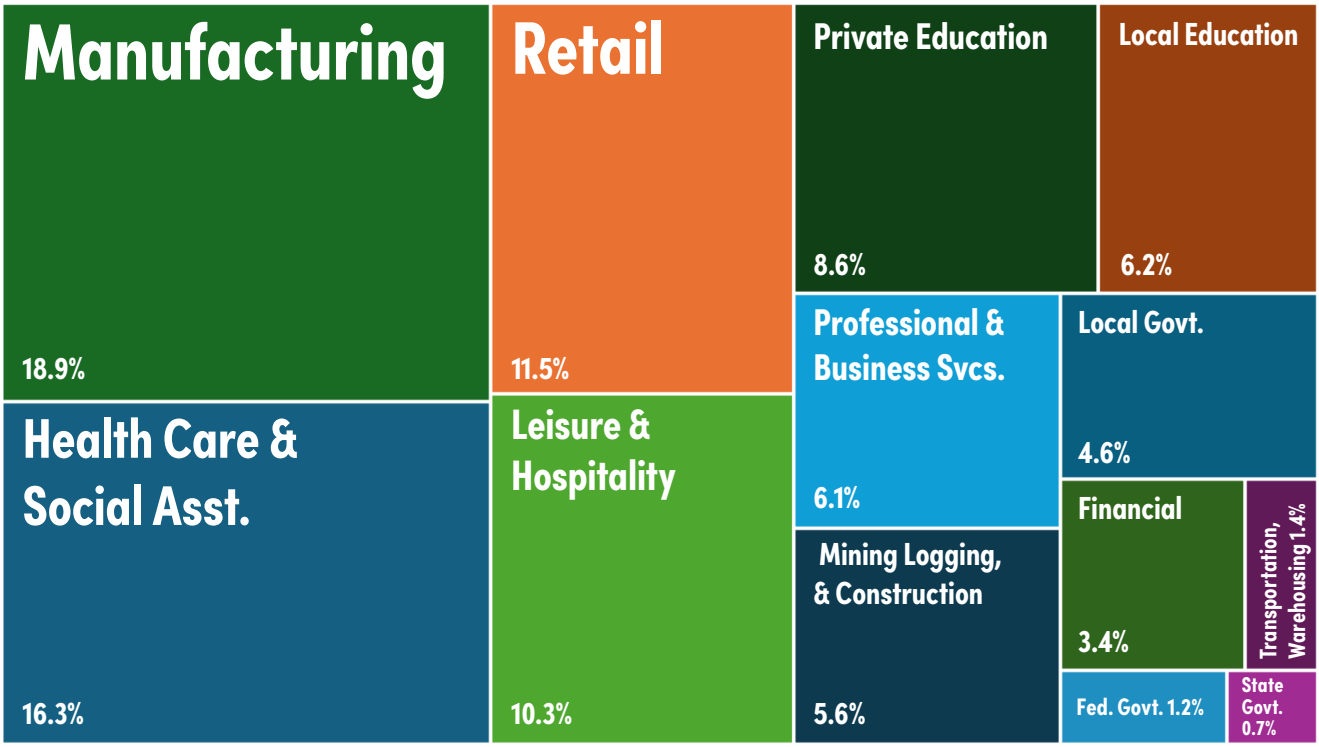
Source: US Decennial Census (1990-2020).
1. Portland State University (PSU) Certified Population Estimates April 16th, 2024

Income & Employment

U.S. Census data reports the 2022 median household income in the McMinnville census district was $66,215, trailing both Yamhill County ($77,267) and Oregon ($75,657). The December 2023 unemployment rate in Yamhill County was 3.4%, slightly lower than Oregon's statewide rate of 3.7%.

Figure 2-2 highlights the largest employment sectors in Yamhill County. The agency's December 2023 projection of industry employment in the four-county "Mid-Valley" region (Linn, Marion, Polk, and Yamhill Counties) projects a 10% net increase between 2022 and 2032. **Table 2-3** highlights demographic data for Yamhill County from the 2020 Census.

Figure 2-2: Employment Industries



Source: OR Department of Employment;Yamhill County

Table 2-3: Yamhill County Demographics[1]

Demographic	Data
Population (2020)	107,722 (2020 Census)[1]
Ethnicity (2020)	Caucasian (73.7%); Hispanic or Latino (16.5%); Black or African American (0.8%); American Indian and Alaska Native (1.3%); Asian (1.4%); Native Hawaiian and Other Pacific Islander (0.2%); Some Other Race (0.6%); two or more races (5.6%)
Median Household Income (2022)[2]	$77,267 (Yamhill County); $75,657 (Oregon)
Persons in Poverty (%)	11.1% (Yamhill County); 12.1% (Oregon)
Persons Under 18 (%)	20.8% (Yamhill County); 19.7% (Oregon)
Persons 65 and Over (%)	18.9% (Yamhill County); 19.2% (Oregon)
Total Workforce (December 2023)[3]	56,053 (Total Civilian Labor Force) 1,981 (Total Unemployed) 54,072 (Total Employed) 36,840 (Total Nonfarm) 32,170 (Total Private) 4,670 (Total Government)
Unemployment Rate (December 2023)[3]	3.4% (Yamhill County); 3.7% (Oregon)

1. U.S. Census Bureau QuickFacts State of Oregon, Yamhill County (2020 Census); other data and distributions are 2021.
2. United States Census Bureau. 2022 American Community Survey
3. State of Oregon Employment Department. Seasonally Adjusted

Additional socio-economic data and analysis is presented in Chapter 3: Aviation Activity Forecasts to supplement the projections of future aviation activity.

AIRPORT ROLE (NATIONAL, STATE, AND LOCAL)

The role of an airport may vary slightly within the context of the national, state, or local perspective. Understanding the existing roles of MMV is key to establishing the long-term vision and development of the facility.

National Role

The FAA maintains a current inventory of 3,287 existing U.S. aviation facilities in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS lists airports significant to the air transportation of the United States, and thus are eligible for federal funding through the Airports Improvement Program (AIP), which currently covers 90% of eligible costs of planning and development projects. According to the 2022 *National Plan of Integrated Airport Systems (2023-2027) Report to Congress*, MMV is classified as a Regional General Aviation Airport and as such, supports regional economies by connecting communities to statewide and interstate markets.

State Role

The Oregon Department of Aviation (ODAV) has developed and regularly updates the Oregon Aviation Plan (OAP) to provide guidance on preserving the State's system of airports. The OAP presents a framework for improving the system for continued support of communities and economic development. The most recent update to the OAP (v.6.0) classifies MMV as a Category II - Urban General Aviation Airport. Category II airports support general aviation aircraft, business jets, helicopters, and gliders. Urban General Aviation Airports service a high level of general aviation activity while accommodating demanding user requirements of business-related activity.

AIRPORT HISTORY

The Airport was originally constructed as a national defense project during World War II. The airport property was acquired by the City of McMinnville in 1942 and the Federal Government constructed the airfield facilities. The original agreement, which remains in effect, requires that the airport *"be operated for the use and benefit of the public."* The existing dual runway-taxiway configuration is largely unchanged from the original construction although several improvement projects have been completed in recent years to upgrade the facilities.

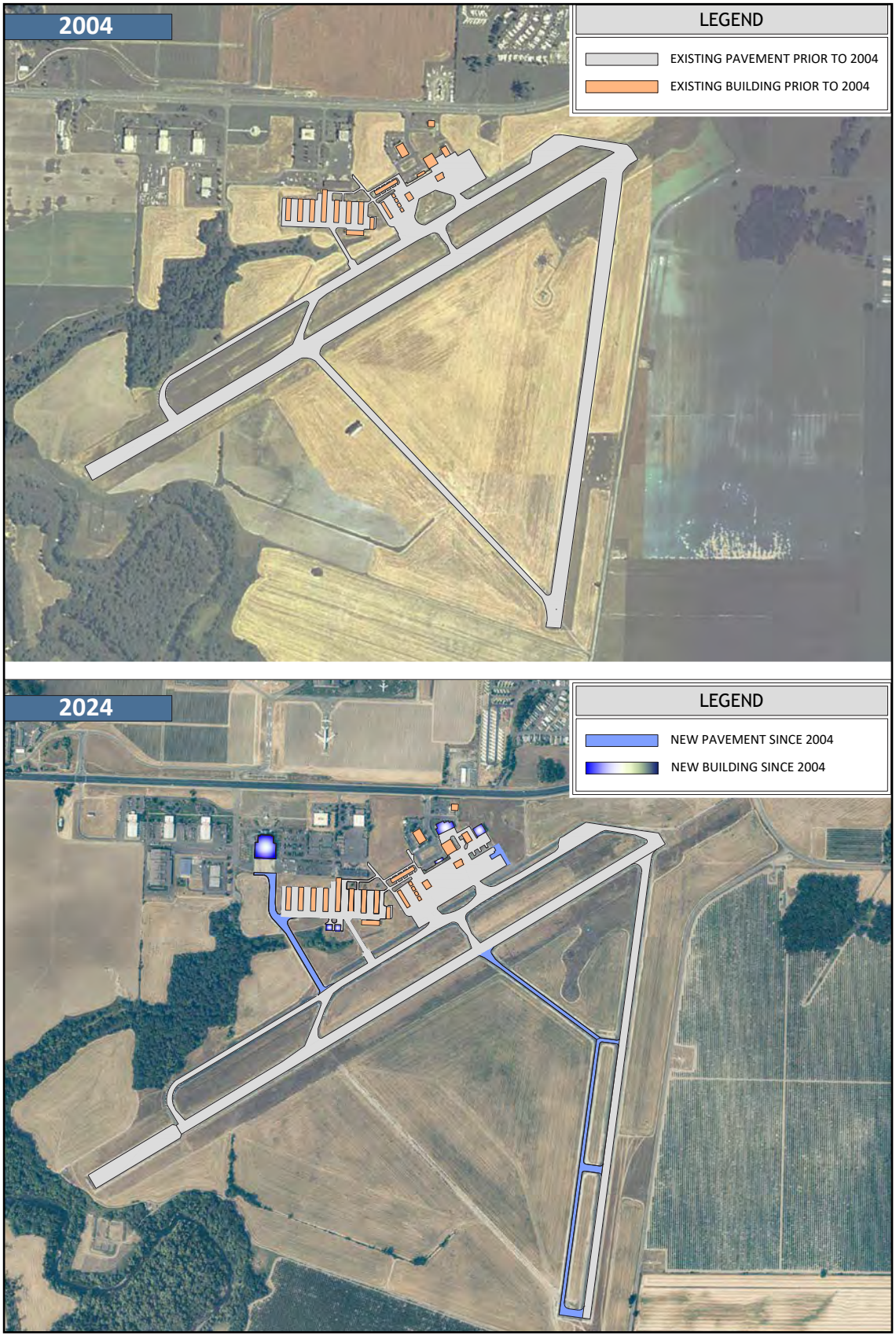
Several planning studies have taken place throughout the Airport's history, including multiple FAA-funded master planning efforts between 1973 and 2004. Several new construction and facility rehabilitation projects have been completed at the Airport over the past 20 years. Recent FAA funded (with local match) airfield projects are listed in **Table 2-4** including rehabilitation of the primary runway, construction of the Runway 17-35 parallel taxiway, expansion of the main apron, obstruction removal, and new taxiway construction. **Figure 2-3** depicts new airfield construction since the last plan was completed in 2004.

Table 2-4: 20-Year FAA Grant History

Fiscal Year	Project (MMV)	Entitlement	Discretionary	Other	Total Federal
2004	Expand Apron	$294,239	$0	$0	$294,239
2007	Rehabilitate Runway	$350,254	$0	$0	$300,000
2008	Construct Taxiway Rehabilitate Runway	$1,024,398 $100,000	$0 $0	$0 $0	$1,124,398
2008	Rehabilitate Runway	$0	$1,360,114	$0	$1,360,114
2009	Construct Taxiway	$68,073	$0	$0	$68,073
2009	Rehabilitate Runway Remove Obstructions Construct Taxiway	$15,682 $6,500 $98,505	$0 $0	$0 $0	$120,687
2009	Construct Taxiway	$0	$1,130,867	$0	$1,130,867
2014	Conduct Environmental Study	$248,667	$0	$0	$248,667
2015	Rehabilitate Runway	$492,230	$7,471	$0	$499,701
2016	Rehabilitate Runway	$828,526	$6,327,240	$0	$7,155,766
2018	Reconstruct Apron	$246,986	$0	$0	$246,986
2020	Reconstruct Apron	$435,941	$884,546	$146,720	$1,467,207
2020	CARES Act Funds	$0	$0	$69,000	$69,000
2021	CRRSA Act Funds	$0	$0	$23,000	$23,000
2022	General ARPA	$0	$0	$59,000	$59,000
2023	Conduct Airport Related Environmental Assessment/Plan/Study	$0	$0	$92,643	$92,463
2023	Update Airport Master Plan or Study	$450,000	$0	$0	$450,000
Total		$4,660,001	$9,710,238	$390,363	$14,760,602

Source: FAA AIP Grant Database; Note: State apportionment totals are not included in "Total Federal $"; "Other" includes BIL, ARPA, CARES, etc.

Figure 2-3: Airport Development Since 2004



AREA AIRPORTS CONTEXTUAL ANALYSIS

Contextual analysis of the airport service area examines the impact that the airport has on its immediate geographic area. For general aviation airports, the majority of aviation activity can be directly linked to their service area boundaries defined by 30- and 60-minute driving times surrounding the airport. The airports and aviation activity within a defined service area may directly affect activity at any individual airport in the service area. This includes locally based aircraft and transient aircraft where operators choose airports based in part on proximity to their place of business or travel destination. The type and availability of facilities and services, and competition among airports, are key factors in the distribution of aviation activity within any particular service area.

The public use airports located within the service area defined for MMV are briefly summarized below, depicted in **Figure 2-4**, and listed in **Table 2-5**. These airports include both publicly owned and privately-owned facilities. December 2023 FAA Airport Master Record Form (5010) data is presented for these airports to provide common reporting of activity. It is noted that available 5010 data for individual airports may not be current or highly accurate. Activity data for these airports is not verified and is presented for reference only. For MMV, an updated based aircraft count and estimate of aircraft operations are provided later in this chapter and will be used as the 2023 baseline to develop the 20-year aviation activity forecasts (Chapter 3).

North/Northeast/East

Chehalem Airpark (17S)

Chehalem Airpark is a privately-owned, public-use airport located 8.5 nautical miles (NM) northeast of MMV. The Airport has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, aircraft maintenance, flight training, and aircraft rental. The December 2023 FAA 5010 lists 31 based aircraft and 12,500 annual operations.

Sportsman Airpark (2S6)

Sportsman Airpark is a privately-owned, public-use airport located 9.8 NM northeast of MMV. The Airport has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, aircraft maintenance, flight training, and aircraft rental. The airport also serves as a launching point for hot air balloon operations. The December 2023 FAA 5010 lists 44 based aircraft and 11,650 annual operations.

Aurora State Airport (UAO)

Aurora State Airport is a public-use airport owned and operated by ODAV, located 15.8 NM east of MMV. UAO has a single lighted runway with non-precision instrument approach capabilities and an air traffic control tower (ATCT). Available services include aviation fuel, hangars and parking, flight training, and aircraft rental. The December 2023 FAA 5010 lists 128 based aircraft and 63,500 annual operations.

Lenhardt Airpark (7S9)

Lenhardt Airpark is a privately-owned, public-use airport located 16.6 NM east of MMV. 7S9 has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, aircraft maintenance, flight training, and aircraft rental. The December 2023 FAA 5010 lists 109 based aircraft and 6,000 annual operations.

Stark's Twin Oaks Airpark (7S3)

Stark's Twin Oaks Airpark is a privately-owned, public-use airport located 16.6 NM northeast of MMV. 7S3 has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, aircraft maintenance, flight training, and aircraft rental. The December 2023 FAA 5010 lists 160 based aircraft and 25,000 annual operations.

Hillsboro Airport (HIO)

Portland-Hillsboro Airport, owned and operated by the Port of Portland, is a public-use airport located 22.3 NM north of MMV. HIO is a designated reliever GA airport for Portland International Airport (PDX) and serves the Portland Metro Area. The Airport has three lighted runways with instrument approach capabilities, an ATCT, and weather reporting. Available services include aviation fuel, hangars and parking, aircraft repair and maintenance, flight training, aircraft rental, and air taxi (charter) services. The December 2023 FAA 5010 lists 253 based aircraft and 253,847 annual operations.

Mulino State Airport (4S9)

Mulino State Airport is a public-use airport owned and operated by ODAV, located 23.1 NM east of MMV. 4S9 has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, and aircraft maintenance. The December 2023 FAA 5010 data lists 59 based aircraft and 21,300 annual operations.

South

Salem Municipal Airport (SLE)

Salem McNary Field is a public-use airport, owned and operated by the City of Salem, located 18 NM south of MMV. Since the deregulation of the U.S. airline industry in 1978, SLE has periodically accommodated a variety of small air service providers, including charter flights, but current activity consists predominantly of GA and military operations (Oregon Army National Guard). SLE has two lighted runways, precision instrument approach capabilities, an ATCT, weather reporting, and a full range of services. The December 2023 FAA 5010 lists 161 based aircraft and 45,357 annual operations.

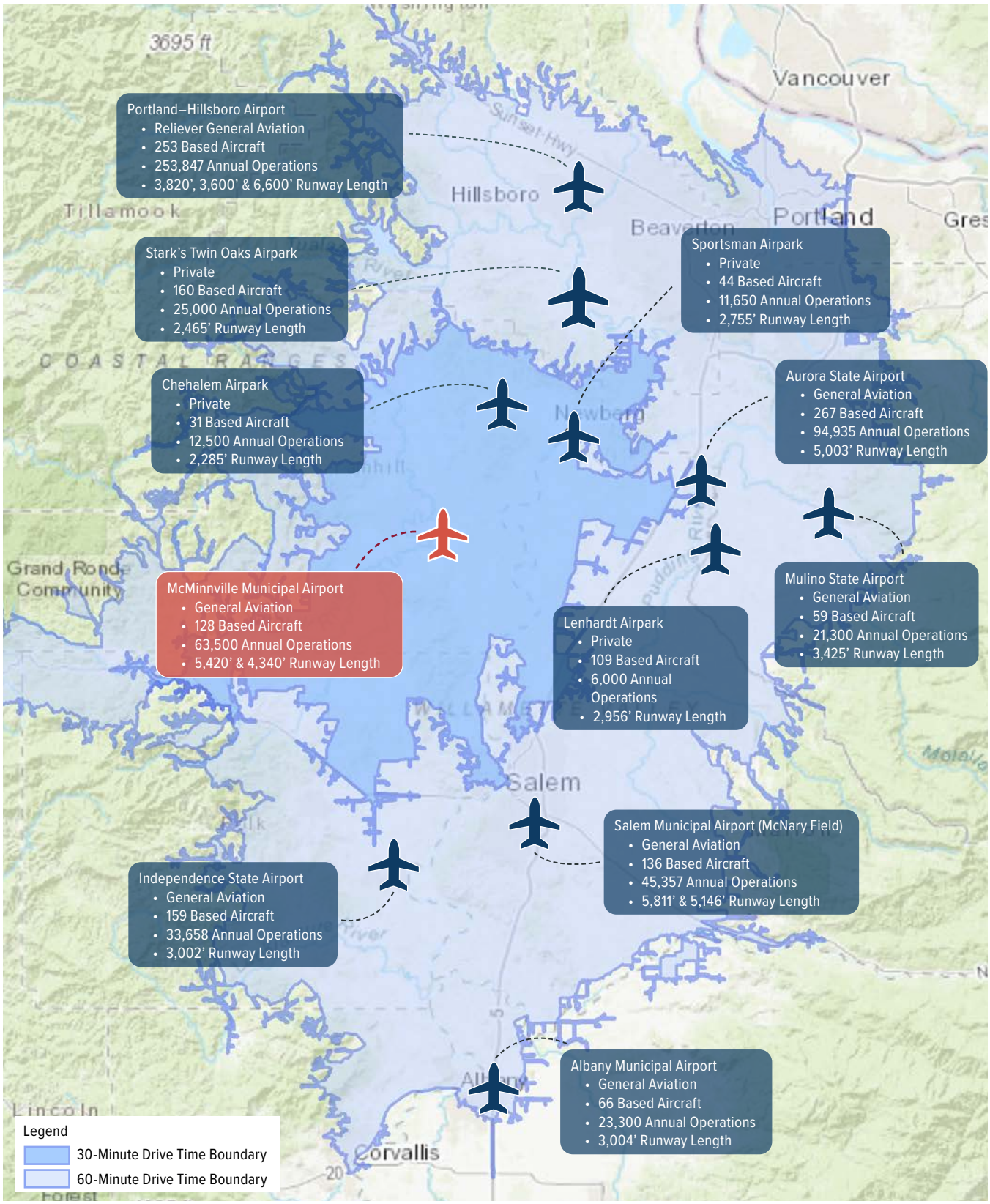
Independence State Airport (7S5)

Independence State Airport is a public-use airport owned and operated by ODAV, located 19.8 NM south of MMV. The Airport has a single lighted runway with visual approach capabilities. Available services include aviation fuel, hangars and parking, flight training, and aircraft rental. The December 2023 FAA 5010 lists 159 based aircraft and 33,658 annual operations.

Albany Municipal Airport (S12)

Albany Municipal Airport is a public-use airport owned and operated by the City of Albany, located 33.6 NM south of MMV. S12 has a single lighted runway with non-precision instrument approach capabilities. Available services include aviation fuel, hangars and parking, flight training and aircraft repair and maintenance. The December 2023 FAA 5010 lists 66 based aircraft and 23,300 annual operations.

Figure 2-4: Area Airports



Source: AirportIQ 5010, Esri, USGS, NOAA

A summary of the December 2023 5010 data for the area airports is presented in **Table 2-5**. As noted earlier, the 5010 data is provided for general reference only as a broad indication of activity. Relevant data to be updated in the aviation activity forecasts (Chapter 3).

Table 2-5: FAA 5010 Data (Public Use Airports in Vicinity)

	McMinnville	Lenhardt	Sportsman	Mulino State	Twin Oaks Airpoark	Aurora State	Portland-Hillsboro	McNary Field	Independence State	Albany	Chehalem	Total
Air Carrier	0	0	0	0	0	0	0	5	0	0	0	5
Air Taxi	0	0	100	0	0	7,909	9,561	3,466	1,121	650	500	23,307
GA Local	22,000	1,250	3,875	13,000	7,000	32,177	160,261	18,086	8,995	10,000	4,000	280,644
GA Itinerant	40,000	4,750	7,675	8,300	18,000	54,569	83,381	20,741	23,542	12,650	8,000	281,608
Military	1,500	0	0	0	0	280	644	3,059	0	0	0	5,483
TOTAL OPERATIONS	**63,500**	**6,000**	**11,650**	**21,300**	**25,000**	**94,935**	**253,847**	**45,357**	**33,658**	**23,300**	**12,500**	**591,047**
TOTAL BASED AIRCRAFT[1]	**128**	**109**	**44**	**59**	**160**	**267**	**253**	**161**	**159**	**66**	**31**	**1,428**
Single Engine	103	108	31	57	159	208	163	136	155	58	20	1,189
Multi Engine	7	1	2	2	1	15	26	10	4	6	2	76
Jet	2	0	0	0	0	35	41	6	0	2	0	87
Helicopters	16	0	11	0	0	9	23	9	0	0	9	76
Glider	4	0	0	2	0	3	5	2	5	0	0	21
Military	0	0	0	0	0	0	0	19	0	0	0	19
Ultra-Light	0[2]	4	0	0	1	1	0	0	0	0	0	6

Source: AirportIQ 5010 Airport Master Records and Reports (AirportIQ5010.com, Accessed 12/12/2023)
Notes:
1. *FAA does not include gliders, ultra-light, or military aircraft in its 5010 based aircraft totals.
2. Airport management reports 2 ultra-lights at MMV (3/2024).

SUMMARY OF AIRPORT OPERATIONS DATA

MMV accommodates a wide variety of aeronautical activity, ranging from small single-engine fixed-wing aircraft and helicopters to large corporate jets. The Airport's current based aircraft fleet and operational mix are similar, although MMV accommodates significant amounts of transient business turboprop and jet activity, in addition to the activity generated by locally based aircraft. The Airport also accommodates a significant amount of helicopter and fixed wing flight training activity—generated by both locally-based aircraft and aircraft from nearby airports.

As part of the FAA's National Based Aircraft Inventory Program, airport sponsors are required to periodically review and update their based aircraft data. MMV airport management completed a review of its based aircraft in December 2023, with a total of 128 validated aircraft. An additional 39 aircraft are listed in the database for MMV but are not included in the validated count due to a variety of issues. Most commonly, aircraft in this category are listed by more than one airport, or the aircraft may have an expired FAA registration or airworthiness certificate. When these types of conflicts occur in the database, the aircraft automatically default into the non-validated group. If adequate verification is provided, aircraft can be added to the validated count at any time.

Based on current counts, it appears that the number of based aircraft have declined since the last plan was completed in 2003. However, since the current based aircraft counting methodology (e.g., FAA Inventory database) was not in use when the last plan was completed, the accuracy of earlier counts cannot be verified. It is possible that a portion of 39 aircraft not included in the current validated count have been previously counted at MMV.

It is also noted that two commercial operations (Evergreen Aviation and Judy Newman's glider training operation) were active at MMV when the last plan was prepared. The 2004 ALP Report noted *"Evergreen currently bases a Gulfstream IV business jet at MMV, in addition to a variety of fixed wing aircraft and helicopters."* and *"...there were 150-based aircraft at MMV in 2003, including 19 aircraft based at Evergreen's facilities adjacent to the airport."* The ALP report also noted *"currently more than twenty locally based sailplanes/gliders."* The FAA no longer includes gliders in its Form 5010-1 based aircraft totals or in the validated based aircraft counts for airports, although these aircraft were included in the previous counts, as was common practice for aircraft with active FAA registrations ("N numbers"). MMV currently has seven gliders listed in its FAA count data that are not included in the airport inventory or validated inventory.

Based aircraft counts from the 2004 ALP Report, an October 2023 FAA 5010-1 form, and the December 2023 Validated Inventory count are presented for comparison in **Table 2-6**. For master planning purposes, the December 2023 Validated Inventory count will be used as the (2023) base year for the updated 20-year (2023-2043) aviation activity forecasts.

Table 2-6: Based Aircraft

	2004 Airport Layout Plan Report	FAA 5010-1 (10/10/2023)	2023 Updated Count
Single Engine	99	94	100
Multi Engine	9	7	7
Jet	2	3	2
Helicopter	19	15	19
Glider	21	4	7
Ultra-Light	-	0	0
TOTAL BASED AIRCRAFT	**150**	**119**	**128**

Source: Updated Count provided by McMinnville Airport Management (12/2023) and 2004 Layout Plan (2003 base year).
*Glider and ultralight aircraft are not included in the FAA National Based Aircraft Inventory "Validated Inventory" or the FAA 5010 "Based Aircraft" totals.

As noted earlier, there are no actual counts of aircraft operations available for MMV. Aside from instrument flight plan filings, all other aircraft operations data are estimated. The current FAA Terminal Area Forecast (TAF) for MMV was issued in January 2024. The most recent historical year provided is 2022 (64,418 annual operations, 119 based aircraft; operations to based aircraft ratio (OPBA): 541).

The Oregon Department of Transportation (now ODAV) performed acoustical counts at non-towered airports statewide in the 1980s and 1990s. Six years of counts were conducted at MMV between 1987 and 1999, with an average (mean) of 57,909 annual operations. The average number of based aircraft during that period was 113, which yields an OPBA of 512. Although the age of the traffic counts limits highly relevant comparisons to more recent activity estimates, it is worth noting that they were developed using statistically-sound (four season) sampling methods, and that the similarity with current estimates presented in the TAF, appear to suggest that the TAF provides reasonable measures of activity.

Annual aircraft operations estimates from the 2004 ALP Report and the October 2023 FAA 5010-1 form are presented in **Table 2-7**. The 2023 5010-1 form provides an operations total for the 12 months ending 9/20/2021, which is identical to the TAF Total Operations reported for MMV in 2021.

Table 2-7: Estimated Aircraft Operations

	2004 Airport Layout Plan Report	FAA 5010-1 (10/10/2023)
General Aviation (Local)	28,682	22,000
General Aviation (Itinerant)	36,279	40,000
Air Taxi	-	0
Military	-	1,500
TOTAL OPERATIONS	65,961	63,500

Source: Estimates obtained from the 2004 ALP (2003 base year), and FAA 5010 Airport Master Record (Operations for 12 Months Ending 10/10/2023).

An updated estimate of aircraft operations will be prepared for 2023 for use as a baseline for the 2023-2043 master plan forecasts. The recent FAA 5010 and TAF data noted above are provided for reference.

ENVIRONMENTAL DATA

Physical Geography

MMV is located approximately three miles southeast of McMinnville, north of the South Yamhill River. The Airport site consists of approximately 670 acres, mostly located south of Highway 18. The published Airport elevation is 163 feet above mean sea level (MSL). The South Yamhill River extends from near Grand Ronde through McMinnville, before it becomes the Yamhill River and connects to the Willamette River east of Dayton. The Willamette River is the dominating natural physical feature within the Willamette Valley, which travels north toward Portland, connecting with the Columbia River. The Willamette Valley is bordered by high mountainous terrain to the east and lower elevation coastal mountains to the west. Terrain in the vicinity of McMinnville is characterized by level to moderately sloping irrigated farmland located within the basin valley. Irrigated farmland comprises the majority of the land surrounding McMinnville.

Local Climate/Wind Analysis

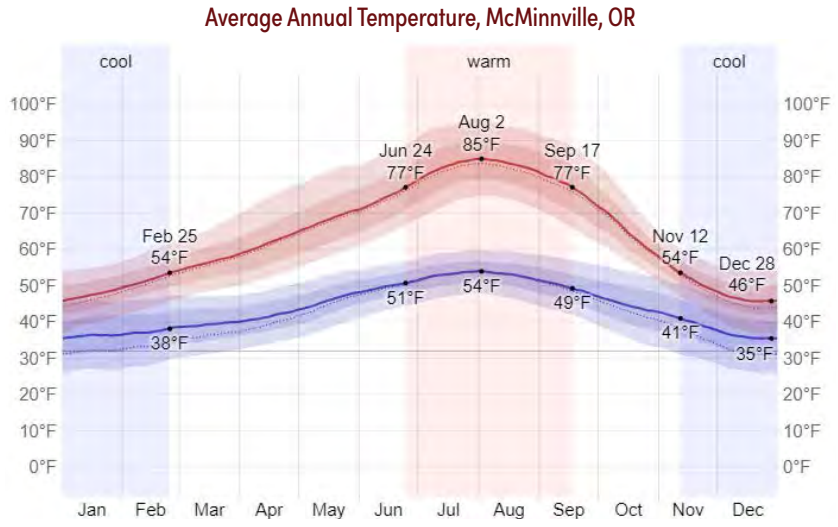
Yamhill County has a Mediterranean climate with relatively dry summers, wet and cold winters with moderate winter and summer temperature ranges. Temperature and precipitation vary with elevation and this region produces moderate amounts of winter snow.

Historical climatic data for McMinnville is maintained by the Western Regional Climatic Center. The local observation station (McMinnville, Station No. 355384) has data for a 121-year period (1894-2015).

The data for McMinnville indicate that July and August are typically the warmest months; December and January are the coldest. The average maximum temperature (July) is 82.9 degrees Fahrenheit, and the average minimum temperature (January) is 33.3 degrees. Annual precipitation averages 41.81 inches, with the three-month period November through January accounting for 50% of the annual total. Annual snowfall averages 6.7 inches. The range of typical monthly temperatures and precipitation are presented in the adjacent graphic. See **Table 2-8** for a summary of local historical weather data.

Figure 2-5: McMinnville Weather Patterns

The following graphics retrieved from weatherspark.com illustrate the typical temperature and precipitation patterns in McMinnville, based on an analysis of historical weather reports and model reconstructions.



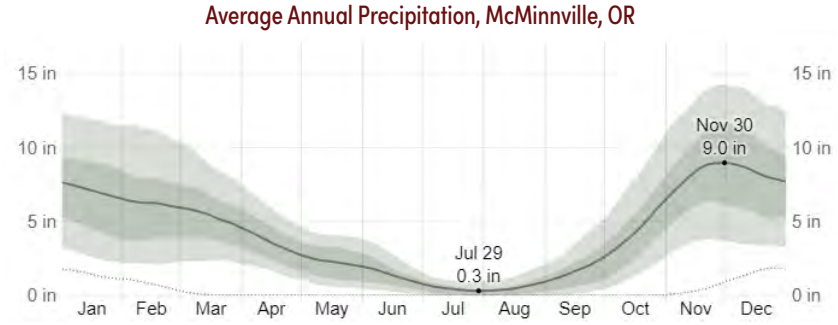


Table 2-8: Historical Weather Observations – Mcminnville (Station No. 355384)

Weather Station	Average Total Precipitation (inches) Annual	Average Maximum Temperature (F) Warmest Month	Average Minimum Temperature (F) Coldest Month	Average Total Snowfall (inches) Annual
McMinnville (355384)	41.81	82.9	33.3	6.7

Source: Western Regional Climate Center (WRCC) data; McMinnville 11/1894-4/2015

Available wind data for MMV indicates prevailing winds are generally northwest-southeast, which slightly favors the secondary runway (17/35), although Runway 4/22 is the primary runway and accommodates the majority of air traffic. An updated wind rose will be developed for the new ALP drawing set using 10 years (2013-2022) of wind data from the onsite Automated Weather Surface System (ASOS), consistent with FAA requirements. A preliminary review of data indicates that both runways appear to meet the FAA threshold of 95% wind coverage for large and small aircraft. A review of individual runway crosswind coverage will be included in the facility requirements evaluation (Chapter 4).

Airport Solid Waste and Recycling

Solid waste collection and recycling services for residential and commercial customers in McMinnville and Yamhill County are provided by Recology Western Oregon. Services include curbside pickup and self-drop off at the McMinnville Transfer Station and Recycling Depot at 2200 NE Orchard Avenue. Additional information about current programs and the regulatory requirements applicable within the community will be provided in Chapter 8 – Solid Waste and Recycling Plan. No state or federal requirements apply to the waste that is generated at the Airport. Individual tenants at MMV are responsible for the disposal of their own waste and any hazardous materials as required by local ordinance.

CULTURAL RESOURCES ANALYSIS

A Cultural Resources Review was completed as an element of the master plan. The full document is provided in Appendix A. The review noted that four cultural resource studies have been conducted within, or partially overlap with, the study area, and one archaeological isolate was identified in the north-central portion of the study area. The isolate consisted of five lithic flakes on the ground surface and two lithic flakes identified near the surface in two shovel tests. However, the isolate was determined to not be eligible for listing in the NRHP. The study noted the presence of 12 structures located within the study area (Airport) that were built more than 50 years ago (the age standard for historic structures). The report recommended that individual projects proposed in association with the Master Plan should include a compliance-level cultural resource investigation. This includes documenting historic resources within the study area on one or more Section 106 Documentation Forms and determining their eligibility for listing in the NRHP in consultation with the Federal Aviation Administration and the Oregon State Historic Preservation Office (SHPO).

ENVIRONMENTAL OVERVIEW (NEPA)

An environmental overview was completed as an element of the Master Plan. The full memo is provided in **Appendix B**, and a brief summary of key issues is provided below. The screening highlights existing or potential conditions that may be affected by the future use or proposed development of the Airport. Each project that involves federal funding will require a project-specific environmental evaluation, with differing levels of detailing determined by the degree of potential impacts to be addressed or the overall complexity of the project. A brief summary of the NEPA-defined specific impact categories most relevant for the site are summarized below:

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Natural Resources and Energy Supply
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risk
- Visual Resources
- Water Resources

Section 4(F) of the US Department of Transportation Act

Under section 4(F) of the U.S. Department of Transportation Act publicly owned and accessible parks, recreation areas, and wildlife and waterfowl refuges and historic sites are protected. The city owned Galen McBee Airport Park is located on Airport property and is entitled to the protections defined in section 4(F) of the US Department of Transportation Act.

Biological Resources

Biological resources include sensitive plants, fish, wildlife, and their respective habitats. There are no recorded sightings of any federally or state-listed protected species within the immediate vicinity of the Airport. However, a few species have the potential to be found in the area, including Marbled murrelet, Northern spotted owl, Streaked Horned Lark, Fender's Blue Butterfly, Monarch Butterfly Willamette daisy, Kincaid's lupine, and the Nelson's checker-mallow.

Several migratory bird species covered by the Migratory Bird Treaty Act are known to occur in the vicinity of the Airport. Please consult the full report in **Appendix B** for the complete list and note that the species listed are representative of species found in the area of the Airport, not necessarily on the property. MMV falls within the USFWS Birds of Conservation Concern (BCC) Zone 9 (USFWS 2022b). Of the 34 avian species listed under BCC, six species have the potential to occur within the surrounding area of the Airport. These species are the Evening Grosbeak, Wrentit, Olive-sided, and the Rufous hummingbird. The environmental review notes that there is no designated critical habitat on the Airport for any terrestrial species.

It is unlikely that any federally or state-protected fish species will occur on airport property. However, steelhead head trout are known to spawn in Agency Creek in the upper South Yamhill Watershed. The species was granted a threatened status in 1999 and reaffirmed in 2011. Due to their threatened status, the South Yamhill River is designated as critical habitat for steelhead trout..

Wetlands and Waters of the U.S.

Two wetlands have been identified on Airport property. These wetlands were products of the Apron Rehabilitation Project wetland survey in 2018. The 2018 survey classifies these wetlands as "Depressional Emergent" as they result from depressions in the soil and water buildup displaced from the tarmac. Stormwater structures prevent the wetlands from directly sharing hydrology with any protected species found in the South Yamhill River.

Floodplains

The Federal Emergency Management Agency administers the National Flood Insurance Program to reduce the impact of flooding on private and public structures. The proposed project is not located within, would not encroach upon, and would not otherwise affect a floodplain (FEMA 1989). The land adjacent to the South Yamhill River (near the southwest corner of Airport) is designated as a Special Flood Hazard Area.

Stormwater and Water Quality

Stormwater from impervious surfaces at the Airport is collected in a series of vegetated ditches for treatment and infiltration. Bioswales located adjacent to the runways and taxiways are used for treatment of stormwater and subsurface infiltration. Campbell Creek has been channelized and modified for past agricultural purposes and no longer connects with downstream waters. No stormwater is discharged to the water of the state or US. Consequently, no water quality issues have been identified at the Airport.

The Airport relies on a combination of infiltration and stormwater management infrastructure (inlets, storm pipe, and manholes) for site drainage. The airfield area has a system of perforated underdrains buried beneath the surface. The underdrains were installed to allow for the conveyance of subsurface stormwater. These underdrains connect to the storm drain system, which also collects surface runoff via inlets, and transports the stormwater to the west. Generally, the Airport has been graded to avoid the collection of surface waters, in an effort to avoid the creation of waterfowl habitat.

Air Quality

The Airport is located within a portion of Yamhill County that attains National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: ozone (O3), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen oxide (NOx), particulate matter (PM10 and PM2.5), and lead (Pb), demonstrating a generally good level of air quality.

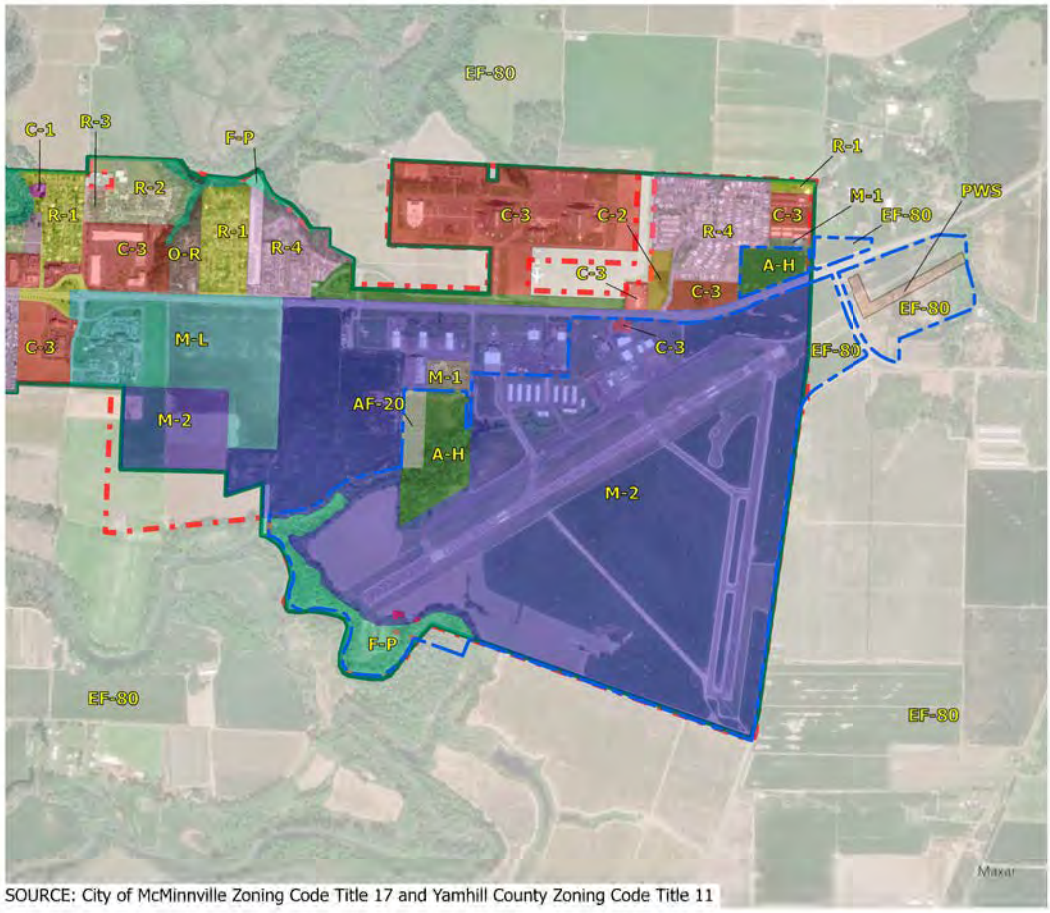
Noise Contours

Included in this planning effort for the 2023 Airport Master Plan noise contours will be completed as a part of the alternatives analysis described in Chapter 5.

LAND USE & ZONING ANALYSIS

Most land use actions related to the Airport are subject to City of McMinnville development regulations (City of McMinnville Code Title 17), with the exception of the city-owned parcels located outside the city limits (Yamhill County Code, Title 11). The current zoning for the Airport and its immediate surroundings is depicted in **Figure 2-6**. These zones are briefly summarized below and the full zoning ordinances are provided in **Appendix C**.

Figure 2-6: Airport Zoning



SOURCE: City of McMinnville Zoning Code Title 17 and Yamhill County Zoning Code Title 11



Airport Zoning

City of McMinnville

As noted above, the majority of the land area associated with MMV is subject to the land use jurisdiction of the City of McMinnville, with smaller areas subject to Yamhill County land use jurisdiction.

General Industrial (M-2). The majority of MMV, including all airfield pavements, aircraft parking, aircraft hangars and landside support facilities are located in the M-2 zone. M-2 zoning supports a broad range of industrial land uses, including all permitted uses in lower density industrial zones (M-L, M-1). Airports are identified as permitted and accessory uses in the M-2 zone. These designations are consistent with both the overall land use and common airport development features such as airfield facilities and aircraft hangars. A wide range of non-airport industrial uses are also permitted in M-2 zones, including manufacturing, repair, fabricating, processing, packaging, or storage uses. However, the purpose of the Airport Overlay Zone (Chapter 17.52), which also applies to MMV, is to protect the aeronautical function of the Airport by prohibiting incompatible land uses, regardless of underlying zoning.

Agricultural Holding (AH). MMV currently has two areas of AH zoning including Galen McBee Airport Park and a parcel located on the north side of Highway 18 near the end of Runway 22. Although the AH zone is often used to *"provide for the continued practice of agriculture in areas where municipal sewer and water service exists"* it's potential applications also include parks (conditional use) and for other public lands without defined development needs.

Flood Plain Zone (F-P). The southwest corner of the Airport is located within the F-P zone defined for the South Yamhill River. This area of the Airport accommodates a local law enforcement shooting range and does not support any aeronautical development. Access to the facility is provided by an unpaved road connection to SE Airport Road, which runs parallel to Runway 17/35, on its east side. The purpose of the F-P zone is to define and regulate land uses in areas designated as hazardous due to periodic flooding. Permitted uses include farming, public park and recreation facility not requiring the use of any structure, and a sewage pump station.

General Commercial (C-3). A small area of C-3 zoning is located along the east side of the airport entrance (SE Cirrus Ave.) on Highway 18. This area currently accommodates one two-story commercial office building, which is consistent with the "office" use that is among more than 70 permitted uses defined for the zone.

Yamhill County

The areas of the Airport that are located outside the McMinnville city limits (in unincorporated Yamhill County) have mostly agricultural zoning. Two small areas are located near the northeast corner of the Airport near the Cruickshank Road connection with Highway 18—the Runway 22 approach lighting system, protected areas beyond the end of Runway 22, and a small parcel located on the north side of the highway. A small area of public facility zoning is located east of Cruickshank Road (for the Runway 22 approach lighting system). One additional parcel (island) of unincorporated Yamhill County-zoned land is located on the Airport, inside the overall McMinnville city limits.

Agriculture/Forestry Large Holding District (AF). A narrow parcel of AF zoned land is located on the west side of Galen McBee Airport Park and is actively planted. The parcel is zoned AF-20, which corresponds to mixed agricultural and forest management operations, with a 20-acre minimum lot size. Permitted uses include a variety of farm and forest uses. Other incidental uses vary but are consistent with the rural nature of the zone. The City of McMinnville Comprehensive Plan future land use designation for the parcel is industrial, consistent with the general and light industrial uses in the vicinity, and the parcel's physical location within the McMinnville city limits and UGB.

Public Works/Safety (PWS). A small parcel of PWS zoned land located east of Cruickshank Road, beyond the east end of Runway 4/22, accommodates a runway approach lighting system. The Yamhill County Code (Section 802.00) notes that *"the purpose of the PWS District is to accommodate the present foreseeable demand for public works and safety facilities and utility facilities and uses to serve local needs and to serve regional needs, when appropriate."*

Exclusive Farm Use (EF). With the exception of the AWS zone noted above, the land areas located at the northeast corner of the Airport, located in unincorporated Yamhill County, are zoned EF-80. The Yamhill County Code (Section 402.01) notes *"the purpose of the Exclusive Farm Use District is to identify and protect land designated as Exclusive Farm Use on the Comprehensive Plan that is suitable and desirable for commercial agricultural operations and other uses which are compatible with such operations. Properties in the Exclusive Farm District are primarily large, contiguous relatively flat terrace, valley-floor or low foothill holdings."*

Airport Vicinity Zoning

As noted earlier, MMV is located near the southeast corner of the McMinnville city limits and UGB. As a result, the Airport is surrounded by lands in both city and county jurisdiction. In general, the zoning and land uses within the city limits are consistent with urban levels of density. Nearby lands located outside the McMinnville city limits and UGB are rural.

City of McMinnville

Parcels located in the vicinity of MMV, within city jurisdiction, include an assortment of industrial, commercial, residential, agricultural holding, and flood plain zones described in the City of McMinnville Zoning Code - Title 17. Most of the higher density zones are located along the Highway 18 corridor that connects the Airport to the city center. The city's airport overlay zone, described later in this section, is applied over these adjacent areas based on the footprint of the Airport's defined airspace surfaces and the requirement to avoid development that could create a hazard to air navigation.

The nearest area of residential zoning and development is a manufactured home neighborhood located on the north side of Highway 18, about ¼-mile (north) of the closest runway end. This area is zoned **Multiple Family Residential (R-4)**, which permits a variety of dwelling types including single family, two-family, multi-family, accessory dwelling unit, condominium, and other uses defined in Chapter 17.06. The maximum building height permitted is 60 feet and the area is subject to the City's airport overlay zone. A variety of general, limited, and light industrial zones are also located adjacent to the Airport along the south side of the Highway 18 corridor.

Yamhill County

Virtually all of Yamhill County-zoned lands located south, east and north of MMV are designated **Exclusive Farm Use District EF-80** (80 acre minimum). The same agricultural definitions described earlier for the EF-80 zoned areas of MMV also apply to the surrounding EF-80 zoned parcels.

Comprehensive Planning

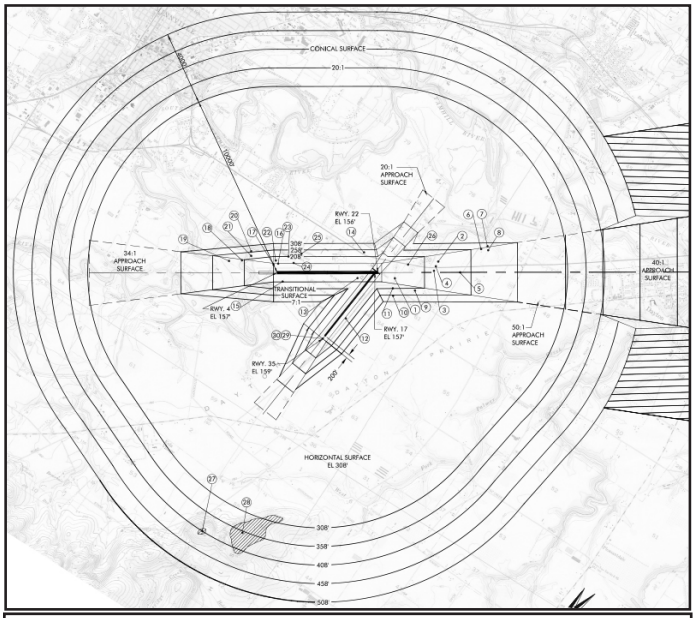
The long-term land development patterns for the City of McMinnville and the adjoining areas of unincorporated Yamhill County are defined in their respective comprehensive plans. The McMinnville city limit and Urban Growth Boundary (UGB) lines in the vicinity of McMinnville Municipal Airport are closely aligned, with only small areas of unannexed land remaining within the UGB in this part of the community. This indicates that the current urban and rural land designations are largely in place, and that changes through future development are expected to be consistent with those designations.

Compatible Land Use Planning

The Oregon Department of Aviation's *Airport Land Use Compatibility Guidebook* identifies land uses that are considered generally compatible or incompatible within airport safety areas and Part 77 airspace surfaces for airports. **Figure 2-7** depicts a land use compatibility matrix defined for these areas, based on compatibility criteria developed by FAA and other federal agencies, including Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA).

PART 77 Airspace

Federally defined airspace for MMV is established under *Title 14 of the Code of Federal Regulations (CFR), Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace*. The regulations are commonly known as Part 77. The graphics below are the 2004 Part 77 airspace plan developed for MMV. It is important to note that Part 77 surfaces have both flat and sloped surfaces that begin at runway elevation. In general, airspace surfaces located farther from a runway are elevated above their associated airports. Obstacle clearing standards apply to both natural terrain and built items.



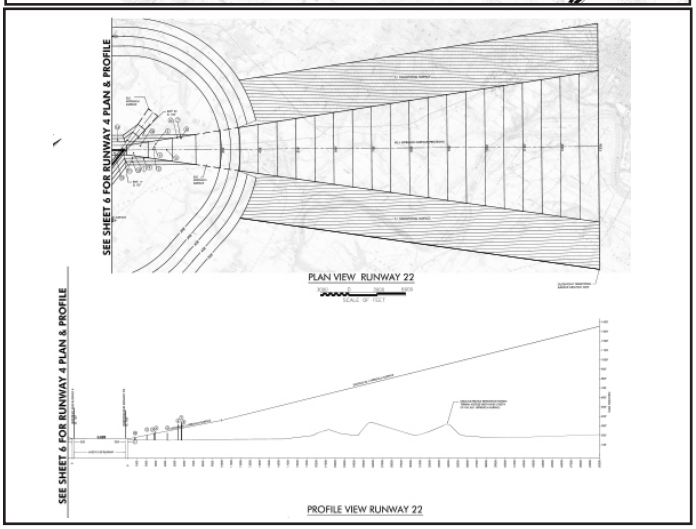


Figure 2-7: ODAV Land Use Matrix

Compatible Land Uses per FAR Part 77 Surfaces and FAA Safety Areas

Legend:
C Generally compatible land use
NC Incompatible land use
• Not clearly compatible or incompatible, requires specific study

Criteria for Compatibility:
1: Does not exceed height standards
2: Does not attract large concentrations of people
3: Does not create a bird attractant
4: Does not cause a distracting light/glare
5: Does not cause a source of smoke
6: Does not cause an electrical interference
7: Does meet compatible DNL sound levels

Land Uses	Primary Surface	Transitional Surface	Horizontal Surface	Conical Surface	Approach Surface	Runway Protection Zone
Residential						
Residential, other than those listed below	NC	NC	•	C	•	NC
Mobile home parks	NC	NC	•	C	•	NC
Transient lodgings	NC	NC	•	C	•	NC
Public Use						
Places of public assembly (schools, hospitals, churches, auditoriums)	NC	NC	•	C	NC	NC
Government services	NC	•	C	C	•	NC
Transportation (parking, highways, terminals)	NC	•	C	C	•	•
Commercial Use						
Offices, business and professional	NC	•	C	C	•	NC
Wholesale & retail - building materials, hardware and farm equipment	•	•	C	C	•	NC
Retail trade - general	NC	•	C	C	•	NC
Utilities	NC	•	•	•	•	•
Communication	NC	•	•	•	•	NC
Manufacturing & Production						
Manufacturing - general	NC	•	•	•	•	NC
Agricultural (except livestock) and forestry	•	•	C	C	•	•
Livestock farming and breeding	NC	•	•	C	•	NC
Mining and fishing, resource production and extraction	NC	NC	•	•	•	NC
Recreational						
Outdoor sports arenas and spectator sports	NC	NC	•	C	NC	NC
Nature exhibits and zoos	NC	NC	•	C	NC	NC
Amusement park, resorts and camps	NC	NC	C	C	NC	NC
Golf courses	NC	NC	C	C	NC	NC
Parks	NC	•	•	•	•	•

Airport Overlay Zoning

The City of McMinnville and Yamhill County have each adopted airport overlay zoning that is applicable to MMV, in accordance with Oregon state law (OAR 660-013-0070). The responsibility for adopting airport overlay zoning specific to MMV rests with each local government entity located within the footprint of federally defined airspace for MMV, under *Title 14 of the Code of Federal Regulations (CFR), Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace*. **Figure 2-8** depicts the Part 77 airspace surfaces for MMV and identifies local jurisdictional boundaries within the defined airspace.

The airspace associated with MMV primarily extends over the City of McMinnville and Yamhill County, but also extends over the cities of Dayton, Dundee, and Newberg, and Marion County, where the precision instrument approach surface for Runway 22 extends about 9.5 miles (50,000 feet) east of the runway end. A review of current zoning codes for these cities did not identify existing airport overlay zoning ordinances. The Marion County code includes airport overlay zoning, but its applicability to an airport physically located outside the county is not explicitly stated. Local government coordination with the Oregon Department of Aviation (ODAV) is recommended to determine future land use planning updates within these jurisdictions.

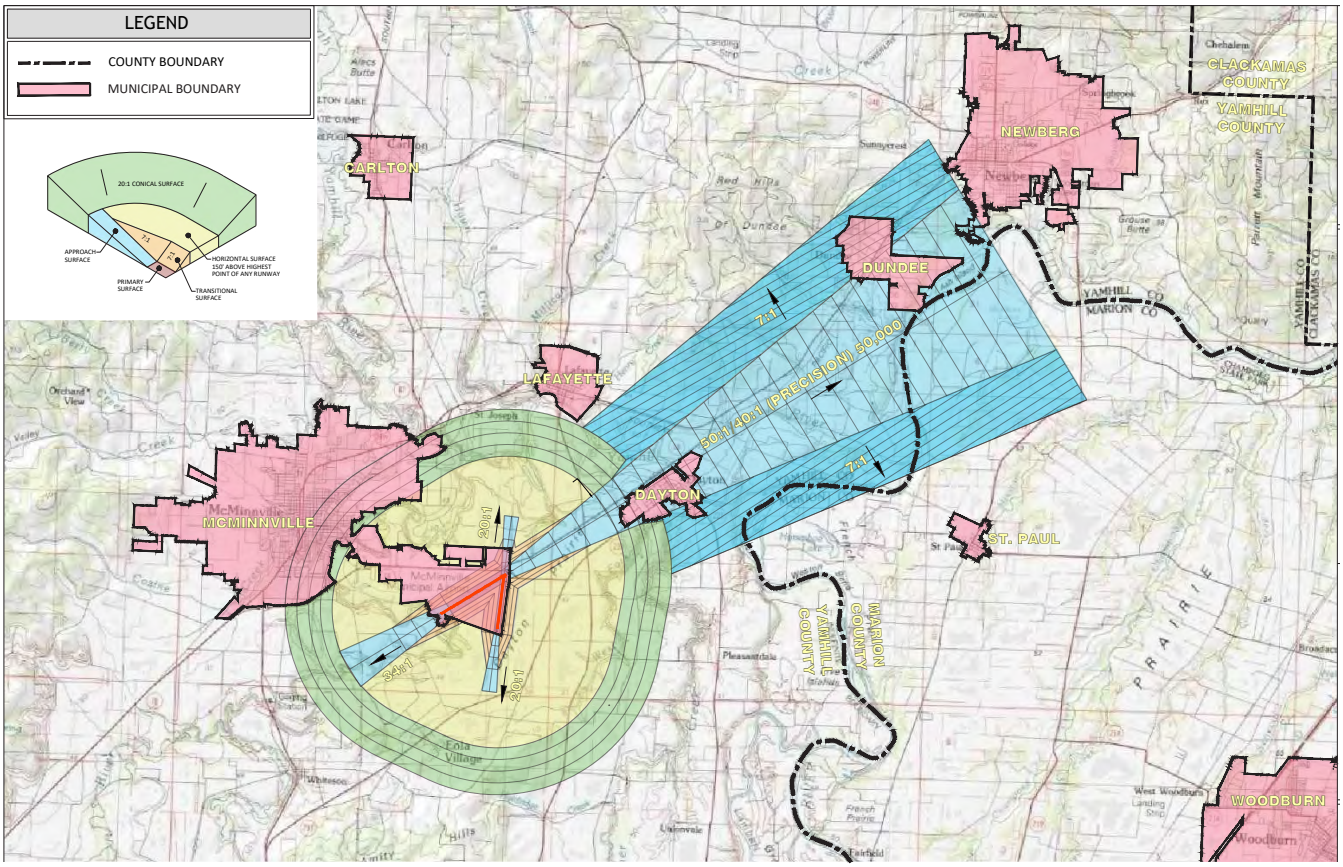
City of McMinnville

Title 17 of the City of McMinnville Code includes **Airport Overlay Zoning** (Chapter 17.52). The ordinance is specifically written to *"enhance the utility of the McMinnville Municipal Airport by preventing the establishment of any structure or use of land which unreasonably obstructs the safe flight of aircraft in landing or taking off. Further, this overlay zone is intended to prevent the establishment of airspace obstructions through height restrictions and other land use controls, as deemed essential to protect the public health, safety, and welfare consistent with Federal Aviation Regulations (FAR), Part 77."* It is noted that the terminology used to describe federal airspace regulations has been changed from "FAR Part 77" to "14 CFR, Part 77" (Code of Federal Regulations, Title 14, Part 77). Although the local code references to "FAR Part 77" are obsolete, there were no changes in standards that would affect is application.

Yamhill County

The Yamhill County Code includes an **Airport Overlay District** (Section 907.00) which is established to protect three public use airports located in Yamhill County (McMinnville, Sheridan, and Sportsman Air Park). Overlay zoning is intended to protect the airports from obstructions, hazards and incompatible land uses. Similar to the overlay zoning adopted by the City of McMinnville, the county's overlay zone defines protections for federally defined airspace, per the Code of Federal Regulations (14 CFR, Part 77). The federal regulation terminology issue noted for the City of McMinnville's code, also applies to Yamhill County.

Figure 2-8: Part 77 Airspace

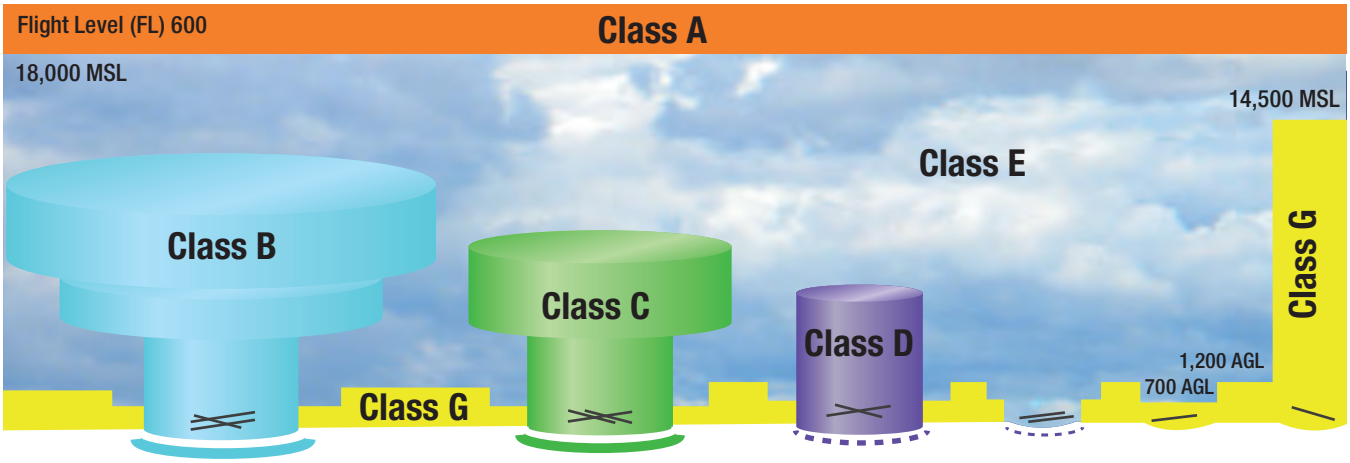


U.S. AIRSPACE CLASSES

Airspace within the United States is classified by the FAA as "controlled" or "uncontrolled" with altitudes extending from the surface upward to 60,000 feet above mean sea level (MSL). Controlled airspace classifications include Class A, B, C, D, and E. Class G airspace is uncontrolled. **Figure 2-9** depicts these airspace classes.

Aircraft operating within controlled airspace are subject to varying levels of positive air traffic control that are unique to each airspace classification. Requirements to operate within controlled airspace vary, with the most stringent requirements associated with very large commercial airports in high traffic areas. Uncontrolled airspace is typically found in remote areas or is limited to a 700 or 1,200-foot above ground level (AGL) layer above the surface and below controlled airspace.

Figure 2-9: FAA Airspace Classifications



COMMUNICATION REQUIREMENTS AND WEATHER MINIMUMS

	Class A	Class B	Class C	Class D	Class E	Glass G
Airspace Class Definition	Generally airspace above 18,000 feet MSL up to and including FL 600.	Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports	Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control	Generally airspace from the surface to 2,500 feet AGL surrounding towered airports	Generally controlled airspace that is not Class A, Class B, Class C, or Class D	Generally uncontrolled airspace that is not Class A, Class B, Class C, Class D, or Class E
Minimum Pilot Qualifications	Instrument Rating	Student*	Student*	Student*	Student*	Student*
Entry Requirements	IFR: ATC Clearance VFR: Operations Prohibited	ATC Clearance	IFR: ATC Clearance VFR: Two-Way Communication w/ ATC	IFR: ATC Clearance VFR: Two-Way Communication w/ ATC	IFR: ATC Clearance VFR: None	None
VFR Visibility Below 10,000 MSL**	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	3 Statute Miles	Day: 1 Statute Mile Night: 3 Statute Miles
VFR Cloud Clearance Below 10,000 MSL***	N/A	Clear of Clouds	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal***
VFR Visibility 10,000 MSL and Above**	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	5 Statute Miles	5 Statute Miles
VFR Cloud Clearance 10,000 MSL and Above	N/A	Clear of Clouds	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	1,000 Below 1,000 Above 1 Statute Mile Horizontal	1,000 Below 1,000 Above 1 Statute Mile Horizontal

* Prior to operating within Class B, C, or D airspace (or Class E airspace with an operating control tower), student, sport, and recreational pilots must meet the applicable FAR Part 61 training and endorsement requirements. Solo student, sport, and recreational pilot operations are prohibited at those airports listed in FAR Part 91, appendix D, section 4.
** Student pilot operations require at least 3 statute miles visibility during the day and 5 statute miles visibility at night.
*** Class G VFR cloud clearance at 1,200 agl and below (day); clear of clouds.
Source: Federal Aviation Administration (FAA) & Century West Engineering

LOCAL AREA AIRSPACE STRUCTURE

The FAA Seattle Sectional Aeronautical Chart depicts nearby airports, notable obstructions, special airspace designations, and instrument airways in the vicinity of MMV. **Figure 2-10** depicts the local airspace structure.

MMV is in an area of Class E airspace with a floor 700 feet above ground level (AGL); the airspace from the surface to 700 feet AGL is class G (uncontrolled). The local airspace is located near the southwest corner of the large block of Class E airspace that encompasses the greater Portland-Vancouver metro area. A rectangular section of this airspace extends further southwest of MMV to accommodate its defined instrument procedures. This extended section also abuts an area of Class E airspace associated with Salem McNary Field, southeast of MMV. Radio communication is not required for visual flight rules (VFR) operations in Class E airspace, although pilots are encouraged to use the common traffic advisory frequency (CTAF) when operating at the Airport. Aircraft are required to obtain an air traffic control (ATC) clearance prior to operating in Class E airspace during instrument flight rules (IFR), since the airspace is intended to protect inbound and outbound aircraft in non-visual conditions.

Areas of Class D airspace are in effect at several nearby airports with operating air traffic control towers including Salem, Aurora, and Hillsboro. Class D airspace extends from the surface upward and requires two-way radio contact with air traffic control for aircraft to enter or operate. Portland International Airport (33 NM NE) has Class C airspace that extends as far south as Lake Oswego. Class C airspace also requires air traffic control clearances for aircraft to enter or operate.

Figure 2-10: Area Airspace – Seattle Sectional Chart



LEGEND			
○	Airports with other than hard-surface runways		Compass Rose (VOR/DME or VORTAC)
⊕	Airports with hard-surfaced runways 1,500 ft. to 8,069 ft.		Enroute Airways
✈	Airports with hard-surfaced runways greater than 8,069 ft. or some multiple runways less than 8069 ft.		Class D Airspace (surface)
			Class E Airspace with floor 700' above surface
⬡	VOR/ VORTAC		National Wilderness Area

Source: SkyVector.com

CONTROLLED & UNCONTROLLED AIRSPACE

MMV is an uncontrolled field and pilots use the airport Unicom/common traffic advisory frequency (CTAF) for communications on the ground and in the vicinity of the Airport. The CTAF frequency assigned to MMV is 123.0 MHz. Pilots are responsible for traffic monitoring, communications, and operations as defined by FAA.

AIRSPACE – PART 77, TERMINAL INSTRUMENT PROCEDURES (TERPS), AND RUNWAY END SITING SURFACES

In addition to the airspace classifications and operating environment pilots are more familiar with (described in the previous section above) there are a variety of rules, regulations, design standards, and policies associated with the protection of airspace, evaluation of proposed objects on and near airports, and their effects on navigable airspace. *Airport Cooperative Research Program (ACRP) Report 38 - Understanding Airspace, Objects, and Their Effects on Airports* provides a comprehensive description of the regulations, standards, evaluation criteria, and processes designed to protect the airspace surrounding airports. The most commonly used technical guidance sources are summarized below.

Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace

14 CFR, Part 77 (described earlier) is the central federal regulation governing airspace protection, with cross-references to many other criteria documents. It sets forth the requirements for notifying the FAA of proposed construction; defines obstruction criteria; and describes aeronautical studies required to assess hazard status. Part 77 airspace surfaces, also known as “imaginary surfaces,” are defined for designated runways or helicopter landing pads, in accordance with FAA requirements. These surfaces are commonly used in local land use planning to define airport overlay zoning.

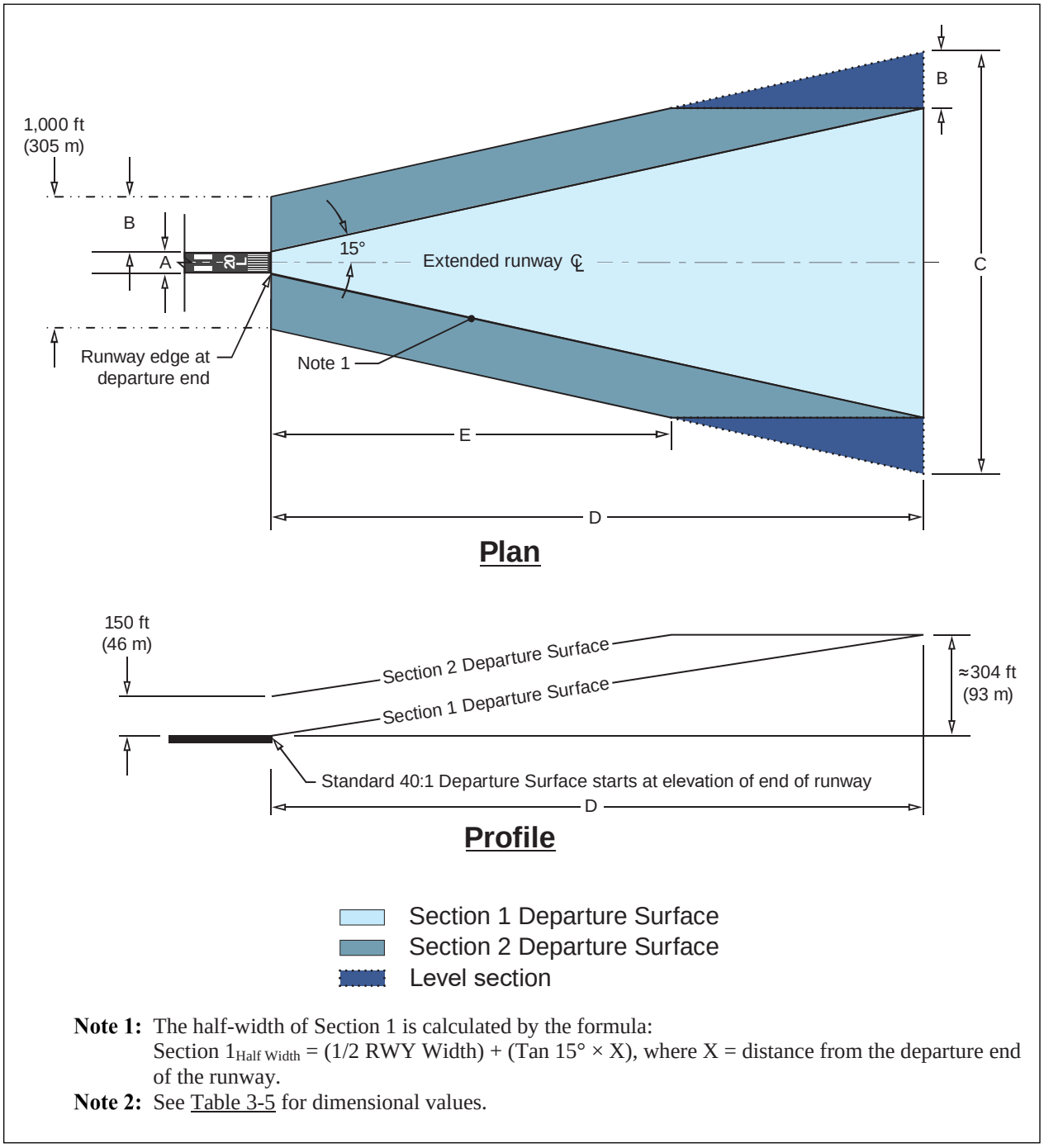
FAA Order 8260.3G – United States Standard for TERPS

This Order, along with several derivative orders in the 8260 series and other related orders, define criteria that FAA airspace designers utilize when designing instrument flight procedures at airports. Airspace protection requirements (obstacle clearance)for inbound and outbound instrument flight procedures are one of the items analyzed for hazard status in aeronautical studies. Other TERPS surfaces are associated with aircraft approaches and maneuvering in the vicinity of a runway or airfield. While Part 77 airspace surfaces are broadly defined by runway category, aircraft type, and the type of approach, the dimensions and features of TERPS surfaces correspond to a particular procedure design and the transition between enroute and terminal airspace. **Figure 2-11** depicts the TERPS departure surface, which is required for any runway end that supports departures in instrument conditions. This common surface has also been incorporated in the FAA’s primary airport design advisory circular (AC), described below.

FAA AC 150/5300-13B – Airport Design

This advisory circular (AC) is the principal document utilized by the FAA, airport sponsors, and planning consultants when planning and designing new airports, or modifications to existing airports. Airspace clearances for key runway end features are defined in the AC’s discussion of Runway End Siting Surfaces.

Figure 2-11: Instrument Departure Surface



Note 1: The half-width of Section 1 is calculated by the formula:
Section $1_{\text{Half Width}}$ = (1/2 RWY Width) + (Tan 15° × X), where X = distance from the departure end of the runway.

Note 2: See Table 3-5 for dimensional values.

Source: FAA AC 150-5300/13B - Airport Design

INSTRUMENT FLIGHT PROCEDURES

Instrument approach and departure procedures are developed by the FAA, using electronic guidance from ground based navigational aids and satellite navigation systems, to guide aircraft through a series of prescribed maneuvers in and out of an airport's terminal airspace. The procedures are designed to enable continued airport operation during instrument meteorological conditions (IMC), but are also used during visual conditions, particularly in conjunction with flight training or the completion of an instrument flight plan (in visual conditions). The capabilities of each instrument approach are defined by the technical requirements of the procedure, including the vertical and lateral airspace clearances required for nearby obstacles for each segment of a procedure. These factors combined with aircraft performance limitations, affect the minimum cloud ceiling and visibility required for the approach, the permitted descent altitude for the approach, and the routing for both the approach and missed approach procedure segments.

MMV currently has four published instrument approaches, including one precision approach and three non-precision approaches. These approach procedures provide various levels of electronic guidance. Precision instrument (PI) approaches provide course and descent path guidance. Non-precision instrument (NPI) procedures provide course guidance only and pilots are responsible for altitude control based on published "step down" guidance defined by the procedure. All existing instrument approaches are authorized for category A-D aircraft, with varying approach minimums.

Three of the MMV instrument approaches are classified as "straight-in" since they are designed to direct aircraft to a specific runway end. The ILS/LOC approach to Runway 22 also supports a "circling" procedure to allow aircraft to land on another runway once the pilot has established visual contact with the airport environment. One approach (VOR/DME-B) only provides a "circling" procedure as it does not electronically guide aircraft to a particular runway end, but rather the airport environment.

The procedures are briefly described below and summarized in **Table 2-9**. The values listed in the table include the "ceiling" which represents the lowest descent altitude permitted for the aircraft and "visibility," which indicates the minimum required visibility measured on the airfield (in statute miles) for the procedure. See **Appendix D** for copies of instrument procedures and related requirements established by FAA for instrument operations at the Airport.

Instrument Landing System (ILS) or Localizer (LOC) Runway 22. The ILS approach provides the lowest approach minimums available at MMV. The LOC and circling procedures available for this approach have incrementally higher minimums. The circling procedure requires aircraft to establish and maintain visual contact with the runway/airport environment before proceeding visually to a particular runway end for landing.

RNAV (GPS) Runway 22. The approach is supported by satellite navigation and uses a series of GPS waypoints to guide aircraft. This procedure is straight-in only with three specific performance levels: LPV DA, LNAV/VNAV DA, and LNAV MDA. The LPV approach minimums are higher than the Runway 22 ILS minimums, but lower than the localizer approach minimums.

RNAV (GPS) Runway 4. The approach is supported by satellite navigation and uses a series of GPS waypoints to guide aircraft. This procedure is straight-in only.

VOR/DME-B. The VOR/DME approach provides an inbound course from the south to the center of the airfield (midway between the two runways). This procedure is circling only. The procedure relies on the Newberg VOR/DME located approximately 17 nautical miles north of MMV.

Table 2-9: Approach Procedure Minimums

Approach	Approach Category A		Approach Category B		Approach Category C		Approach Category D	
	Ceiling*	Visibility	Ceiling*	Visibility	Ceiling*	Visibility	Ceiling*	Visibility
RNAV (GPS) RWY 17								
S-ILS 22	200	0.5	200	0.5	200	0.5	200	0.5
S-LOC 22	439	0.5	439	0.5	439	0.75	439	1
Circling	497	1	677	1	757	2.25	1157	3
RNAV (GPS) 4								
LNAV MDA	439	1	439	1	439	1.25	439	1.25
RNAV (GPS) 22								
LPV DA	313	0.75	313	0.75	313	0.75	313	0.75
LNAV/VNAV DA	482	1.25	482	1.25	482	1.25	482	1.25
LNAV MDA	579	0.75	579	0.75	579	1.25	579	1.25
VOR/DME-B								
Circling	677	1	677	1	757	2.25	1157	3

Source: FAA U.S. Terminal Procedures. * Expressed as aircraft minimum descent altitude values, expressed in feet above ground level, or equivalent.

Airfield Facilities

Existing airfield facilities are described in the following sections. **Figure 2-12** provides an overview of existing airside facilities and **Figure 2-13** provides additional detail for terminal area (landside) area facilities.

Figure 2-12: Existing Conditions Airfield

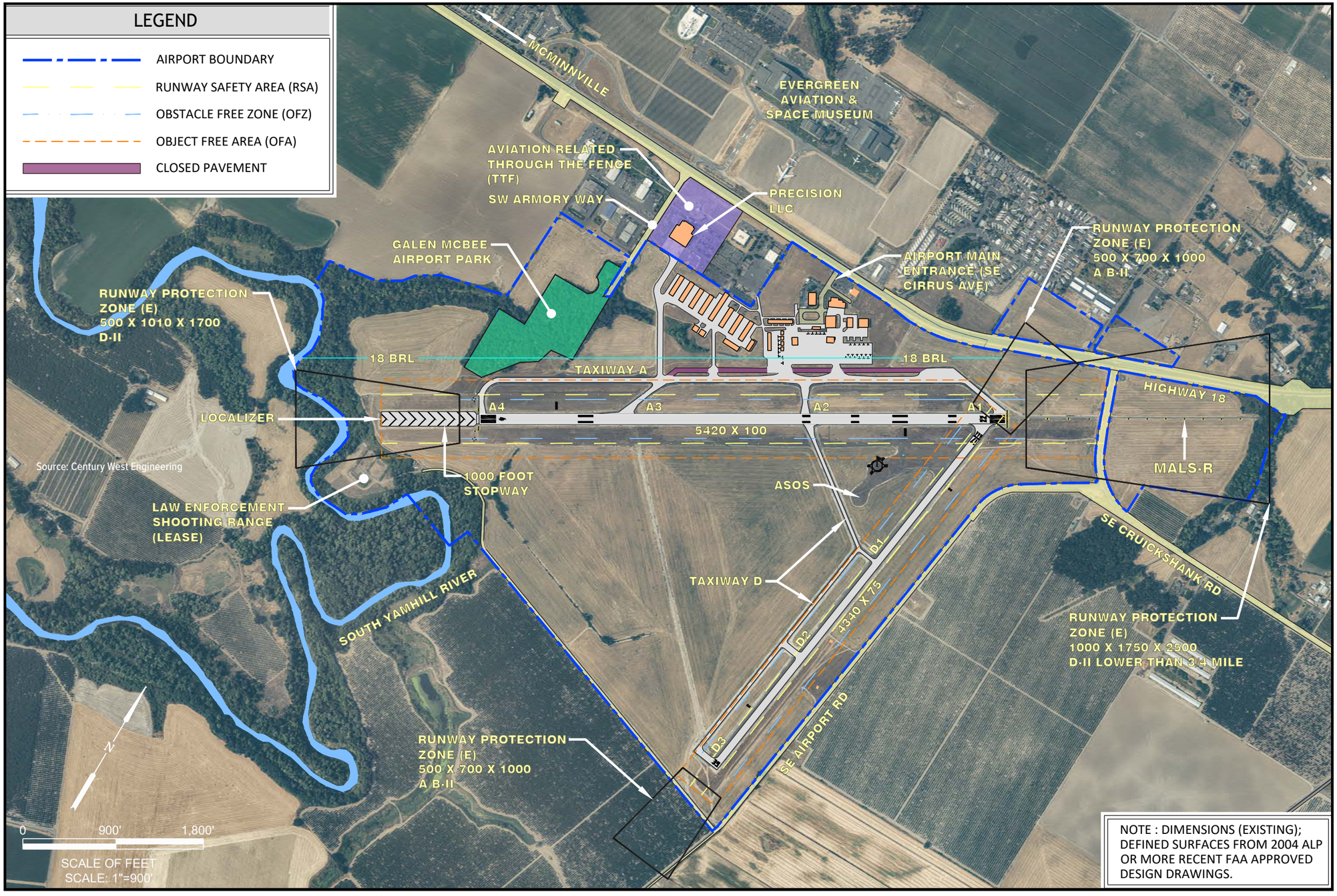
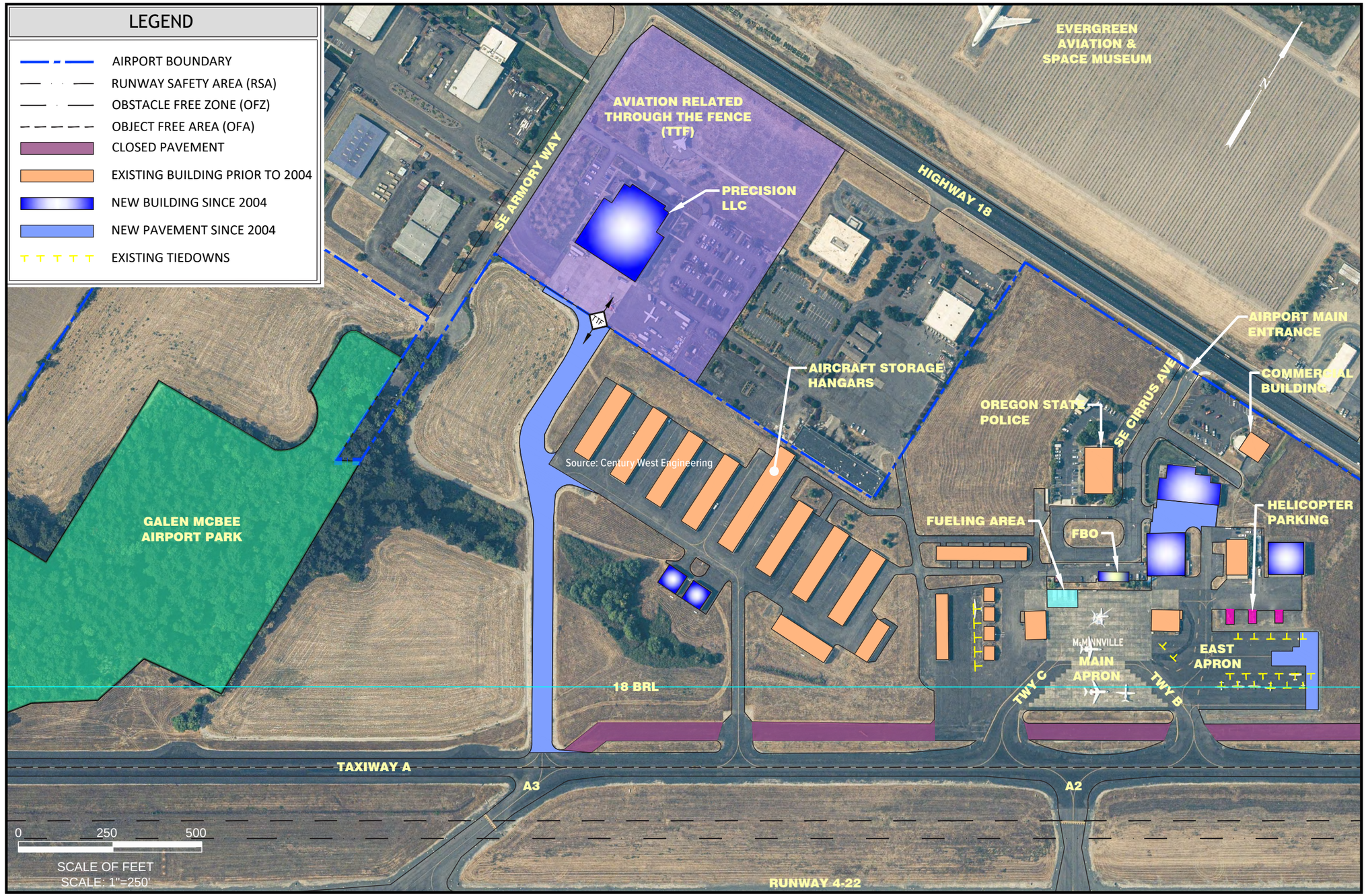


Figure 2-13: Existing Conditions Terminal Area



Airside Elements

Airside Elements are comprised of facilities that facilitate the movement and operation of aircraft on the ground and in the air. This section includes a discussion of the existing airfield facilities including runways, taxiways, airfield lighting, pavement condition, visual and electronic navigation aids. The evaluation of FAA design standards, including required protected surfaces/setbacks and their dimensions, will be included in the facility requirements section of the airport master plan (Chapter 4).

RUNWAYS

MMV has two paved runways (4/22 and 17/35) oriented in northeast-southwest (040/220 degrees magnetic) and north-south (170/350 degrees) directions. The two runways form an "open V" configuration. The runways converge at the closed (north) end of the "V," but do not intersect. Originally, the runways intersected at the 17 and 22 ends. This configuration was depicted on the 2004 ALP, but the physical intersection of the runways was eliminated in a subsequent runway rehabilitation project. Both runways are served by an extensive taxiway system. A brief summary of each runway is provided below and additional detail is provided in **Table 2-11**. Additional information is provided later in this section.

Based on its configuration and instrumentation, and its proximity to terminal area and landside facilities, Runway 4/22 has historically accommodated the largest share of air traffic at MMV, including fixed wing and helicopter flight training. The Airport's helicopter flight training operations utilize both Runway 4/22 and Taxiway A within a common traffic pattern, with aircraft reporting "runway or taxiway." Runway 17/35 serves as a crosswind runway, particularly during periods of strong southerly winds, and historically has been the primary runway used by local glider operations.

MMV is a non-towered airport, which effectively limits operations to one runway at a time. The runways utilize standard left traffic patterns for fixed wing aircraft. Pilots use the airport Unicom/common traffic advisory frequency (CTAF) for communications on the ground and in the vicinity of the airport.

Runway 4/22

Runway 4/22 is the primary runway at MMV. The 5,420' x 100' asphalt runway has a 1,000' x 150' paved overrun located beyond the end of Runway 4. The overrun is not included in the published runway length dimension. The overrun is marked with yellow chevrons as a non-movement area, effectively providing paved runway safety area. The 2004 ALP contains a note indicating that the paved area does not meet FAA criteria for use as stopway due to limited runway safety area (beyond the pavement end).

The runway is categorized as a precision instrument runway (PIR), based on its highest approach capability. The runway markings, edge lighting and approach lighting, and signage are consistent with PIR standards. The Runway 22 end has PIR markings and the Runway 4 end has non-precision instrument (NPI) markings based on their respective approach types. The existing runway markings are in good condition and meet FAA standards for configuration and color. The runway has a full-length parallel taxiway (Taxiway A) on its north side, with four connecting exit taxiways (A1-A4). Two exit taxiways have 90-degree connections with the runway, and two are acute-angled exits.

Runway 4/22 has pavement strength ratings that are generally consistent with current aircraft usage. A 2023 pavement inspection for the runway rated its condition as "Good." Additional pavement condition information for the airfield is provided later in the chapter.

The runway and associated taxiways have lighted signage that convey a variety of important directional, location, and clearance information to pilots. Existing signage includes directional and holding position signs at the boundaries of critical areas, such as the ILS critical area, or the runway obstacle free zone (OFZ) boundary. Runway 4/22 is also equipped with lighted distance remaining signs that are placed in 1,000-foot increments to inform pilots of the amount of runway remaining during takeoff and landing operations.

Runway 17/35

Runway 17/35 is the secondary runway at MMV. The unlighted runway is 4,340' x 75', with an asphalt surface and basic (visual) markings. The runway has a partial length parallel taxiway (Taxiway D) located on its west (infield) side that provides access to the Runway 35 end and two additional connections on the southern 2/3 of the runway. The north end of the runway (Runway 17) may be accessed from Taxiway A4 and crossing Runway 4/22.

Overview – Runway Lighting/Marking

A summary of runway conditions is summarized below:

- **Runway Markings**: As noted earlier, Runway 22 has PIR markings; Runway 4 has NPI markings; and Runway 17/35 has visual markings at both ends. Common runway markings include threshold bars, runway designation markings, and centerline stripe. Runway 4/22 (instrument runway) also has threshold markings, aiming point markings, touchdown zone markings, and edge stripes. During recent site visits, the runway markings were observed to be in good or fair condition. All runway markings are consistent with FAA standards for configuration, color (white paint), and approach type.

- **Runway Lighting**: Runway 4/22 is equipped with a High Intensity Runway Lighting (HIRL) system, which includes white edge lights (with amber lights located near the runway ends to indicate runway remaining) and threshold lights. The threshold lights consist of two sets of four fixtures near each corner of the runway ends. The fixtures have split lenses (green/red) indicating the beginning and end of the runway. The HIRL is pilot-activated using the CTAF (123.0 MHz). The current HIRL system was installed in 2016 as part of a runway reconstruction project. Runway 17/35 is unlighted.

- **Approach Lighting System (ALS)**: Runway 22 is equipped with a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), the standard for ILS runways. The Runway 22 MALSR extends approximately 2,500 feet beyond the runway end. The MALSR is pilot activated using the CTAF (123.0 MHz). The MALSR is FAA-owned and was installed in 2001.

The FAA provides the following description of MALSR systems:

> *The MALSR is a medium-intensity approach lighting system (ALS) installed in airport runway approach zones along the extended centerline of the runway. MALSRs consist of a combination of steady burning light bars and flashers that provide pilot's visual information on runway alignment, height perception, roll guidance, and horizontal references to support the visual portion of an instrument approach.*
>
> *The MALSR system consists of a Threshold Light, Steady Burning Light, and Sequenced Flasher. The threshold light array consists of 18 to 33 aviation green steady burning lights depending on runway width, arranged in a line at and parallel to the threshold of the runway. The steady burning light array consists of nine (9) sets of five (5) aviation white steady burning light sources called light bars. Seven (7) of the light bars are located at 200-foot intervals, in the direction of the approach and along the extended runway centerline, starting beyond the runway threshold. The remaining two steady burning light bars are offset to the left and right of the extended centerline at the 1,000-foot bar. The threshold light array and steady burning light array are collectively referred to as the approach light field. The sequenced flasher array consists of five (5) white flashing lamps, commonly referred to as flashers. The flasher are located at 200-foot intervals, in the direction of the approach and along the extended runway centerline, starting at 200 feet beyond the last steady burning light bar beginning at 1600 feet from the runway threshold. The collective flashing of all lights in the sequenced flasher array gives the appearance of a ball of light traveling toward the runway.*

- **REIL**: Runway 4 is equipped with Runway End Identifier Lights (REIL), which consist of two high-intensity sequenced strobe lights located near the corners of the runway end. For runways without an approach lighting system, REILS assists pilots in establishing visual contact with the runway environment during periods of darkness or reduced visibility. The REIL is pilot activated using the CTAF. The current REIL was installed in 2017.

- **Precision Approach Path Indicators (PAPI)**: Runway 4/22 is equipped with 4-box PAPIs on both runway ends. The PAPIs consist of four light boxes that project a pattern of red and white lights that provide visual approach slope information. The PAPI is pilot activated using the CTAF. The PAPIs were replaced in 2016, during the Runway 4/22 rehabilitation project.

With the exception of the MALSR, all existing airfield lighting systems are airport-owned.

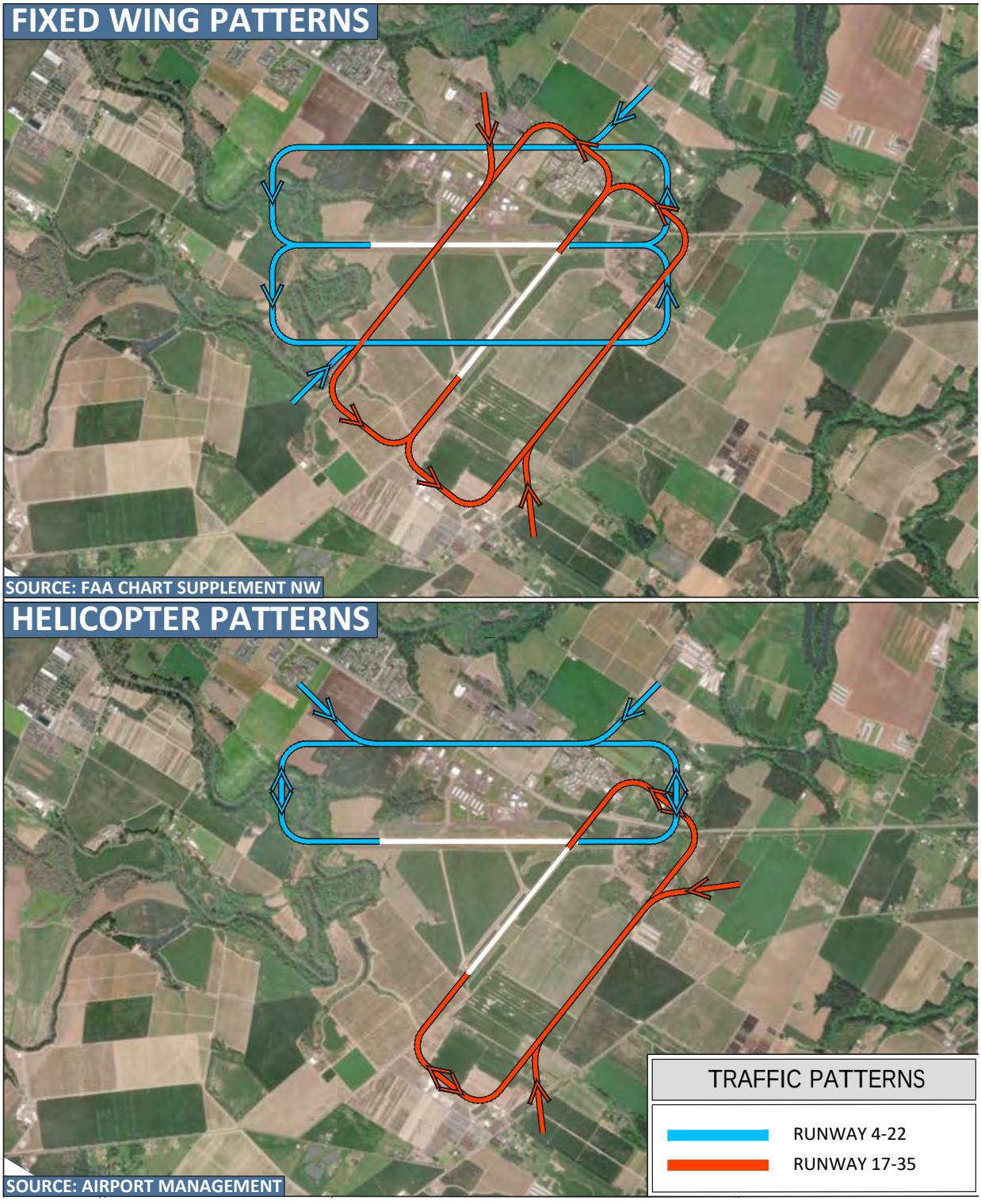
Table 2-10: Runway Details (MMV)

	Runway 4/22	Runway 17/35
Dimensions	5,420' x 100'	4,340' x 75'
Bearing (true)	N 57° 11'22" E	N 05° 16'45" E
Effective Gradient	0.02%	0.04%
Surface Condition	Asphalt/Good	Asphalt/Satisfactory
Weight Bearing Capacity	40,000 pounds – Single Wheel Gear 50,000 pounds – Double Wheel Gear 80,000 pounds – Tandem Double Gear	30,000 pounds – Single Wheel Gear
Markings	RWY 4: NPI – fair condition RWY 22: PIR – fair condition	RWY 17 & 35: Basic (Visual) – good condition
Lighting	High Intensity Runway Edge Lights (HIRL) 4 Light PAPI (3.0-degree glide path) (RWY 4 & 22) RWY 4: Runway End Identifier Light (REIL) RWY 22: MALSR (ALS)	None
Signage	Lighted Mandatory, Location, Directional, Destination, and Distance Remaining Signs	Retro-Reflective Mandatory, Location, Directional, Destination Signs

AIRPORT TRAFFIC PATTERNS

Standard traffic patterns (left traffic) are in effect for Runway 4/22 and Runway 17/35 (as published in the 25 Jan 2024 FAA Chart Supplement). The patterns are used by fixed wing aircraft with a traffic pattern altitude (TPA) of 800 to 1,000 feet AGL. The Airport also has locally-established helicopter traffic patterns (Left/Right Traffic) for both runways. The helicopter pattern for Runway 4/22 is located on the north side of the runway; the helicopter pattern for Runway 17/35 is located on its east side. The helicopter patterns are used extensively for helicopter flight training with a 500-foot TPA. The location and altitudes of the helicopter patterns are intended to separate MMV's helicopter and fixed wing traffic on opposite sides of a runway, consistent with FAA guidance. Some updates to the traffic pattern data contained in the FAA Chart Supplement are recommended to clarify the left/right traffic guidance for the fixed-wing and helicopter patterns. **Figure 2-14** depicts the existing traffic patterns, noted above.

Figure 2-14: Airport Traffic Patterns



TAXIWAYS & TAXILINES

MMV has an extensive taxiway system that provides access to all runway ends. Figure 2-12, presented previously, depicts all existing taxiways and their designations.

Runway 4/22 has a full-length parallel taxiway (Taxiway A) with four connecting exit taxiways (A1-A4). Runway 17/35 has a partial-length parallel taxiway (Taxiway D) with three connecting exit taxiways (D1-D3). The northern section of Taxiway D is an access taxiway that extends from Taxiway D1 to Runway 4/22 at Taxiway A2. The north end of Runway 17/35 (Runway 17) is accessed from Taxiway A1 by crossing Runway 4/22.

All MMV taxiways have yellow centerline stripes. Aircraft hold line markings are painted on all taxiway connections to the runways. The hold line locations are based on the applicable runway safety area, object free area, or obstacle free zone setbacks, 200 or 250 feet from runway centerline. The aircraft hold lines are co-located with required airfield signage.

In 2001, the eastern two-thirds of Taxiway A (from Taxiway A1 to A3) was relocated 100 feet closer to the runway to provide a standard 400-foot runway separation for the full length of the taxiway. This relocation enabled the terminal apron to be expanded and reconfigured to better accommodate larger itinerant aircraft. The original section of parallel taxiway remains in place (closed) but is occasionally used for temporary parking for large aircraft or helicopters.

Taxiway A

Taxiway A is the north parallel taxiway for Runway 4/22. The taxiway is 50 feet wide with a runway separation of 400 feet. The main section of the taxiway was reconstructed in 2001, with some sections of the exit taxiways (A1-A4) reconstructed or rehabilitated in 2017 (in conjunction with runway reconstruction). The parallel taxiway has four connections (Taxiways A1-A4) to the runway. Taxiways A1 and A3 have acute angled (45-degree) runway connections. Taxiways A2 and A4 have 90-degree connections to the runway. The number and location of the exit taxiways allow efficient aircraft movement in the runway-taxiway system. The west end of Taxiway A has two small pullout areas located between exits A3 and A4. The east end of Taxiway A has an adjacent 375’ x 50’ aircraft hold area near exit A1. The taxiway markings include aircraft hold lines, centerline, and lead-in line striping on the runway. The existing taxiway markings were observed to be in very good condition during fall 2023 site visits.

Taxiway D

The southern section of Taxiway D is a partial length parallel taxiway located on the west side of Runway 17/35. The taxiway is 35 feet wide with a runway separation of 240 feet. Taxiway D has three 90-degree connections to the runway (Taxiways D1-D3). The taxiway was constructed in 2009 and is currently rated “satisfactory”; Taxiways D1 and D2 were reconstructed in 2017 and are currently rated “good” (ODAV 2023). The taxiway markings include aircraft hold lines, centerline, and lead-in line striping on the runway. The existing taxiway markings were observed to be in good condition during fall 2023 site visits.

Taxiway D (Infield)

The northern section of Taxiway D is an infield access taxiway that connects the northern end of the parallel section of Taxiway D to Runway 4-22 at Taxiway A2. The taxiway is 35 feet wide. The main section of the taxiway was constructed in 2009 and is currently rated “satisfactory”; the north 220 feet of the taxiway was reconstructed in 2017 and is currently rated “good” (ODAV 2023). The existing taxiway markings were observed to be in good condition during fall 2023 site visits, and include aircraft hold lines, centerline, and lead-in line striping on the runway.

The current Taxiway D replaced the previous infield taxiway, which connected the end of Runway 35 to Runway 4/22, at Taxiway A3. The new infield taxiway route, combined with the parallel taxiway segment provides a more direct connection between Runway 17/35 and the terminal area.

Taxiway B and C

Taxiways B and C are the diagonal access taxiways connecting Taxiway A to the Terminal Apron. These taxiways were reconstructed in 2001, as part of the Taxiway A reconstruction project.

Taxiway Lighting

All major taxiways at MMV are equipped with reflective edge markers (stake-mounted blue 8-inch diameter cylinder reflectors). None of the existing taxiways are equipped with edge lighting.

PAVEMENT CONDITION

The Oregon Department of Aviation (ODAV) Pavement Evaluation Program (PEP) systematically identifies maintenance, repair, and rehabilitation projects required to sustain functional pavements at Oregon airports. The PEP provides a periodic evaluation of current conditions and future projections of condition in terms of pavement condition indices (PCI) for all eligible (public use) airfield pavements across the state. For NPIAS airports that receive federal funding, the PEP assists in meeting FAA grant assurances.

The most recent PEP survey for MMV was performed in July 2023. The survey was performed using the Pavement Condition Index (PCI) methodology developed by the U.S. Army Corps of Engineers and outlined in the current edition of *ASTM D-5340, Standard Test Method for Airport Condition Index Surveys*. The condition for the major runway, taxiway, and apron pavements surveyed in 2023 was "Fair" to "Good." Several small pavement sections, including hangar taxilanes or aprons, were rated "Poor, Very Poor, Serious, or Failed" in 2023:

- Multiple sections west of the Main Apron (Failed, Serious, Poor);
- Several of the west T-hangar taxilanes (Poor); and
- A small section of Taxiway A – east end (Poor).

Table 2-11 summarizes the 2023 PCI ratings for individual airfield pavements. **Figure 2-15** depicts the 2023 PCI ratings.

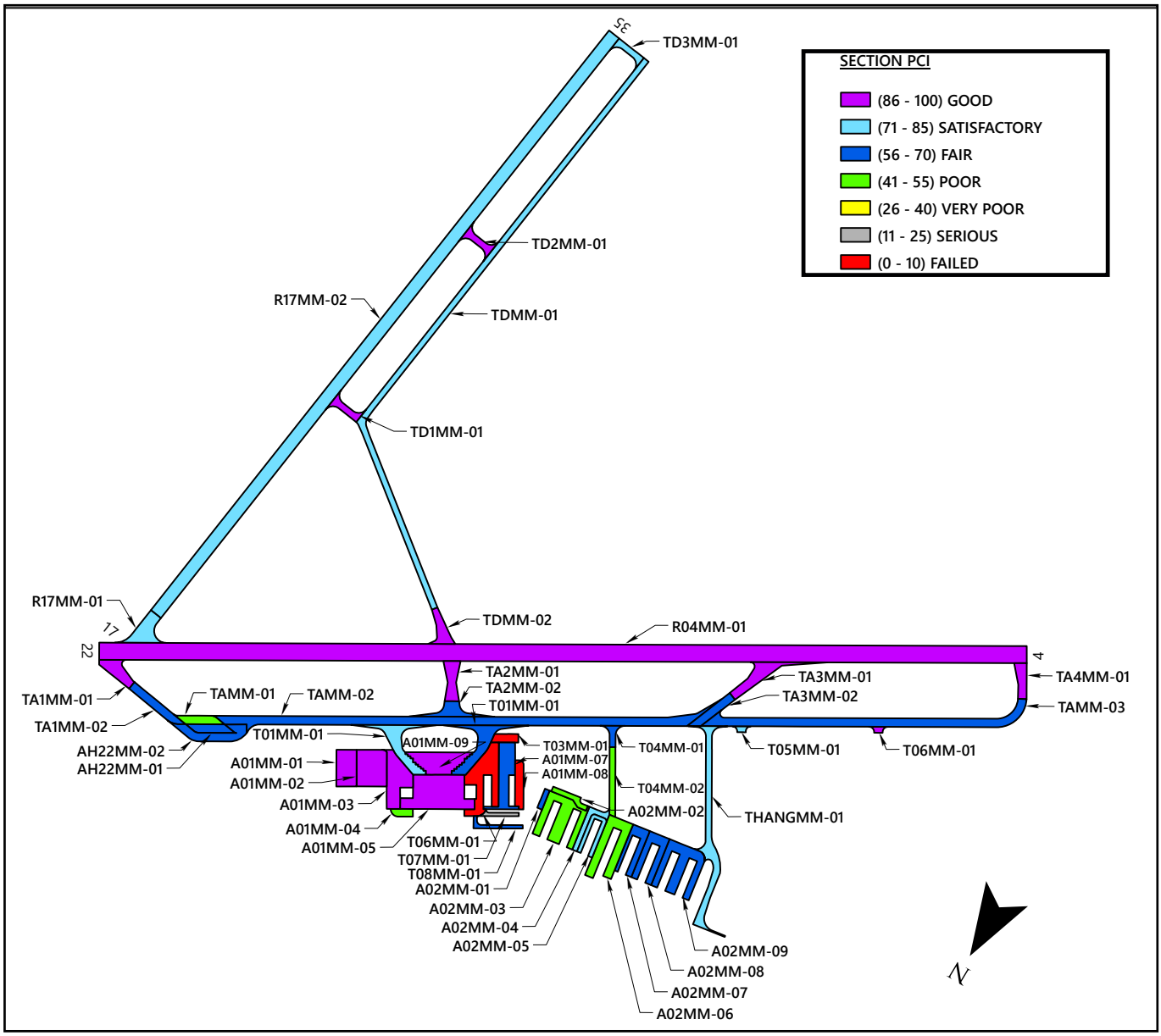
City staff are working with the FAA Seattle ADO to identify funding and schedule the necessary work to address the areas where pavement is in the worst condition. For pavement that is considered "ineligible" for FAA funding, other funding sources including ODAV PMP, grant funds and local funds may be used.

Table 2-11: 2023 PCI Inspection (MMV)

Pavement Section	2023 PCI
Runway 4/22	90
Runway 17/35	77-82
Runway 22 Hold Area	58-67
Taxiway A	50-64
Exit Taxiway A1-A4	63-94
Taxiway A Pull-Outs	74-89
Taxiway B and C	70-78
West T-Hangar Access Taxilanes	41-71
West T-Hangar Taxilanes	43-78
Main Apron	86-88
West Apron	0-61
East Apron (tiedowns)	94
NW T-Hangar Taxilanes (NW of Main Apron)	23-70

Source: Oregon Department of Aviation (2023 Pavement Evaluation/Maintenance Management Program)

Figure 2-15: Pavement Conditions (2023 Inspection)



Source: 2023 ODAV Pavement Evaluation/Maintenance Management Program

AIRFIELD SUPPORT FACILITIES

Support facilities generally include airside support facilities such as airport lighting, fueling facilities, weather reporting equipment and visual aids. MMV accommodates day and night operations in both visual and instrument meteorological conditions (IMC). The primary runway is equipped with lighting systems that are consistent with current instrument approach requirements and runway use. The runway-taxiway system has extensive signage that conveys directional, location, and runway clearance information to pilots. All airfield lighting observed during recent site visits appeared to be in good condition and fully operational.

Airport Lighting

The Airport has a rotating beacon mounted on a tower near the northwest corner of the main apron, on the north side of the airfield. The beacon operates on a dusk-dawn photocell switch and reportedly functions normally. Rotating beacons are used to indicate the location of an airport to pilots at night or during reduced visibility. The beacon provides sequenced white and green flashing lights (representing a lighted land airport) that rotate 360 degrees to allow pilots to identify the airport from all directions for several miles.

As noted earlier, the primary runway (4/22) has high intensity runway lighting (HIRL) with an MALSR approach lighting system on Runway 22, precision approach path indicators (PAPI) on both runway ends, and runway end identifier lights (REIL) on Runway 4. Runway 4/22 is also equipped with lighted distance remaining signs and extensive lighted and reflective directional/informational signage. Runway 17/35 is not lighted. The taxiways at the airport are not lighted, although the main taxiways are equipped with reflective edge markers. Overhead lighting is available in the terminal area, fueling area, and adjacent to most aircraft hangars.

Airfield Signage

The airfield has mandatory instruction signs (red background with white letters/numbers) marking the aircraft holding positions at each of the taxiway connections with the runway [4-22, 17-35]; the two-panel signs also include taxiway designations [A1, A2, etc.] with yellow background and black numbers/letters. The runway-facing side of each sign depicts the exit taxiway designation.

The signs are located to coincide with the painted aircraft hold lines on each taxiway that connects to the runway. The signs for Taxiway A are internally illuminated and were installed new in 2009; the signs for Taxiway D are reflective and were installed in 2009.

Weather Reporting

The Airport has an Automated Surface Observation System (ASOS-3) that provides 24-hour weather information. ASOS-3 provides on-site altimeter setting, wind data, temperature, dew point, density altitude, visibility, and cloud/ceiling data.

Landside Elements

Landside facilities support airport operations, including aircraft parking aprons, fueling aprons and fuel storage, hangars, and taxilanes. Other facilities including utilities, fencing, surface access roads, vehicle parking, and fixed base operator (FBO)/terminal facilities are also addressed. **Figure 2-13**, presented earlier depicts existing landside facilities at MMV. Existing apron facilities are described below and summarized in **Table 2-12**.

AIRCRAFT APRONS

The existing public-use aircraft aprons at MMV are located on the north side of Runway 4/22 and the parallel taxiway (Taxiway A). Three apron sections are consolidated in the terminal area with taxiway access provided by two diagonal taxiways (Taxiways B and C), which connect to Taxiway A. These include the main apron, the west apron, and the east apron. The aprons are used for a variety of activities including large aircraft parking, small airplane tiedowns, aircraft fueling, and provide access to the fixed base operator (FBO), aircraft hangars, aircraft maintenance providers, and other tenants. The main apron is the primary parking area available for large transient aircraft. The east apron is the primary location for small airplane tiedowns, and the west apron is used primarily to access adjacent hangars.

Main Apron

The main apron is approximately 102,890 square feet and is constructed of Portland Cement Concrete (PCC). The apron was originally constructed in 1943 and expanded (south section) in 2004. A review of the design indicates that the south section of the apron is constructed of 8-inch PCC over an 8-inch aggregate base. Historical pavement records indicate that the 1943 section of the apron is 6-inch PCC and 6-inch subbase.

The main apron accommodates large and small transient aircraft parking, aircraft fueling, and passenger loading/unloading at the FBO building. Four small airplane tiedowns are located along the north edge of the apron, directly in front of the FBO building and east of the fueling area. These tiedowns are serviceable, but are not regularly used, with the area kept clear for passenger access to the FBO and for staging aircraft fueling and passenger service vehicles. The main section of the apron does not have fixed parking positions, but the FBO directs transient aircraft parking within the apron. The existing taxiway configuration allows aircraft up to large business jets to enter/exit the apron from either direction, with drive-through parking. The Airport's aircraft fuel storage and dispensing area is located at the northwest corner of the apron. Two commercial Quonset hangars are located on the east and west sides of the apron. The main apron has a painted compass rose that is used to calibrate wet compasses, as required by FAA.

East Apron

The east apron is located adjacent to Taxiway B (east diagonal taxiway). The east apron was expanded, reconfigured, and reconstructed in 2021, in conjunction with improvements to the taxilane used to access adjacent hangars in the northeast section of the terminal area. The east apron is asphalt with a total area of approximately 104,000 square feet. A review of the design indicates that the apron is constructed of 3-inch asphalt (AC) over a 4-inch aggregate base and 6-inch subbase. According to available pavement records, the east apron was originally constructed in two sections in 1977 and 1996 (62,881 square feet).

The east apron has three stub taxilanes that connect to Taxiway B. Two east-west taxilanes access the main tiedown rows, and one north-south taxilane extends to the north end of the apron, to access hangars and privately developed aprons and three helicopter parking positions. The east apron has a total of 19 small aircraft tiedowns configured in two east-west rows and individual tiedowns located near the west edge of the apron, south of the adjacent Quonset hangar. The northern tiedown row consists of 5 south-facing tail-in positions; the southern tiedown row is double-sided, with 12 nested tail-in positions.

West Apron

The west apron is located adjacent to Taxiway C (west diagonal taxiway). Available pavement records indicate that the apron (3 sections) was originally constructed in 1950, with the center section being overlaid in 1995 and full-depth (3-inch) patching done in 2005. Historical records indicate that the apron thickness varies—from 1-inch to 3-inch over a 6-inch aggregate base, with an overall area of approximately 92,881 square feet.

The west apron area accommodates a row of five aircraft tiedowns on the west side (back) of the four small conventional hangars located west of the main apron and the west Quonset hangar. Four additional tiedowns located are south of the hangar row, adjacent to Taxiway C. These tiedowns are not regularly used, due in part to their proximity to Taxiway C, and the taxiway object free area. This area is also directly west of the southern section of the main apron, directly in line with jet blast created by aircraft taxiing in and out of east facing parking. It is also noted that the asphalt pavement for this portion of the west apron was rated "failed" in the 2023 pavement inspection.

Table 2-12: Apron Details

East Tiedown Apron	
Surface/Condition	Asphalt Concrete / Multiple Sections: Good
Markings	Tiedown and Taxilane Striping (good condition)
Aircraft Parking	19 small airplane tiedowns
Main Apron	
Surface/Condition	Portland Cement Concrete / 2 sections: Good
Markings	Limited taxilane centerline striping (fair condition)
Aircraft Parking	Transient Parking (2-3 large aircraft) 4 small airplane tiedowns (north end in front of FBO)
Other Facilities	Aircraft Fueling Area (Avgas and Jet-A) 3 Aboveground Storage Tanks and Dispensing Fuel Truck Parking FBO Access
West Apron	
Surface/Condition	Asphalt Concrete: Failed – Fair
Markings	Tiedown and taxilane centerline striping (poor condition)
Aircraft Parking	9 small airplane tiedowns
Other Facilities	None

Source: Oregon Department of Aviation (2023 Pavement Evaluation/Maintenance Management Program)

HANGARS AND AIRPORT BUILDINGS

MMV accommodates a variety of buildings including aircraft hangars and commercial buildings. The Airport currently has 24 hangars, including 12 conventional hangars and 12 multi-unit hangars. Other buildings include a modular FBO office and two commercial (non-aeronautical) office buildings. **Figure 2-16** and **Table 2-13** depict/list the existing buildings at the Airport. A common numbering system is used for each building listed/depicted.

The Airport currently has one authorized "through-the-fence" (TTF) operation (Precision, LLC), and aircraft maintenance and charter operators, located northwest of the west hangar area. Precision has a large conventional hangar and an aircraft parking apron that is accessed from the west hangar access taxiway connection to Taxiway A/A3. Precision's facility accommodates both fixed wing aircraft and helicopters.

Figure 2-16: Existing Aviation Use Buildings



Table 2-13: Existing Airport Buildings (MMV)

Figure 2-16 Building No.	Building	Existing Use
1	FBO Building	Restrooms, Office, Pilot/ Passenger Waiting Area
2	Conventional Hangar (main terminal area) Potcake Aviation	Commercial Use
3	Conventional Hangar (main terminal area) Northwest Air Repair	Commercial Use
4	Conventional Hangar (main terminal area) Northwest Air Repair	Commercial Use
5	Conventional Hangar (east apron area) Jerry Trimble Helicopters	Commercial Use
6	Conventional Hangar (east apron area) Jerry Trimble Helicopters “New”	Commercial Use
7	Conventional Hangar (east hangar area) Potcake Aviation	Commercial Use
8	T-Hangar “Alpha” (8-units) (NW corner of terminal area)	Aircraft Storage
9	Conventional Hangars (4 -Units) (west end of terminal area)	Aircraft Storage
10	T-Hangar “Charlie” (6-units) (west end of terminal area)	Aircraft Storage
11	One-Sided Hangar “X-ray” (2-units) (west hangar area)	Aircraft Storage
12	One-Sided Hangar “X-ray” (3-units) (west hangar area)	Aircraft Storage
13	Conventional Hangar “Lima” (west hangar area) “new”	Aircraft Storage
14	Conventional Hangar “Mike” (west hangar area) “new”	Aircraft Storage
15	T-hangar “Delta” (10-units) (west hangar area)	Aircraft Storage
16	T-hangar “Echo” (10-units) (west hangar area)	Aircraft Storage
17	T-hangar “Foxtrot” (10-units) (west hangar area)	Aircraft Storage
18	T-hangar “Golf” (9-units) (west hangar area)	Aircraft Storage
19	T-hangar “Hotel” (9-units) (west hangar area)	Aircraft Storage
20	T-Hangar/conventional “India” (9-hangar units) (west hangar area)	Aircraft Storage
21	T-Hangar “Juliet” (10-units) west hangar area)	Aircraft Storage
22	T-Hangar “Kilo” (9-units) (west hangar area)	Aircraft Storage
23	Precision Air (Through the Fence)	Commercial Use
-	Commercial Building (Oregon State Police)	Office/Commercial Use
-	Office Building	Office/Commercial Use
-	Localizer Building (FAA)	Airfield Operations
-	Glide Slope Building (FAA)	Airfield Operations

AIRPORT PERIMETER FENCING

Fencing at the airport consists of sections of chain link in the terminal area and adjacent developed areas with keypad vehicle gates located at key access points in the terminal area. Beyond the terminal area, the majority of the airport perimeter is fenced with three or four strand wire fencing. A 2024 project will replace sections of existing fencing and add fencing in key locations to increase the security of airside and landside areas of the Airport. The fencing upgrades will extend from near the west end of Runway 4/22, along the south side of Galen McBee Airport Park, then continue through the terminal area and along Highway 18 and SE Cruickshank RD.

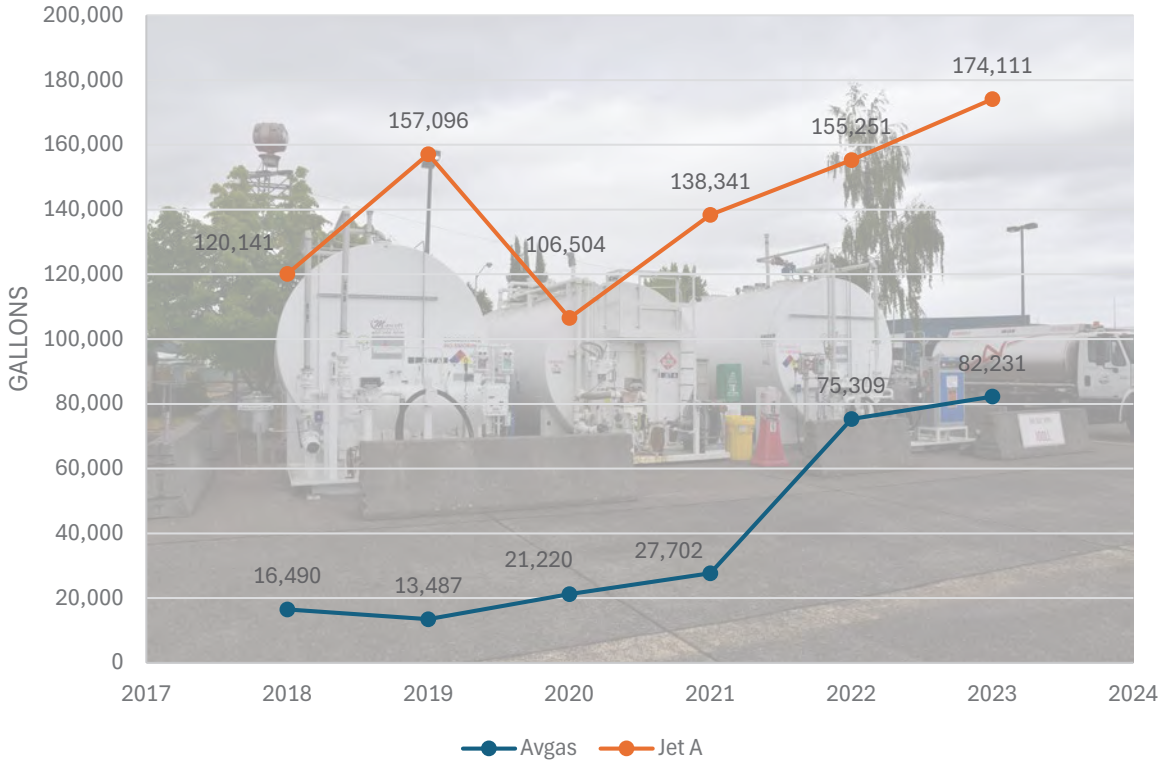
SURFACE ACCESS AND VEHICLE PARKING

Vehicle access to the Airport is provided via SE Cirrus Avenue, which connects directly to Highway 18. Cirrus Avenue serves the terminal area and all landside facilities on the north side of Runway 4/22. Designated vehicle parking areas are located adjacent to the FBO/terminal building, individual hangars, and the non-aviation buildings on the Airport. Cruickshank Road, located beyond the end of Runway 22, also connects to Highway 18, and provides access to the east side of Runway 17/35 via SE Airport Road. A gated unpaved road used to access a law enforcement shooting range connects to SE Airport Road at the southern corner of the Airport. SE Armory Way connects the Airport's Galen McBee Park to Highway 18.

AIRCRAFT FUEL

A summary of the Airport's recent fuel sales provided in **Figure 2-17** indicates an increase in both AVGAS and jet fueling activity. An analysis of recent fueling activity will be provided in the aviation activity forecasts (Chapter 3). MMV has 100-octane low lead (100LL) aviation gasoline (AVGAS) and jet fuel (Jet-A) available for sale through the local FBO, Potcake Aviation. The City of McMinnville owns and maintains the Airport's fuel storage and dispensing system that includes three 12,000 gallon above ground double-wall tanks and a 24-hour credit card payment system for self-fueling. The fixed-point fueling system is located immediately adjacent to the Potcake Aviation FBO building. Potcake also operates mobile trucks for aircraft fueling. Jerry Trimble Helicopters maintains their own fuel trucks.

Figure 2-17: Historical Aviation Fuel Sales (MMV)



Airport Administration

The Airport Administration section provides a summary of Airport Ownership & Management, Airport Finance, Rates and Charges, Rules and Regulations, and overview of FAA Grant Assurances and Compliance.

AIRPORT OWNERSHIP & MANAGEMENT

MMV is owned and operated by the City of McMinnville. The majority of the Airport's land area is within the McMinnville city limits. Current staffing includes the airport administration and a contractor (Potcake Aviation) to provide operations and maintenance support. Potcake also provides several fixed base operator (FBO) services, including aircraft fueling.

City of McMinnville staff provide finance, legal, human resources, information technology, and administration services for the Airport.

Airport lessees are responsible for managing their facilities and leased areas to meet the requirements defined in their leases and the Airport's Minimum Standards document.

AIRPORT FINANCE

The Airport operates as an enterprise fund with all revenue generated by the Airport remaining in the Airport's budget. This is required by FAA to prevent revenue diversion from Airport operations to general city services. The primary revenue generating sources for the Airport include hangar and ground lease rents and fuel flowage fees. The primary expenditures for the Airport include airport administration, maintenance, and facility improvements. Many airport administration responsibilities such as human resources, finance, and legal services are provided by City internal service departments. The Airport's capital improvement projects are typically funded through FAA grants with a local (Airport Enterprise Fund) match that may be supplemented by ODAV grants.

The 2021-2022 actual revenue and expenses for MMV are summarized in **Table 2-14**.

Table 2-14: Airport Revenue/Expense Summary (MMV)

	Airport Revenue
Charge For Services	$343,768
Intergovernmental	$49,344
Miscellaneous	$12,728
Transfers In	$0
Total Airport Revenues	**$405,840**

	Airport Expenses
Materials and Services	$159,418
Capital Outlay	$158,306
Transfers Out	$98,190
Contingencies	$0
Total Airport Operating Expenses	**$415,914**
Net Operating Income (Loss)	**$(10,074)**

2021-2022 Actual expenses and revenue as reported in the 2022-2023 City of McMinnville proposed budget.

CITY OF MCMINNVILLE RULES AND REGULATIONS

The City of McMinnville Code provides the legal framework and authority for actions regulated by the City of McMinnville as the sponsor of the MMV. The City operates the Airport for the use and benefit of the public in order to make it available to all types, kinds, and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination.

FAA COMPLIANCE OVERVIEW

A management program based on the FAA's "Planning for Compliance" guidance and the adoption of additional airport management "Best Practices" is recommended to address FAA compliance requirements and avoid noncompliance, which could have significant consequences.

Airport management "Best Practices" are developed to provide timely information and guidance related to good management practices and safe airport operations for airport managers and sponsors. The practices outlined herein are designed for use by the City of McMinnville for evaluating and improving their current and future operation and management program.

Airport sponsors must comply with various federal obligations through agreements and/or property conveyances, outlined in *FAA Order 5190.6B, Airport Compliance Manual*. The contractual federal obligations a sponsor accepts when receiving federal grant funds or transfer of federal property can be found in a variety of documents including:

- Grant agreements issued under the Federal Airport Act of 1946, the Airport and Airway Development Act of 1970, and Airport Improvement Act of 1982. Included in these agreements are the requirement for airport sponsors to comply with:
  - » Grant Assurances;
  - » Advisory Circulars;
  - » Application commitments;
  - » FAR procedures and submittals; and
  - » Special conditions.
- Surplus airport property instruments of transfer;
- Deeds of conveyance;
- Commitments in environmental documents prepared in accordance with FAA requirements; and
- Separate written requirements between a sponsor and the FAA.

Airport Compliance with Grant Assurances

As a recipient of both federal and state airport improvement grant funds, the City of McMinnville is contractually bound to various sponsor obligations referred to as "Grant Assurances", developed by the FAA and the Oregon Department of Aviation. These obligations, presented in detail in federal and state grants and state statute and administrative codes, document the commitments made by the airport sponsor to fulfill the intent of the grantor (FAA and State of Oregon) required when accepting federal and/or state funding for airport improvements. Failure to comply with the grant assurances may result in a finding of noncompliance and/or forfeiture of future funding. Grant assurances and their associated requirements are intended to protect the significant investment made by the FAA, State, and City to preserve and maintain the nation's airports as a valuable national transportation asset, as mandated by Congress.

FAA Grant Assurances

The FAA's Airport Compliance Program defines the interpretation, administration, and oversight of federal sponsor obligations contained in grant assurances. The Airport Compliance Manual defines policies and procedures for the Airport Compliance Program. Although it is not regulatory or controlling with regard to airport sponsor conduct, it establishes the policies and procedures for FAA personnel to follow in carrying out the FAA's responsibilities for ensuring compliance by the sponsor.

The Airport Compliance Manual states the FAA Airport Compliance Program is: "...designed to monitor and enforce obligations agreed to by airport sponsors in exchange for valuable benefits and rights granted by the United States in return for substantial direct grants of funds and for conveyances of federal property for airport purposes. The Airport Compliance Program is designed to protect the public interest in civil aviation. Grants and property conveyances are made in exchange for binding commitments (federal obligations) designed to ensure that the public interest in civil aviation will be served. The FAA bears the important responsibility of seeing that these commitments are met. This order addresses the types of commitments, how they apply to airports, and what FAA personnel are required to do to enforce them." According to the FAA, cooperation between the FAA, state, and local agencies should result in an airport system with the following attributes:

- Airports should be safe and efficient, located at optimum sites, and be developed and maintained to appropriate standards;
- Airports should be operated efficiently both for aeronautical users and the government, relying primarily on user fees and placing minimal burden on the general revenues of the local, state, and federal governments;
- Airports should be flexible and expandable, able to meet increased demand and accommodate new aircraft types;
- Airports should be permanent, with assurance that they will remain open for aeronautical use over the long-term;
- Airports should be compatible with surrounding communities, maintaining a balance between the needs of aviation and the requirements of residents in neighboring areas;
- Airports should be developed in concert with improvements to the air traffic control system;
- The airport system should support national objectives for defense, emergency readiness, and postal delivery;
- The airport system should be extensive, providing as many people as possible with convenient access to air transportation, typically not more than 20 miles of travel to the nearest NPIAS airport; and
- The airport system should help air transportation contribute to a productive national economy and international competitiveness.

The airport sponsor should have a clear understanding of and comply with all assurances. The following sections describe the selected assurances in more detail.

Project Planning, Design, And Contracting
Sponsor Fund Availability (Assurance #3)

Once a grant is given to the City of McMinnville (airport sponsor), the city commits to providing the funding to cover their portion of the total project cost. Currently this amount is ten percent of the total eligible project cost, although it may be higher depending on the particular project components or makeup. Once the project has been completed, the receiving airport also commits to having adequate funds to maintain and operate the airport in the appropriate manner to protect the investment in accordance with the terms of the assurances attached to and made a part of the grant agreement.

Consistency with Local Plans (Assurance #6)

All projects must be consistent with city and county comprehensive plans, transportation plans, zoning ordinances, development codes, and hazard mitigation plans. The City of McMinnville (airport sponsor) should familiarize themselves with local planning documents before a project is considered to ensure that all projects follow local plans and ordinances.

Accounting System Audit and Record Keeping (Assurance #13)

All project accounts and records must be made available at any time. Records should include documentation of cost, how monies were spent, funds paid by other sources, and any other financial records associated with the project at hand. Any books, records, documents, or papers that pertain to the project should be available at all times for an audit or examination.

General Airport Assurances
Good title (Assurance #4)

The City of McMinnville (airport sponsor) must have a Good Title to affected property when considering projects associated with land, building, or equipment. Good Title means the sponsor can show complete ownership of the property without any legal questions or show it will soon be acquired.

Preserving Rights and Powers (Assurance #5)

No actions are allowed, which might take away any rights or powers from the sponsor, which are necessary for the sponsor to perform or fulfill any condition set forth by the assurance included as part of the grant agreement.

Airport Layout Plan (ALP) (Assurance #29)

The City of McMinnville should maintain an up-to-date ALP, which should include current and future property boundaries, existing facilities/structures, locations of non-aviation areas, and existing and proposed improvements. FAA requires proposed improvements to be depicted on the ALP in order to be eligible for FAA funding. If changes are made to the Airport without authorization from the FAA, the FAA may require the airport to change the alternation back to the original condition or jeopardize future grant funding.

Disposal of Land (Assurance #31)

Land purchased with the financial participation of an FAA grant cannot be sold or disposed of by the airport sponsor at their sole discretion. Disposal of such lands are subject to FAA approval and a definitive process established by the FAA. If airport land is no longer considered necessary for airport purposes, and the sale is authorized by the FAA, the land must be sold at fair market value. Proceeds from the sale of the land must either be repaid to the FAA or reinvested in another eligible airport improvement project.

Airport Operations and Land Use
Pavement Preventative Maintenance (Assurance #11)

Since January 1995, the FAA has mandated that it will only give a grant for airport pavement replacement or reconstruction projects if an effective airport pavement maintenance-management program is in place. The Oregon Department of Aviation prepares and updates pavement reports for MMV. These reports identify the maintenance of all pavements funded with federal financial assistance and provides a pavement condition index (PCI) rating (0 to 100) for various sections of aprons, runways, and taxiways, including, a score for overall airport pavements.

Operations and Maintenance (Assurance #19)

All federally funded airport facilities must operate at all times in a safe and serviceable manner and in accordance with the minimum standards as may be required or prescribed by applicable Federal, State, and Local agencies for maintenance and operations.

Compatible Land Use (Assurance #21)

Land uses around an airport should be planned and implemented in a manner that ensures surrounding development and activities are compatible with the airport. The Airport is located inside the McMinnville city limits. Portions of the protected Part 77 airspace for the Airport extend into unincorporated Yamhill County, Marion County, and over other nearby municipalities. The City of McMinnville, as airport sponsor, should work with Yamhill and Marion counties, and other local govenments to ensure zoning laws are in place that protect the Airport from incompatible land uses.

Day-To-Day Airport Management
Economic Non-Discrimination (Assurance #22)

Any reasonable aeronautical activity offering service to the public should be permitted to operate at the Airport as long as the activity complies with airport established standards for that activity. Any contractor agreement made with the airport will have provisions making certain the person, firm, or corporation will not be discriminatory when it comes to services rendered including rates or prices charged to customers.

Exclusive Rights (Assurance #23)

No exclusive right to the use of the Airport by any person providing, or intending to provide, aeronautical services to the public. However, an exception may be made if the airport sponsor can prove that permitting a similar business would be unreasonably costly, impractical, or result in a safety concern, the sponsor may consider granting an exclusive right.

Leases and Finances

Fee and Rental Structure (Assurance #24)

An airport's fee and rental structure should be implemented with the goal of generating enough revenue from airport related fees and rents to become self-sufficient in funding the day-to-day operational needs. Airports should update their fees and rents on a regular basis to meet fair market value, often done through an appraisal or fee survey of nearby similar airports. Common fees charged by GA airports include fuel flowage fees, tie-down fees, and hangar or ground lease rents.

Airport Revenue (Assurance #25)

Revenue generated by airport activities must be used to support the continued operation and maintenance of the Airport. Use of airport revenue to support or subsidize non-aviation activities or to fund other departments who are not using the funds for airport specific purposes is not allowed and is considered revenue diversion. Revenue diversion is a significant compliance issue for FAA.

A summary of Oregon aviation laws is provided below.

OREGON AVIATION LAWS

The Oregon Department of Aviation (ODAV) has created both the Oregon Administrative Rules (OAR) and Oregon Revised Statutes (ORS) to govern airports within the state.

Oregon Administrative Rules (OAR)

- OAR Chapter 660, Division 13 – Airport Planning
- OAR Chapter 660, Division 13 – Exhibits
- OAR Chapter 738 – ODA
- Non-Commercial Leasing Policy
- Commercial Leasing Policy
- Category II Minimum Standards Policy
- Category IV Minimum Standards Policy
- Category V Minimum Standards Policy
- Insurance Requirements

Oregon Revised Statutes (ORS)

- ORS 197 – Land Use Planning I
- ORS 197A – Land Use Planning II
- ORS 319 – Aviation Fuel Tax
- ORS 835 – Aviation Administration
- ORS 836 – Airports and Landing Fields
- ORS 837 – Aircraft Operations
- ORS 838 – Airport Districts

For additional information on FAA Grant Assurances, please go to:
https://www.faa.gov/airports/aip/grant_assurances

Chapter 3

Aviation Activity Forecasts



Introduction and Overview

This chapter provides a summary of historical aviation activity and new aviation activity forecasts for McMinnville Municipal Airport (MMV) for the 20-year master plan horizon (2023-2043). The most recent Federal Aviation Administration (FAA) approved aviation activity forecasts for MMV were developed in the 2004 Airport Layout Plan Report.

The new aviation activity forecasts use calendar year 2023 as the baseline, the last full year of data available when the preliminary forecasts were developed. The base year will be maintained for consistency in any subsequent forecast revisions required to obtain final FAA forecast approval. The forecast covers a 20-year period with 5-year reporting intervals. Multiple forecasting methodologies are used in this analysis and the models that provide the most valid outlooks are presented for comparison.

The forecasts are unconstrained and assume the City of McMinnville (City) will be able to make the facility improvements necessary to accommodate the anticipated demand, unless specifically noted. The City will consider if any unconstrained demand will not or cannot be reasonably met through the evaluation of airport development alternatives later in the master plan.

STATE AIRPORT SYSTEM

As described in Chapter 2, MMV is designated as a **Category II – Urban General Aviation Airport** in the 2019 Oregon Aviation Plan (OAP v6.0). The definition for Category II airports is:

"These airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, gliders, and other general aviation activity. The most demanding user requirements are business-related. These airports service a large/ multi-state geographic region or experience high levels of general aviation activity. The minimum runway length objective for Category II airports is 5,000 feet."

Oregon currently has a total of 11 Category II airports, which includes one public-use heliport (Portland Downtown Heliport). The distribution of Category II airports throughout Oregon reflects the state's physical geography, population centers, and the underlying market conditions required to support the full range of GA activity common to this type of airport. More than half (6 of 11) of Oregon's Category II airports are located within 40 nautical miles of MMV. The concentration of Category II airports is consistent with the region's overall population and economic characteristics.

MMV is capable of accommodating a full range of general aviation activity, including business class turboprops, business jets and helicopters. This capability expands the Airport's role beyond local community needs and accommodates users throughout the region.

FEDERAL AIRPORT SYSTEM

As described in Chapter 2, MMV is included in the federal airport system, referred to as the National Plan of Integrated Airport Systems (NPIAS). The NPIAS currently includes 3,304 public-use airports in all 50 states. Fifty-seven of Oregon's 97 public-use airports are included in the NPIAS.

MMV is classified as a **"Regional" Nonprimary General Aviation** airport. The role of regional airports is defined as follows: *"Support regional economies by connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas or Micropolitan Statistical Areas."*

OVERVIEW OF RECENT EVENTS

As noted above, the last full master planning exercise completed for MMV was in 2004. Over the next 20 years, several improvement projects were completed at the Airport including rehabilitation, reconstruction, and new construction of runway, taxiway, and apron facilities, and construction of several new privately funded hangars. As noted in the existing conditions chapter, most of the major runway-taxiway components at the Airport have been refreshed or upgraded since the last plan was completed in 2004.

Potcake Aviation provides fixed base operator (FBO) services to transient and local aircraft. NW Air Repair is an MMV-based maintenance provider specializing in single-engine and multi-engine piston aircraft, serving both locally based aircraft and customers located at other airports.

Activity at the Airport experienced some specific changes during this period, including an increase in flight training generated by locally based flight schools and from several flight schools located at nearby airports. The majority of the flight training conducted at MMV consists of pattern work (touch and goes, etc.) for both fixed-wing aircraft and helicopters. The Airport's instrument landing system (ILS) is also heavily used for practice precision instrument approaches (typically in VFR conditions). One of the locally based flight schools (Jerry Trimble Helicopters) offers both helicopter and fixed wing training. Potcake Aviation provides fixed wing flight training. Although their fleet numbers fluctuate, the two operators reported a combined 14 active locally based aircraft at the end of 2023. Overall, it is estimated that flight training accounted for nearly 70% of aircraft operations at MMV in 2023. MMV has also experienced steady growth in transient business aviation activity, consisting of turboprop and jet aircraft. Most of these aircraft operate on instrument flight plans, and a summary of the last 10 years of instrument flight plan data by aircraft type is provided later in the chapter.

MMV has accommodated through-the-fence (TTF) aviation users dating back to the early 1960s. Starting with Evergreen Helicopters and evolving into Evergreen International Aviation, a global on-demand air services provider, the company headquarters were located in McMinnville, adjacent to the Airport. Evergreen operated helicopters and business class fixed wing aircraft at MMV for more than 50 years. The company ceased operations in 2013 and has since been liquidated. The Evergreen Aviation & Space Museum, launched in 1991 by Evergreen founder Delford Smith and his son Captain Michael King Smith, currently operates as an independent non-profit organization. The museum is located directly across Highway 18 from MMV.

Precision, LLC, a diversified aviation services company, provides on-demand and support services for manned and unmanned aircraft systems (UAS). Precision currently operates a fleet of 7 rotor and 1 fixed wing aircraft used in their on-demand air service from its hangar and apron complex located adjacent to MMV. Precision has an approved TTF agreement with the City to access MMV via a taxiway that connects to Taxiway A. Since they are located off airport property, Precision's aircraft are not included in the FAA's validated based aircraft count for MMV, however, the operations they generate from the runway-taxiway system are included in the Airport's totals. The company also provides aircraft maintenance services as a FAR Part 145 Repair Station. Their services include turbine and piston helicopter maintenance and complex avionics installations. Precision reports their maintenance capabilities under the Repair Station certificate include Airbus Helicopters, Guimbal, MD Helicopters, Bell Helicopter, Schweizer, Pilatus, and Textron.

The Airport has also experienced a change in glider activity since the last plan was completed in 2004. At that time, MMV had approximately 21 locally based gliders. The local FBO/airport manager (Judy Newman) owned several aircraft and provided a variety of glider activities including flight instruction, passenger rides, and organized soaring events. Ms. Newman relocated her aircraft and operations to Hood River in the late 2000s. The most recent FAA 5010-1 Airport Record Form (9/20/2021) lists four gliders at MMV. As noted in the existing conditions chapter, MMV is a designated "Glider Operations" facility on the current Seattle Sectional Aeronautical Chart.

FAA Forecasting Process

The FAA provides aviation activity forecasting guidance for airport master planning projects. *FAA Advisory Circular (AC) 150/5070-6B*, *Airport Master Plans*, outlines seven standard steps involved in the forecast process:

1. Identify Aviation Activity Measures: The level and type of aviation activities likely to impact facility needs. For general aviation, this typically includes based aircraft and operations.
2. Previous Airport Forecasts: May include the FAA Terminal Area Forecast (TAF), state or regional system plans, and previous master plans.
3. Gather Data: Determine what data are required to prepare the forecasts, identify data sources, and collect historical and forecast data.
4. Select Forecast Methods: There are several appropriate methodologies and techniques available, including regression analysis, trend analysis, market share or ratio analysis, exponential smoothing, econometric modeling, comparison with other airports, survey techniques, cohort analysis, choice and distribution models, range projections, and professional judgment.
5. Apply Forecast Methods and Evaluate Results: Prepare the actual forecasts and evaluate for reasonableness.
6. Summarize and Document Results: Provide supporting text and tables as necessary.
7. Compare Forecast Results with FAA's TAF: Follow guidance in *FAA Order 5090.5, Field Formulation of the National Plan of Integrated Airport Systems and Airport Capital Improvement Program*. In part, the Order indicates that forecasts should not vary significantly from the TAF. When there is more than 10% variance in the 5-year term, or 15% in the 10-year term, documentation will be provided for careful consideration by the FAA. The aviation demand forecasts are then submitted to the FAA for their approval.

Key Activity Elements

As noted above, general aviation airport activity forecasting focuses on two key activity segments: based aircraft and aircraft operations (takeoffs & landings). Detailed breakdowns of these activity segments include:

- Aircraft fleet mix;
- Peak activity;
- Distribution of local and itinerant operations; and
- Determination of the critical aircraft (also referred to as the design aircraft).

The critical aircraft represents the most demanding aircraft type or family of aircraft that uses an airport on a regular basis (a minimum of 500 annual takeoffs & landings per year). Per AC 150/5000-17, Critical Aircraft and Regular Use Determination, the critical aircraft is used to establish a variety of FAA design categories, which then establish design standards for airfield facilities. FAA airport design standard groupings reflect the physical requirements of specific aircraft types and sizes. Design items, such as runway length evaluations, are determined by the requirements of current/future critical aircraft. The activity forecasts also support the evaluation of several demand-based facility requirements including runway and taxiway capacity, aircraft parking, and hangar capacity.

Table 3-1 describes the data sources used in this chapter.

Table 3-1: Forecasting Data Sources

Source	Description
FAA National Based Aircraft Inventory Program	The FAA National Based Aircraft Inventory Program database assigns all eligible active civilian aircraft to individual airports, as reported and verified by airport owners. Aircraft reported by more than one airport are researched by airport management, with the final resolution approved by FAA. Inactive and other aircraft that do not meet FAA criteria may be listed, but they are not included in the airport's current "validated count." The FAA requires airport owners to update their counts periodically to reflect changes in activity. The accuracy of based aircraft counts at individual airports has improved significantly with more consistent airport verification and reporting. The current level of verification was not common in previous airport master plan data.
FAA Terminal Area Forecast (TAF)	The FAA TAF, published in January 2024, was used in this forecast evaluation. The TAF provides historical data and long-term projections for annual operations and based aircraft at all NPIAS airports, including MMV. The forecasts are based on overall growth rates assigned by FAA and do not necessarily correspond to the previous airport master plan, or other existing forecasts. The airport master plan's recommended based aircraft and operations forecasts will be compared to the TAF as part of the FAA forecast review/ approval process.
FAA National Aerospace Forecast	The 2023-2043 Aerospace Forecast was referenced in this forecast evaluation. The FAA Aerospace Forecast is a national level forecast of civil aviation activity that helps guide local forecasts by serving as a point of comparison between local and national trends.
Traffic Flow Management System Counts (TFMSC)	The TFMSC includes data collected from FAA instrument flight rules (IFR) flight plan filings. This activity is categorized by aircraft type and it provides airport origin-destination and time of day information for all flights. The advantage of the TFMSC data is its degree of detail and insights into the more demanding aircraft operating at the Airport, such as jets and turboprops, that regularly file IFR flight plans. TFMSC data is the most reliable indicator of business aviation activity at the Airport, which is critical in documenting activity required for critical aircraft designation and the operations fleet mix.
State Aviation System Plans	The Oregon Aviation Plan (OAP v6.0) is the current state aviation system plan for Oregon, adopted in 2019. OAP v6.0 includes facility data, activity forecasts, system-wide minimum standards and performance measures for Oregon's public-use airports.

Table 3-1: Forecasting Data Sources

Source	Description
Socioeconomic Data	Socioeconomic data is provided by data vendor Woods & Poole, Inc. (W&P). Population data are provided by the Portland State University - Population Research Center (PRC). The PRC produces the annual population estimates and long-term forecasts for Oregon and its counties and cities, as well as the estimates by age and sex for the state and its counties. These estimates are used by the state and local governments, various organizations, and agencies for revenue sharing, funds allocation, and planning purposes. The 2023-2073 PRC population forecast is the primary resource for evaluating changes in local area population during the airport master plan 20-year planning horizon. The W&P datasets for Yamhill County were used for this analysis. The W&P data provides 124 data categories with historical records from 1970 to 2019 and forecasts through 2050. Data categories considered include population, employment, earnings and income, and gross regional product.
Previous Airport Planning	The 2004 Airport Layout Plan Report provides the most recent FAA-approved airport layout plan (ALP) drawing for the Airport. More recent project design and environmental documents also provide valuable information.
Fixed Base Operator (FBO)	Historical fuel flowage data provided to airport management by the airport tenants providing aircraft services was reviewed. This information was consulted when developing aircraft operations forecasts.

Source: Century West Engineering

FAA Forecast Terminology

Aircraft Operation
A count of a takeoff, landing, or touch-and-go. Each time an aircraft touches the runway to takeoff or land, it counts as an operation.

Aircraft Approach Category (AAC)
Classification of an aircraft by approach speed, with A being the slowest and E being the fastest.

Airplane Design Group (ADG)
Classification of an aircraft by its size (wingspan and tail height) with I being the smallest and VI being the largest.

Airport Reference Code (ARC)
Used to determine facility size and setback requirements. The ARC is a composite of the AAC and ADG of the critical aircraft. ARC is no longer used in FAA Advisory Circulars. Instead AAC and ADG are identified independently. Though the term is no longer in use, previous studies described in this document may reference ARC.

Based Aircraft
Aircraft that are stored at the Airport either full-time or seasonally (more than half a calendar year).

Critical Aircraft
The most demanding aircraft, or family of aircraft (in terms of size and/or speed) generating at least 500 annual operations at an airport. The critical aircraft is used to establish the applicable AAC and ADG (for existing and forecast activity).

General Aviation (GA)
Aviation activities conducted by recreational, business, and charter users not operating as airlines under FAR Part 121, Part 135, or military regulations.

Air Taxi
Aviation activities conducted by on-demand or scheduled operators certified under FAR Part 135. The majority of air taxi activity is conducted with aircraft also operated by general aviation users.

Itinerant Operation
An operation that originates at one airport and terminates at a different airport. For example, an aircraft flying from the Airport to another airport.

Local Operation
An operation that originates and terminates at the same airport. For example, an aircraft takes off from the Airport, remains near the airport to practice flight maneuvers, and then lands at the Airport. Touch-and-go operations occur in the airport traffic pattern and they are categorized as local operations.

Touch-and-Go
A maneuver where an aircraft lands and takes off without leaving the runway. A touch-and-go is counted as two aircraft operations.

Source: Century West Engineering, FAA and industry terminology.

Population and Economic Conditions

POPULATION

Historical population and economic data for the region was presented in Chapter 2. This section describes existing long-term population and economic forecasts for reference. Long-term population and economic forecasts are summarized in **Tables 3-2 and 3-3**.

The Population Research Center at Portland State University (PRC-PSU) prepares long-term population forecasts for the state of Oregon, counties, and cities. These data are used by local government to project future demand for services, housing, and to effectively manage growth as required by the State of Oregon land use planning law. The current PSU Coordinated Preliminary Population Forecast for Yamhill County was published in December 2023. The forecast provides projections for the county, its established Urban Growth Boundaries (UGB) for incorporated cities, and the unincorporated areas outside UGBs. The forecast uses a 2023 base year and provides projections through 2070. The 2043 projection coincides with the end of the current airport master planning period and provides relevant information about long term expectations for the population of the McMinnville UGB and Yamhill County.

The population within an airport's service area, in broad terms, affects the type and scale of aviation facilities and services that can be supported. Changes in population often reflect broader economic conditions that may also affect airport activity. The service area for MMV extends beyond McMinnville and includes greater Yamhill County. Although the McMinnville UGB currently represents nearly one-third of Yamhill County population, it is apparent that the Airport's primary service area extends beyond the local community. For the purpose of forecasting aviation activity, an evaluation of both Yamhill County and City of McMinnville population provides the best indication of future changes that may affect the Airport.

The PSU forecast projects similar long-term growth trends for both Yamhill County and the McMinnville UGB, with annual population growth averaging just under 1% through 2043. The projected net increase in population for these areas during the next 20 years is about 18%. Several other nearby communities are also expected to experience similar, or slightly higher growth rates.

The State of Oregon's population is forecast to increase at annual rate of approximately 0.58% during the next ten years, or about 6% overall. A detailed summary of the population forecasts for the State, County, UGBs, and the area outside UGBs is presented in **Table 3-2**.

Table 3-2: Population Forecast Summary

	AAGR[1]	2023[4]	2028	2033	2038	2043	Percent Change
Oregon[2]	0.57%	4,296,626	4,408,000	4,546,600	-	-	5.82% (10 years)
Yamhill County	**0.85%**	**109,743**	**115,972**	**121,263**	**125,879**	**129,870**	**18.34%**
Amity UGB	1.02%	1,826	1,964	2,071	2,162	2,236	22.45%
Carlton UGB	1.11%	2,425	2,541	2,715	2,877	3,023	24.66%
Dayton UGB	0.80%	2,704	2,981	3,061	3,122	3,172	17.31%
Dundee UGB	0.62%	3,265	3,420	3,519	3,607	3,695	13.17%
Gaston UGB[3]	-7.03%	674	151	150	152	157	-76.71%
Lafayette UGB	1.19%	4,714	4,923	5,259	5,605	5,976	26.77%
McMinnville UGB	**0.83%**	**34,612**	**37,043**	**38,510**	**39,773**	**40,873**	**18.09%**
Newberg UGB	1.51%	26,728	29,421	31,768	34,003	36,102	35.07%
Sheridan UGB	0.56%	5,987	6,460	6,588	6,665	6,695	11.83%
Willamina UGB	1.30%	1,371	1,497	1,608	1,702	1,775	29.47%
Yamhill UGB	0.65%	1,226	1,287	1,334	1,369	1,395	13.78%
Outside UGB Areas	-0.02%	24,879	24,283	24,680	24,841	24,771	-0.43%
Total		109,743	115,972	121,263	125,879	129,870	18.34%

Source: Population Research Center, Portland State University, December 2023.
1. AAGR 2023-2043, except Oregon (2023-2033)
2. Oregon's Annual Population Forecast 2023-2033
3. Gaston City is located within Yamhill and Washington County
4. 2023 Annual Population Report April 16, 2024

EMPLOYMENT

Oregon Employment Department (OED) data indicates the total employment for Yamhill County in 2022 was 37,852. OED data indicate that between 2013 to 2022 nonfarm employment in Yamhill County increased at an average of 1.64% per year, with nearly all employment sectors experiencing growth. Annual employment levels fluctuated within a range of 32,173 to 37,852 during the ten-year period, within a moderate growth trend. Average income among all industries was $52,160, compared to the Oregon average of $66,342. As noted in Chapter 2, the leading employment sectors in Yamhill County include manufacturing, health care, retail, leisure and hospitality, and education. The county's employment base is relatively diverse and has experienced contractions and recoveries similar to Oregon as a whole during economic downturns. During the post-COVID period, unemployment levels have ranged from 3% to 4.5%. Peak unemployment levels during the height of the Great Recession and the COVID-19 pandemic were similar at 13.3% and 11.9% respectively. Historical unemployment rates for the local four-county region are presented in **Figure 3-1**.

The December 2023 OED Industry Employment Projection for the local four county region (Linn, Marion, Polk, and Yamhill) is presented in **Figure 3-2**. OED predicts a 10% increase in employment for the region between 2022 and 2032, which mirrors its employment forecast for Oregon (statewide). Based on current forecasts, employment levels will grow at just under 1% annually during the 10-year period. The forecast population and economic growth within the region (service area for MMV) is expected to contribute to increased aviation demand in the master planning horizon.

Figure 3-1: Historical Unemployment (Yamhill and Adjacent Counties)

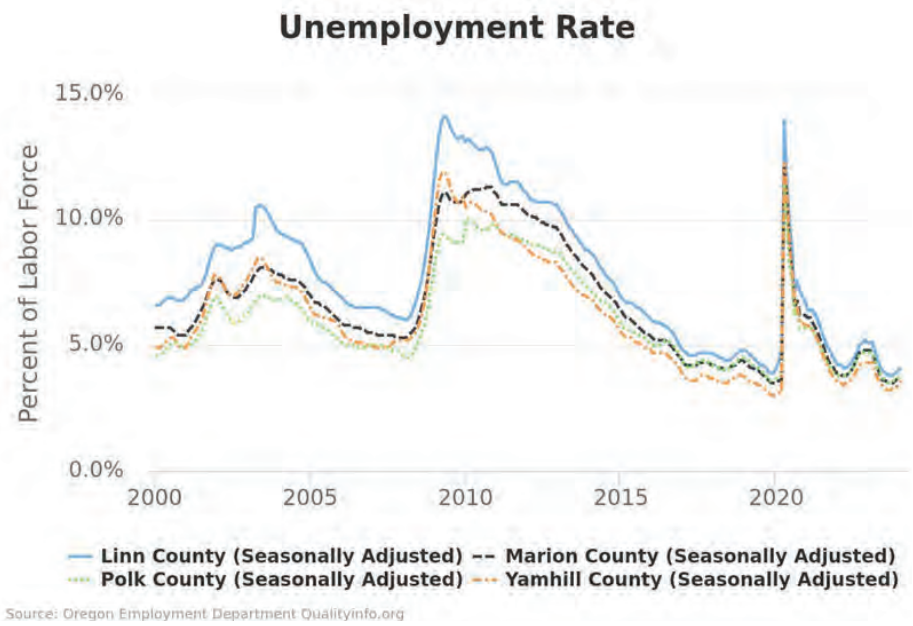


Figure 3-2: Projected Employment by Industry

Industry Employment Projections, 2022-2032 Linn, Marion, Polk, and Yamhill Counties	2022	2032	Change	% Change
Total employment	**297,600**	**326,400**	**28,800**	**10%**
Total payroll employment	277,500	304,900	27,400	10%
Total private	222,800	247,700	24,900	11%
Natural resources and mining	18,900	20,300	1,400	7%
Mining and logging	1,100	1,100	0	0%
Construction	18,200	20,900	2,700	15%
Manufacturing	26,900	28,600	1,700	6%
Durable goods	16,300	17,600	1,300	8%
Wood product manufacturing	4,600	4,800	200	4%
Nondurable goods	10,600	11,100	500	5%
Food manufacturing	5,100	5,300	200	4%
Trade, transportation, and utilities	46,200	50,300	4,100	9%
Wholesale trade	6,600	7,100	500	8%
Retail trade	28,200	28,900	700	2%
Transportation, warehousing, and utilities	11,500	14,200	2,700	23%
Information	2,200	2,500	300	14%
Financial activities	10,700	10,900	200	2%
Professional and business services	22,100	24,700	2,600	12%
Administrative and support services	11,000	11,600	600	5%
Private educational and health services	45,900	53,300	7,400	16%
Health care and social assistance	39,500	46,100	6,600	17%
Health care	29,400	34,200	4,800	16%
Leisure and hospitality	23,000	26,800	3,800	17%
Accommodation and food services	20,700	23,900	3,200	15%
Accommodation	1,500	1,800	300	20%
Other services	8,700	9,400	700	8%
Government	54,700	57,200	2,500	5%
Federal government	2,100	2,100	0	0%
Federal government post office	800	700	-100	-13%
State government	24,100	25,400	1,300	5%
Local government	28,500	29,700	1,200	4%
Local government education	16,000	15,900	-100	-1%
Self-employment	20,100	21,500	1,400	7%

Source: Oregon Employment Department, Workforce and Economic Research Division; Published: December 21, 2023

National General Aviation Activity Trends

The first quarter of the 21st Century has presented numerous challenges for the General Aviation (GA) industry. On a national level, most measures of GA activity declined sharply during the Great Recession, rebounded, then declined and rebounded again during and after the COVID-19 pandemic.

Aircraft manufacturing, for example, hit a low point in 2010 after several years of growth, then rebounded and experienced relatively stable year-over-year growth through 2023 with one notable exception. The COVID-19 pandemic abruptly slowed worldwide deliveries of GA aircraft in 2020, yielding a 11.8% (418 aircraft) decrease compared to 2019. During this period, business jet deliveries declined by 18.5% (247 aircraft), turboprops by 15.6% (82 aircraft), and helicopters by 19.2% (168 aircraft), while piston-powered aircraft declined by less than 1% (3 aircraft). Deliveries for 2023 continued to show signs of recovery with four consecutive years of net increases. 4,070 civil aircraft deliveries were recorded in 2023, which represents a 30.6% increase (953 aircraft) over the recent low from 2020[1].

The FAA performs an annual assessment of U.S. civil aviation through its FAA Aerospace Forecast. The 20-year forecasts are updated annually by evaluating recent events and established trends affecting a wide range of commercial and GA segments. Broad economic conditions and current forecasts are examined in order to provide reasonable expectations for aviation within the broader U.S. and global economy. The FAA forecasts examine in detail several key aviation industry indicators including fuel prices, production, and supply; aircraft manufacturing trends; aircraft ownership trends; fleet and pilot attrition; flight training trends; advances in fuel, engine, avionics, and airspace technology (ADS-B NextGen, etc.); and on-demand air travel. This array of factors is reflected in the FAA's overall assessment of future U.S. aviation activity. The 2024-2044 forecast factored in the post-COVID-19 pandemic response period (through 2023) in both historical data and forecasts. Overall, the long-term outlook for general aviation is notably stronger than presented in the 2023-2043 forecast.

The active U.S. GA fleet has fluctuated within a slight overall decline since 2001. This trend coincides with other GA industry trends including aviation fuel consumption, hours flown, IFR enroute air traffic, operations at towered airports, active pilots, etc. The total U.S. GA fleet in 2023 was 209,730, down about 6% since 2010. However, it is worth noting that GA fleet has experienced four consecutive years of modest growth since 2020. The strongest growth among aircraft segments is for turbojets and light sport aircraft.

The FY 2024-2044 Aerospace Forecast predicts that the active GA aircraft fleet will grow at an average annual rate of approximately 0.4% through 2044 (forecast assumptions summarized below). Although the FAA maintains a favorable long-term outlook for general aviation, many of the activity segments associated with piston engine aircraft and aviation gasoline (AVGAS) consumption are not projected to return to "pre-Great Recession" levels within the 20-year forecast.

Key takeaways from the FAA 2024-2044 Aerospace Forecast Highlights are summarized below:

Positive Activity Indicators

- Turbine aircraft (turboprop, turbojet, helicopter) fleet and hours flown will grow.
- Sport and Experimental aircraft fleet and hours flown will grow.
- Piston Rotorcraft fleet and hours flown will grow.
- Jet fuel consumption will grow.
- The number of active Sport, Commercial, Airline Transport, Rotorcraft only, and Instrument rated pilots will grow.
- Total GA fleet will grow.
- GA Enroute IFR air traffic will grow.
- GA Operations at towered airports will grow.

1 GAMA Aircraft Shipment Report (2023 year end).

Negative Activity Indicators

- Fixed-wing Piston aircraft fleet and hours flown will decline.
- AVGAS consumption will decline.
- The number of active Private pilots will decline.

The cited measures of national general aviation activity are intended to reflect the broad expectations defined by FAA, which have varying relevancy to MMV. A growing percentage of the single-engine aircraft based at the Airport are kit-built or light-sport aircraft (LSA). These aircraft have very similar facilities and operational requirements as traditional single-engine piston (SEP) aircraft, and for planning purposes are included in the SEP group.

It is recognized that trends experienced at individual airports often deviate from system wide trends, and generally reflect localized factors. In its current forecast, the FAA expects general aviation to experience modest growth overall. The FAA's annual growth assumptions for individual general aviation activity segments are summarized in **Table 3-3**.

Table 3-3: FAA Long Range Forecast Assumptions (U.S. General Aviation)

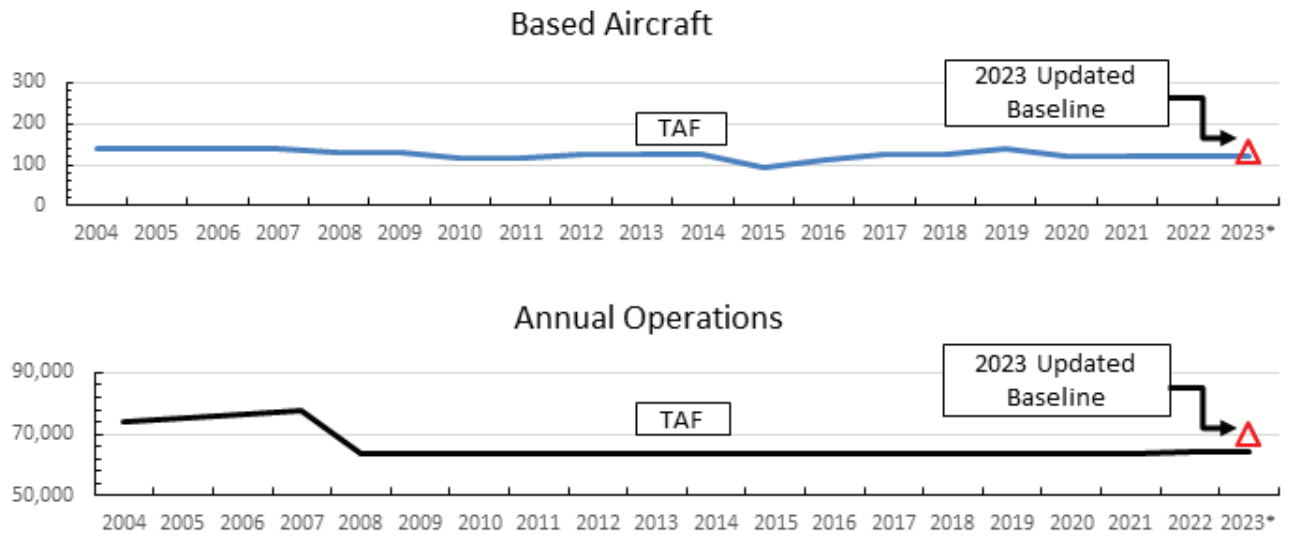
Activity Component	Forecast Average Annual Growth Rate (2024-2044)
Aircraft in U.S. Fleet	
Single Engine Piston Aircraft in U.S. Fleet	-0.20%
Multi-Engine Piston Aircraft in U.S. Fleet	-0.30%
Turboprop Aircraft in U.S. Fleet	1.00%
Turbojet Aircraft in U.S. Fleet	2.60%
Experimental Aircraft in U.S. Fleet	0.70%
Light Sport Aircraft in U.S. Fleet	3.00%
Piston Helicopters in U.S. Fleet	0.80%
Turbine Helicopters in U.S. Fleet	2.00%
Active GA Fleet (# of Aircraft)	0.40%
Active Pilots in U.S.	
Sport Pilots	2.40%
Private Pilots	-0.10%
Commercial Pilots	0.10%
Airline Transport Pilots	0.70%
Instrument Rated Pilots	0.40%
Student Pilots (Indicator of flight training activity)	-- (SEE NOTE 1)
Active GA Pilots (All Ratings, Excluding Student Pilots)	0.40%
Hours Flown in U.S.	
Fixed Wing Piston Aircraft	-0.70%
Fixed Wing Turbine Aircraft	2.10%
Rotorcraft Piston Aircraft	1.50%
Rotorcraft Turbine Aircraft	2.20%
Experimental Aircraft	1.20%
Light Sport Aircraft	3.50%
Total GA Fleet Hours	0.80%
Fuel Consumption in U.S.	
AVGAS (Gallons consumed - GA only)	-0.50%
Jet Fuel (Gallons consumed - GA only)	1.70%

Source: FY 2024-2044 FAA Aerospace Forecast
1. Change in FAA certificate expiration; now excluded from forecast

TERMINAL AREA FORECAST

The FAA Terminal Area Forecast (TAF) for MMV, published January 2024, provides historical and forecast data for the period 1990-2050. Historical TAF based aircraft and annual aircraft operations data for the period following the last master plan (2004-2023) are presented in **Figure 3-3**. It is noted that historical TAF data are not verified but provide a general frame of reference for the current planning evaluation. The 2023 baseline activity levels developed for the master plan (see **Table 3-6**) are depicted for reference.

Figure 3-3: FAA Terminal Area Forecast (MMV) - 2004-2023 Historical Data



INSTRUMENT FLIGHT PLAN DATA (TFMSC)

The FAA tracks flight activity for aircraft operating under instrument flight rules (IFR) in the national airspace system using Traffic Flow Management System Counts (TFMSC). The TFMSC data captures all filed civil aircraft instrument flight plans by originating or destination airports. For planning purposes, military aircraft are not included in the FAA instrument flight plan data.

A 10-year summary of TFMSC instrument flight plan data for MMV is provided in **Table 3-4**. The data are summarized by aircraft approach category (AAC) and airplane design group (ADG). These designations are similar to those previously used by FAA to define Airport Reference Code (ARC). See T**able 3-10**, presented later in this chapter, for information about the AAC and ADG categories.

TFMSC data provides a reliable accounting of instrument flight plans filed to and from an airport and includes relevant aircraft-specific data such as type, AAC and ADG. However, TFMSC data only includes aircraft that have an active instrument flight plan filed on arrival or departure to/from the facility. This means that operations by aircraft that cancel their IFR flight plan enroute and proceed under VFR, or aircraft that depart an airport VFR and file an IFR flight plan enroute are not included in the count. To account for those operations, FAA directs planners to normalize the data by examining TFMSC-reported arrivals and departures, identify the higher of the arrival or departure count by aircraft type and multiply by two, effectively balancing arrivals and departures by aircraft type. This accounts for any operations performed under VFR and not included in the TFMSC data.

For non-towered airports such as MMV, TFMSC data provides the only tabulated operational data specifically attributed to the airport. Although IFR flight plans account for only a small percentage of aircraft operations at most non-towered airports, they reliably capture the majority of activity generated by turbine business-class aircraft, which operate predominantly on IFR flight plans. At MMV, this data provides the best indication of business class turbine aircraft activity for the purposes of defining the critical aircraft for the primary runway.

Table 3-4: MMV – Instrument Flight Plan Data – Annual Aircraft Operations (2014-2023)

AAC/ADG	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	10-year Average
A-I	884	878	1,040	528	706	1,156	1,332	1,286	1,530	1,392	1,073
A-II	76	74	108	170	136	230	106	198	224	280	160
B-I	322	460	460	288	310	386	230	304	336	422	352
B-II	430	358	404	184	284	418	390	402	414	368	365
B-III	18	20	22	6	12	10	2	12	4	4	11
C-I	38	34	28	8	44	28	6	22	6	26	24
C-II	144	178	124	82	98	166	90	142	208	280	151
C-III	4	4	34	26	28	16	20	16	30	26	20
C-IV	0	0	0	0	0	0	0	0	0	2	0
D-I	6	0	4	0	0	0	0	0	0	2	1
D-II	8	32	4	0	4	4	0	6	0	6	6
D-III	0	4	2	12	4	2	10	6	0	2	4
E-III	0	0	0	0	0	0	2	0	0	0	0
Heli	270	312	158	66	58	164	74	94	126	166	149
No Data	74	56	52	62	62	60	88	64	114	102	73
TOTAL	2,274	2,410	2,440	1,432	1,746	2,640	2,350	2,552	2,992	3,078	2,391

Source: FAA TFMSC Report – 04/15/24 (McMinnville Municipal Airport); operations are normalized

Details about aircraft usage will be provided in the aircraft fleet mix and critical aircraft sections, later in the chapter. However, the 2023 data presented in **Table 3-4** indicates that MMV accommodated 972 operations by ADG II or larger aircraft, and 1,128 operations from AAC B or above aircraft. This level of activity is sufficient to support a B-II critical aircraft for the primary runway. The volume of AAC C or D operations in 2023 totaled 340, which is below the FAA-defined threshold of 500 annual operations required for critical aircraft designations. It is assumed that the majority of the AAC B, C, and D instrument activity at MMV is accommodated on Runway 4/22.

Current Aviation Activity

New aviation activity forecasts are required for the master plan's 20-year planning period (2023-2043). Calendar year 2023 was used as the baseline to define current activity and the projections of based aircraft and aircraft operations (takeoffs and landings). Detailed breakouts of fleet mix and other operational factors will be applied to the recommended forecasts.

BASED AIRCRAFT

An updated count of 128 based aircraft at MMV was verified by airport management and FAA in January 2024 following a detailed review of the FAA's National Based Aircraft Inventory (www.basedaircraft.com). This update provides the "validated count" based aircraft, using FAA criteria, to represent the baseline activity level for the master plan evaluations. It is noted that an additional 40 aircraft are listed in the airport inventory but are not included in the validated count for a variety of reasons. These include invalid registrations, expired airworthiness certificates, or duplicate listings (aircraft shown at more than one airport). In the event that a significant number of these aircraft are returned to active service or otherwise are verified on site in the future, it could result in growth that may exceed the recommended forecast rate.

A total of 7 gliders are noted "below the line" in the inventory report, but based on current FAA counting criteria, gliders (and ultra lights) are not included in either the airport inventory or validated counts. Lastly, it is important to note that aircraft located off airport property (e.g., TTF aircraft) are not included in the Airport's based aircraft inventory, based on current FAA criteria.

For the purpose of comparing current based aircraft with activity documented in the 2004 ALP Report, it is noted that gliders (21) and TTF aircraft (19 - Evergreen) were previously included in the 150 based aircraft total for 2003 (baseline).[2] Using current FAA counting criteria, the total would be 110 aircraft. This indicates that the number of based aircraft at MMV increased by 18 aircraft (+16.4%) between 2003 and 2023. The 2023 based aircraft total for MMV is summarized in T**able 3-5**.

Table 3-5: Based Aircraft And Fleet Mix (2023)

Aircraft Type	
Single-Engine	100
Multi-Engine	7
Jet	2
Helicopter	19
Total	**128**

Source: FAA National Based Aircraft Inventory Report – 01/15/24 (Validated Count McMinnville Municipal Airport)

The new validated based aircraft count for the Airport was approved and accepted by FAA in January 2024. The FAA requires that the (2023) validated count serve as the common baseline for all based aircraft forecast models in the Airport Master Plan. Other existing FAA data sources reporting based aircraft (5010-1 Airport Record Form, Terminal Area Forecast, etc.) will be updated for consistency with the current validated count.

Aircraft Operations

Since MMV is a non-towered airport, actual air traffic counts are not generated. Based on limited data availability, developing an estimate of current operations by reviewing known activity segments is recommended. The baseline estimate represents a combination of locally based and transient activity, which includes instrument flight plan data (TFMSC). The (2023) baseline will be used for all forecast operations models developed for the master plan. Additional operational details are summarized below and in **Table 3-6**.

FAA Automatic Dependent Surveillance – Broadcast (ADS-B) data is becoming increasingly available as a source to verify actual aircraft activity, including activity at specific airports. However, current ADS-B applications are limited and do not provide fully detailed datasets for airports like MMV. It is anticipated that in the future, ADS-B will provide increasingly accurate assessments of aircraft activity that are compiled system wide.

FLIGHT TRAINING

MMV accommodates fixed wing and helicopter flight training activity, from both locally based flight schools and transient flight training aircraft from several nearby airports. The MMV-based flight schools were surveyed to provide information about their aircraft fleets, volume of flight activity, active students, etc. Their flight training activities include pattern work (touch and goes), local area flight training, itinerant flight training (cross country flights, etc.), and practice instrument approaches. Off-airport flight schools were contacted to provide basic information about their use of MMV. These operators do not maintain detailed activity data specific to MMV, so estimates of activity were made based on reported typical weekly or daily use. The majority of this flight training consists of pattern work and practice instrument approaches.

Jerry Trimble Helicopters (JTH)

Jerry Trimble Helicopters (JTH) provides helicopter and fixed wing flight training from their MMV base. JTH's current fleet consists of 11 aircraft including piston and turbine helicopters, and single-engine and multi-engine piston aircraft. In 2023, JTH averaged 25 active students and 10 certified flight instructors (CFI). Their current activity split is approximately 75% helicopter/25% fixed wing. JTH indicates that the current ratio of students / instructors / aircraft at their MMV base is near optimal in efficiency and there are no current plans to expand operations. Hangar capacity at MMV is also cited as factor limiting growth in JTH's operations. In calendar year 2023, JTH reported a total of 5,368 logged flight hours, with 3,956 flight hours for helicopters and 1,412 flight hours for fixed wing aircraft. The hourly flight activity is translated into aircraft operations by using average utilization ratios in **Table 3-6**, at the end of this section.

2 2004 McMinnville Municipal Airport ALP Report – Table 3-3 MMV Based Aircraft (2003)

Potcake Aviation

Potcake Aviation, the local fixed base operator (FBO), provides fixed wing aircraft flight training with two single-engine piston aircraft, with plans to add a multi-engine piston aircraft. In 2023, Potcake averaged 2 to 3 active students and 1 to 2 certified flight instructors (CFI). Potcake reported a total of 127 logged flight hours in its single-engine aircraft fleet in 2023. As with JTH, this flight activity was also translated into aircraft operations by using average utilization ratios in **Table 3-6**.

Area Flight Schools

As part of the master plan data collection, local users reported significant flight training activity at MMV generated by off-airport flight schools. The consultant identified 11 area flight schools located within 25 nautical miles of MMV. The use of multiple airports is common practice among area flight schools to effectively manage their aircraft fleets and avoid over-congestion. When contacted, five of the eleven schools were either non-responsive or indicated that they do not regularly operate at MMV. The remaining six schools indicated that they regularly operate at MMV for fixed wing aircraft flight training. The operators reported multiple trips daily/weekly from airports including Aurora State, Independence State, Albany, Twin Oaks, Chehalem Airpark, and Hillsboro. Since MMV is not the primary airport for these operators, detailed records of aircraft activity at MMV are not maintained. The evaluation focused on their typical use and estimated volumes for specific types of training activities. The operators report using MMV primarily for pattern work (touch and go landings, etc.) and practice instrument approaches. The operators report that MMV is an ideal airport for flight training, and the simplified airspace associated with a non-towered airport is a major factor in its use and convenience.

For planning purposes, the volume of transient aircraft flight training activity at MMV is estimated at 400 operations per week, or about 21,000 operations annually. The fleet of transient flight training aircraft that regularly operate at MMV is estimated to be greater than 50. This flight activity is included in the baseline operations estimated in **Table 3-6**.

AIRCRAFT OPERATIONS – BASELINE (2023)

The estimate of current aircraft operations at MMV is based on six activity segments: three flight training groups (locally based helicopter, locally based fixed wing, and transient fixed wing); locally based commercial operators; other general aviation flight activity; and military activity.

Locally based flight school operators were surveyed about their current volume of flight activity. Based on survey responses, activity was estimated using the reported flight hours and an average of 5 operations per flight hour. This hourly average captures the combination of multiple touch and go landings when aircraft are conducting pattern work, and individual takeoffs or landings on training flights outside the pattern (VFR practice area, cross country flights, etc.). The combination of MMV-based fixed wing and helicopter flight training activity is currently estimated to exceed 27,000 annual operations.

The annual activity generated by area flight schools noted above is based on an estimate of 400 operations per week on a year-round basis. This flight volume reflects regular use of the Airport, which consists primarily of pattern work and practice instrument approaches in visual conditions. Although daily or seasonal peaks may exceed these levels, the weekly average reflects variable weather-related and seasonal reductions, common with flight training. Overall, this activity is currently estimated to exceed 21,000 annual operations.

Locally based commercial users at MMV (Precision, and NW Air Repair) generate activity through their own aircraft and transient maintenance customers. This fixed wing and helicopter activity is estimated at 1,000 operations per year. Precision reports that a large percentage of their fleet's flight activity is not generated at MMV since their aircraft are often assigned to extended contracts away from the Airport. NW Air Repair reports a steady volume of transient piston engine aircraft service customers on a weekly basis, in addition to their MMV-based customer base.

The input used to estimate general user activity involves assigning a common aircraft utilization factor to the non-duplicated based aircraft. The operations to based aircraft (OPBA) ratio is a common method of estimating air traffic at non-towered airports. With flight training accounted for, this OPBA captures other activity from locally

based aircraft and transient aircraft, including the 2,866 operations documented in the FAA's TFMSC instrument flight plan data for 2023. Based on the 2023 non-duplicated validated based aircraft count (128-14=114) and an OPBA of 175, this activity is estimated at 19,950 annual operations. It is noted that the equivalent full OPBA in 2023 for all MMV based aircraft, including flight training aircraft is 543 (excluding military activity).

Military activity at MMV is limited and typically consists of helicopters and fixed wing aircraft, including Oregon Air National Guard aircraft. The FAA Terminal Area Forecast (TAF) currently lists 1,500 annual military operations for MMV, although there is no record of specific activity. For planning purposes, 500 annual operations are assumed, which includes common training activities, search and rescue flights and responses to extreme weather events or natural disasters. It is noted that a variety of military aircraft, including large transports, conduct practice instrument approaches at MMV without completing full landings. These flights are not included in the aircraft operations totals.

Table 3-6 summarizes the estimate of MMV aircraft operations for 2023. It is noted that the updated baseline (69,942) is 8.6% higher than the FAA TAF annual operations total (64,418) for 2023.

Table 3-6: Baseline – MMV Air Traffic Estimate (2023)

	Activity Segment	Base Metric (Aircraft Fleet) (1)	Factor 1 Flight Hours (2)	Factor 2 Multiplier (3)	Total Operations
A	MMV-Based Flight Training (HELI)	8	3,956	5	19,780
B	MMV-Based Flight Training (FW)	6	1,539	5	7,695
C	Other Area Flight Schools Training (FW/HELI)				21,073
D	MMV Commercial Tenant Activity (FW/HELI)				1,000
E	Non-Duplicated MMV-Based Aircraft OPBA (4)	114		175	19,894
F	Military				500
	Total Aircraft Operations (2023)				**69,942**

1. Number of active aircraft (2023), reported by operators.
2. 2023 flight hours reported by MMV-based operators.
3. Average operations per flight hour (estimated by CWE) based on common aircraft utilization in flight training.
4. OPBA Ratio, consistent with FAA NPIAS guidance, includes TFMSC activity.

MMV AVIATION FUEL ACTIVITY

Aircraft fueling data provides a general indication about an airport's activity trends over time. The ability to compare overall fueling volumes and volumes by grade often provides some insight into aircraft-specific activity. **Table 3-7** summarizes the MMV aviation gasoline (AVGAS) and jet fuel sales for 2018-2023 previously presented in Chapter 2.

Table 3-7: Historical Fuel Sales (MMV)

	2018	2019	2020	2021	2022	2023
AVGAS	16,490	13,487	21,220	27,702	75,309	82,231
Jet Fuel	120,141	157,096	106,504	138,341	155,251	174,111
Total	**136,631**	**170,583**	**127,724**	**166,043**	**230,560**	**256,342**

Source:

AVGAS

The fuel data highlight a significant increase in volume during the 6-year period that is partly due to the addition of reporting by Jerry Trimble Helicopters beginning in 2022. To illustrate this, the AVGAS volume in 2022 increased by 172% (+47,607 gallons) over 2021, but increased by 9% (+6,922) in 2023. Assuming similar AVGAS volumes in the preceding four years, MMV would have likely experienced mostly single-digit percentage annual increases during this period.

This is important to note since it represents a stronger local trend compared to national AVGAS consumption during this period (+0.3% annual average growth 2010-2023), and it significantly outperforms the current FAA long-term forecast decline (-0.5% annual average) in AVGAS consumption through 2044. It is evident that local AVGAS consumption is heavily influenced by MMV-based flight instruction (piston fixed wing aircraft and helicopters) that is combined with demand generated by other based aircraft (90%+ piston) and transient piston aircraft. The large volume of piston engine flight training activity generated by aircraft based at other nearby airports does not appear to significantly affect AVGAS demand at MMV since most of the aircraft fuel at their home airports.

It is recognized that future AVGAS consumption will be affected by external regulatory changes, the ability to bring the next generation AVGAS blend(s) to market for full adoption, and growth in aircraft electrification adoption or use of alternate fuels. However, the recent historical AVGAS trend at MMV documents strong underlying aeronautical demand that is expected to continue during the current 20-year planning period.

Jet Fuel

Jet fuel sales at MMV during this period reveals strong growth in business aviation activity driven by turbine aircraft. The linear trend line projection for 2018-2023 jet fuel sales reflects an average annual growth rate (AAGR) of approximately 6.38% with moderate year-to-year fluctuations, and one year of significant drop during the COVID-19 pandemic, both of which are consistent with industry trends.

The documented increase in jet fuel sales at the Airport during this period is consistent with the growth in turbine aircraft instrument flight plan activity presented in **Table 3-4**. The TFMSC data indicate that while all jet activity at MMV increased, larger business jet flights increased at a higher rate than smaller jets. In general, increased large aircraft activity would be expected to increase fueling volume overall and on a per-transaction basis.

Updated Aviation Activity Forecasts

The updated (2023) based aircraft count and aircraft operations estimate presented in **Tables 3-5** and **3-6** are used as the base for all new forecasts presented in this chapter. Since the baseline data were developed independently, they do not necessarily correspond to the TAF for 2023. TAF projections for 2023-2043 for based aircraft and annual aircraft operations are provided for FAA comparison, as required in their review and approval of master plan forecasts.

BASED AIRCRAFT

Four new based aircraft forecast models were developed by using a variety of methods, including application of historical trends (at MMV), FAA national general aviation fleet forecast rates, FAA TAF regional based aircraft forecast rates, and forecast growth in local economic output. The annual growth rates established by each of these models were applied to the 2023 based aircraft count to develop 2023-2043 forecasts. The based aircraft forecast models are briefly described below and summarized at the end of this section; **Table 3-8** and **Figure 3-4** present the preliminary based aircraft forecasts.

20-year Historical Trend

The 20-Year Historical Trend Model provides a simple evaluation of historical based aircraft at MMV over the last 20 years. As noted earlier in the chapter, the counting method currently used by FAA to determine an airport's based aircraft number is different than the method used in the 2004 ALP Report forecasts. In this case, the previous count included gliders and aircraft that operated at the Airport but were physically stored off airport property (known as TTF aircraft). These two groups of aircraft (now excluded) accounted for more than one-quarter (40 of 150) of the based aircraft listed at MMV in 2003. With these aircraft accounted for, the "adjusted" based aircraft total for 2003 was 110. The 2023 validated based aircraft count is 128, which shows a net increase of 18 aircraft (+16.4%) between 2003 and 2023. When evaluated over the 20-year period, annual growth averaged 0.7%.

The change in historic based aircraft totals for MMV from 2004 to 2023, although small, appears to be relatively consistent with actual based aircraft counts and documented hangar construction at the Airport. Significant changes have occurred at the Airport since the last master plan that are important to recognize. Evergreen a large through-the-fence operator has ceased operations at MMV. Evergreen accounted for 19 of the total based aircraft of 150 in 2004. Through-the-fence aircraft and gliders are not included in validated based aircraft counts, based on current FAA policy. A total of 21 gliders were included in the 2004 baseline for based aircraft. After subtracting Evergreen's based aircraft and the gliders, the remaining 111 aircraft may be compared to the 2023 validated based aircraft count.

Data anomalies (repeated years with no changes in aircraft totals) both before and subsequent to this period make valid assessments of those years challenging. Based on these factors, a two point 20-year (2004-2023) historic trend analysis was developed for MMV, which reflects an annual growth rate of 0.72%; and an increase of 17 aircraft (15.32% overall increase).

FAA Aerospace Forecast - General Aviation (GA) Fleet Model

The FAA produces a national forecast of commercial and general aviation (GA) activity that is updated annually. The current version, **FAA Aerospace Forecast - Fiscal Years 2024-2044**, provides 20-year projections of key activity segments from a 2023 base year. The FAA forecasts of the active GA aircraft fleet and flight activity are relevant for analysis and application to the master plan forecasting exercise for MMV.

The FAA forecast projects the active national GA and air taxi fleet by aircraft category beginning with forecast year 2024, 5-year increments from 2025 to 2040, then a final projection for 2044. The projections reflect expectations within the fleet including factors such as new aircraft manufacturing trends and fleet attrition, and broad national economic assumptions.

This forecast provides a "bottom-up" model that reflects growth expectations (raw numbers and annual growth rates) for each aircraft category independently, with the net increases/decreases tallied into totals. The forecast differentiates fixed wing aircraft, rotorcraft, experimental, and light sport aircraft. For fixed wing aircraft, the fleets are further categorized as single engine piston, multi engine piston, turboprop, and turbojet. Rotorcraft are categorized as piston or turbine.

The **FAA Aerospace Forecast GA Fleet Model** was developed by applying the forecast growth rates for each aircraft type included in the MMV based aircraft fleet over the 20-year planning period.

The model reflects long-term FAA assumptions that include declines in the single- and multi-engine piston aircraft fleet over the next 20 years, averaging -0.2% and -0.3% annually, respectively. The forecast projects the piston fleet to lose 6,280 aircraft by 2044. However, the outlook for other aircraft segments shows net increases across the board, with annual growth rates ranging from 0.7% to 3% during the forecast period. It is noted that the projected decline in the single-engine piston fleet appears to be offset by growth in light sport aircraft (LSA) and or experimental aircraft—the majority of which are single-engine piston (or electric) fixed wing aircraft. The FAA projects that fixed wing piston fleet will lose 6,280 aircraft by 2044, but the number of LSA and experimental aircraft will increase by 6,920. It is noted that approximately 16% of MMV's current single engine piston fleet are aircraft that are in the LSA or experimental category.

Reflecting the mix of aircraft types based at MMV, a composite annual growth rate of 0.27% is generated in this model. The **FAA Aerospace Forecast GA Fleet Model has an average annual growth rate (AAGR) of 0.27%**, which projects an increase of 7 aircraft, from 128 to 135, during the 20-year planning period (2023-2043). This model produced a 5.5% net increase in based aircraft over the 20-year planning period.

This composite fleet model reflects modest growth expectations for the national GA fleet during the next 20 years. However, it is important to note that MMV has largely avoided the national declines documented system wide by FAA over the last 20 years for piston aircraft activity, in part due to growth in locally based flight training. This suggests that local or regional factors may not completely align with national trends and future expectations in the industry.

Non-Towered FAA Northwest Mountain Region Trend

The FAA Terminal Area Forecast (2023-2043) for the Northwest-Mountain Region (OR, WA, ID, MT, WY, UT, CO) projects that the based aircraft fleet will grow at an average annual rate of 0.82% between 2023 and 2043 for all GA non-towered airports. This indicates that although the forecast rate of growth is modest, the seven-state region is expected to be among the strongest in the nation for GA based aircraft growth over the next 20 years.

The **FAA TAF Northwest Region Model has an average annual growth rate (AAGR) of 0.82%**, which projects an increase of 23 aircraft, from 128 to 151, during the 20-year planning period (2023-2043). This model produced an 18% net increase in based aircraft over the 20-year planning period.

Yamhill County Gross Regional Domestic Product Forecast

Woods & Poole Economics, Inc. (W&P) forecasts[3] of Gross Regional Domestic Product (GDP) for Yamhill County and the state of Oregon were reviewed to gauge long term economic expectations as a potential indicator of airport activity trends. The use of regional socioeconomic conditions as a broad indicator of aviation activity is a generally accepted practice in instances where historical aviation data are limited. Although this model does not assume a statistical correlation between airport activity and regional economic output, it does assume that changes in airport activity will be similar to the anticipated growth in the local area. This growth is driven by increases in employment,

The W&P forecast indicates GDP in Yamhill County is expected to grow at average annual rate of 1.80% between 2021 and 2050, which closely trails the 1.86% annual growth rate projected for Oregon during the same period. The W&P forecasts suggest Yamhill County will experience modest growth in GDP that provides positive economic conditions.

The **Yamhill County GDP Forecast Model** has an **average annual growth rate (AAGR) of 1.77%**, which projects an increase of 54 aircraft, from 128 to 182, during the 20-year planning period (2023-2043). This model produced a 42% net increase in based aircraft over the 20-year planning period.

FAA TERMINAL AREA FORECAST (TAF) 2023-2043

The current TAF (APO Terminal Area Forecast Detail Report, Issued January 2024) projects an increase of 40 based aircraft at MMV in the period coinciding with the master plan's 20-year planning period (2023-2043). Based aircraft are projected to increase from 123 to 163 (+42%), which reflects an average annual growth rate (AAGR) of 1.42% over 20 years. As noted earlier, the TAF is provided for reference only and is not presented as one of the preliminary forecasts in the master plan. As an existing forecast, its base year number for 2023 has not been revised to match the updated baseline number used in each of the forecast models. It is noted that the recently updated 2023 validated based aircraft count for MMV is 4.1% higher than the 2023 TAF total.

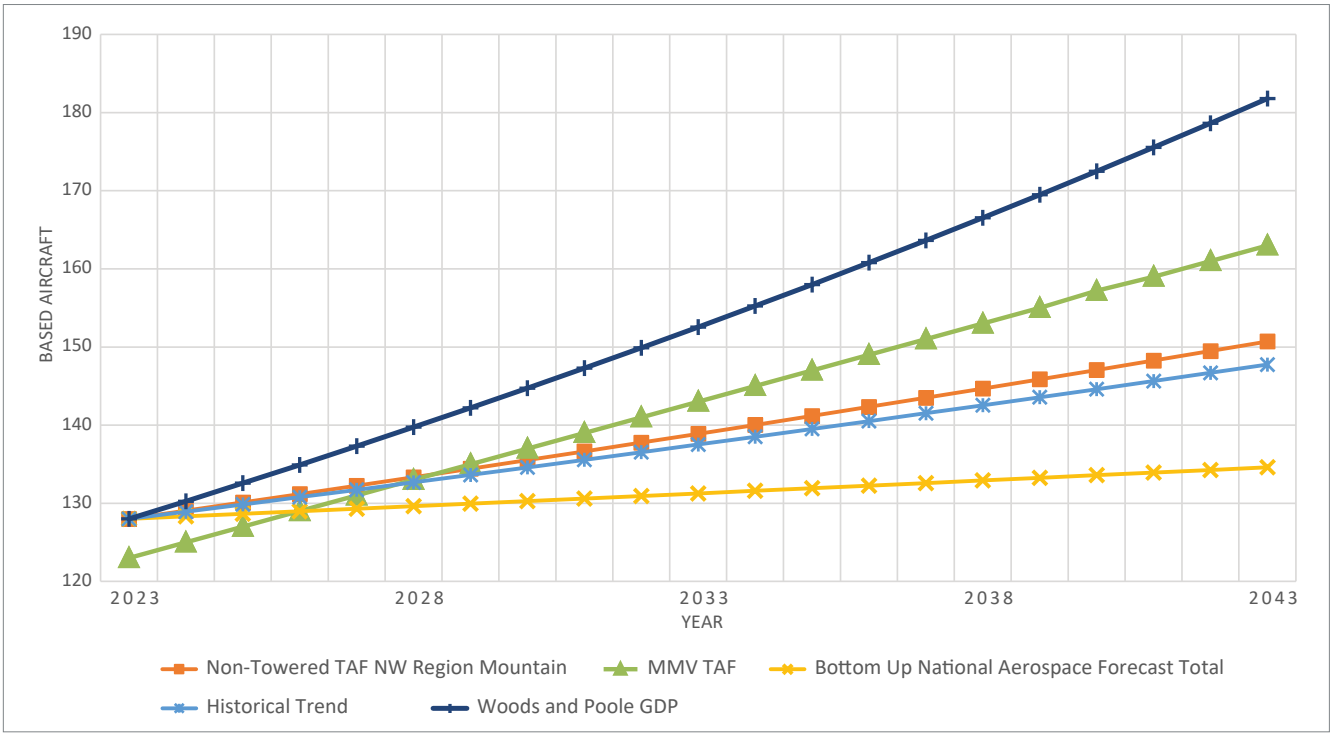
Table 3-8: Based Aircraft Forecast Models (MMV)

Aircraft Type	Growth Rate	2023	2028	2033	2038	2043
Yamhill County Forecast GDP 2019-2050	1.77%	128	140	153	167	182
Non-Towered NW-Mountain Region TAF 20-year (Recommended Forecast)	**0.82%**	**128**	**133**	**139**	**145**	**151**
Bottom-Up FAA National Aerospace Forecast	0.27%	128	130	131	133	135
Historical 20-Year Trend (MMV)	0.73%	128	133	138	143	148
TAF (2023-2043)	1.42%	123	133	143	153	163

Source: Century West Engineering

3 2021 State Profile - Idaho, Oregon and Washington, Woods & Poole Economics, Inc. © 2021 ISSN 800-1915

Figure 3-4: Based Aircraft Forecast Models (MMV)



Source: Century West Engineering

RECOMMENDED BASED AIRCRAFT FORECAST SUMMARY

The four based aircraft forecast models described above projected a range of 7 to 54 additional based aircraft at MMV by 2043. The average annual growth rates for three of the projections fell below 1%, while one projection nearly doubled the next highest growth rate.

The **FAA TAF Northwest-Mountain Region Model** is recommended as the based aircraft forecast for use in the MMV Master Plan. The forecast reflects an expectation that future growth in based aircraft at MMV will be consistent with the FAA's NPIAS forecast growth for the Northwest-Mountain region of the country. **The recommended forecast results in a net increase of 23 based aircraft over the 20-year planning period, which reflects an average annual growth rate of 0.82%**. The definition of based aircraft fleet mix is derived from the recommended based aircraft forecast.

Based aircraft forecasts are primarily intended to identify future facility needs in forthcoming sections of the master plan, particularly aircraft storage – apron parking and hangar space. Identifying development reserves is recommended for defining activity-dependent facility needs that may exceed forecast growth. To protect these needs, a development reserve that accommodates a number equal to the 20-year forecast increase of based aircraft (+23) is recommended. Accordingly, the long-term planning of landside facilities at MMV should be capable of accommodating 46 additional based aircraft (forecast + reserve) over the next 20 years.

BASED AIRCRAFT FLEET MIX

As noted in **Table 3-6**, the current based aircraft fleet at MMV includes single-engine and multi-engine piston aircraft, helicopters and jets. The Airport also accommodates a small number of conventional or powered gliders that are not included the FAA-recognized validated based aircraft count. Single-engine piston aircraft currently account for the majority (78%) of MMV based aircraft, followed by helicopters (15%), multi-engine piston aircraft (5%) and jets (2%). These distributions are expected to remain relatively unchanged during the 20-year planning, although as noted below, it is likely that changes within these aircraft groups will continue to occur. Local factors including fixed wing and helicopter flight training are expected to contribute to maintaining and growing the number of single-engine piston aircraft.

The ongoing system-wide retirement of legacy general aviation piston aircraft will continue through the planning period. The addition of new LSA and experimental aircraft as replacements to traditional piston aircraft is also expected to continue. The industry wide strength of fixed wing and rotor turbine aircraft production is also expected to affect the local based aircraft fleet at MMV, since many of these types of aircraft are already present. Operational fleet mix projections, presented later in the chapter, are expected to experience changes driven in part by transient aircraft, rather than exclusively by based aircraft. **Table 3-9** summarizes the current and forecast based aircraft fleet mix for the planning period.

Table 3-9: Based Aircraft Forecast - Fleet Mix Summary (MMV)

Aircraft Type	Updated Aircraft Count (2023)	2028	2033	2038	2043	20-year AAGR (2023-2043)
Single Engine Piston*	100	104	109	112	116	0.75%
Multi Engine Piston	7	7	8	8	8	0.67%
Jet	2	2	2	2	3	2.1%
Helicopter	19	20	21	22	24	1.18%
TOTAL	**128**	**133**	**139**	**145**	**151**	**0.82%**

Source: Century West Engineering
*Includes Experimental (Single Engine Piston) and Light Sport Aircraft

AIRCRAFT OPERATIONS

As noted in the description of current airport activity, nearly 70% of MMV's annual aircraft operations are related to fixed-wing and helicopter flight training. The Airport also currently generates more than 800 annual jet operations, most of which are from transient aircraft. The locally based aircraft fleet (128 in 2023) is responsible for generating a significant portion of flight training and general flight activity at MMV.

Three new aircraft operations forecast models were developed by using a variety of methods, including applying FAA national general aviation forecast rates and FAA TAF regional forecast rates, and a hybrid model that combines several different inputs. The annual growth rates established by each of these models were applied to the 2023 baseline aircraft operations total (presented earlier in **Table 3-6**) to develop 2023-2043 forecasts. The limited availability of historical airport operations data does not support complex statistical analyses such as regression analysis to identify potential correlations between airport activity and other external events.

All of the projections assume that existing activity segments, including the current volume of transient and locally generated flight training, are established at a level that can be sustained or grow incrementally during the planning period at rates comparable to other general aviation airports. The growth in business aviation activity, which is documented in turbine aircraft operating under instrument flight plans and increases in annual jet fuel sales volumes, reveals a strong business aviation component. This activity reflects the local area economy and the services provided to corporate aircraft at MMV.

The operations forecast models were prepared for comparison to the Terminal Area Forecast (TAF). The current TAF for MMV (APO TAF Detail Report 2023-2050, Issued January 2024) is provided for comparison only, as the TAF is not considered an acceptable forecast by FAA for master planning purposes. The TAF is presented as published and was not adjusted to match the updated baseline operations total.

The aircraft operations forecast models are briefly described below and summarized at the end of this section; **Table 3-10** and **Figure 3-5** present the preliminary aircraft operations forecasts.

FAA National Aerospace GA Hours Flown Growth Rate

The **FAA Aerospace Forecast - Fiscal Years 2024- 2044**, described earlier, projects a 0.8% average annual increase in general aviation hours flown within the FAA system through 2044. This growth rate was applied to the 2023 base year operations estimate for MMV to develop projections for the 20-year master planning period. This model assumes that aircraft activity at MMV will be consistent with FAA national expectations over the next 20 years.

The **FAA Aerospace Forecast GA Fleet Model has an average annual growth rate (AAGR) of 0.8%**, which projects annual operations to increase from 69,942 to 80,108, during the 20-year planning period (2023-2043).

FAA Non-Towered NW Mountain Region TAF

The FAA Terminal Area Forecast (2023-2043) for the Northwest-Mountain Region projects that aircraft operations (all airports) will grow at an average annual rate of 1.19% between 2023 and 2043. By filtering out airports with air traffic towers, the remaining facilities include general aviation airports more similar to MMV. The resulting model projects a 1.36% average annual growth through 2043. This indicates that although the forecast rate of growth is modest, the seven-state region is expected to be among the strongest in the nation for growth in GA aircraft flight activity over the next 20 years.

The **FAA Non-Towered NW Mountain Region TAF Model** has an **average annual growth rate (AAGR) of 1.36%**, which projects annual operations to increase from 69,942 to 91,637, during the 20-year planning period (2023-2043).

HYBRID TFMSC JET/FAA NATIONAL AEROSPACE FORECAST/ FLIGHT TRAINING MODEL

Acknowledging the distinct activity segments at MMV, a hybrid forecast model (**Hybrid Traffic Flow Management System Counts (TFMSC) Jet/FAA National Aerospace Forecast/ Flight Training Model**) was developed to capture three different sources of aircraft operations at MMV:

1. General Aviation Flight Training

With approximately 70% of current air traffic at MMV generated through flight training, it is evident that the activity has an outsized impact on overall flight activity. A review of FAA data related to new flight students was performed to help gauge recent trends in the industry. These FAA data are considered particularly relevant because of the extended period of coverage (20 years), which contained two significant negative events more than ten years apart (The Great Recession and COVID-19 Pandemic). FAA Civil Airmen Statistics (2004-2024) indicate that annual growth averaged 0.88% for new Student Pilot Certificates issued over the period. The number of student pilot certificates is a primary indicator of flight training trends in the U.S. It is reasonable to assume that this trend is reflected in the volume of local and transient flight training aircraft currently operating at MMV daily.

2. Business Aviation (Business Jet Trends)

The FAA's TFMSC captures all civilian aircraft movements conducted on instrument (IFR) flight plans. Business class turbine aircraft are flown predominantly on IFR flight plans. For MMV, the current volume of business jet activity documented in TFMSC data is sufficient to support the critical aircraft designation for the primary runway. These aircraft represent the most demanding aircraft currently operated at MMV on a regular basis. A review of 10 years of TFMSC data for MMV documents historical jet activity and defines the average annual growth rate at 3.9%. 810 jet operations were recorded at MMV in 2023, which is assumed to be an accurate baseline representation of jet activity at the Airport. Although these aircraft represent a small portion of total MMV operations (<1.2% in 2023), available data indicate a distinctly different historical trend exists that would support higher growth expectations in the future than might otherwise be experienced in other general aviation (GA) segments.

As noted earlier in the chapter, jet fuel sales at MMV during the last six years is consistent with strong growth in business turbine aircraft activity. Between 2014 and 2023, the volume of Jet A (gallons sold) appears to outpace jet and turboprop operations documented in TFMSC. During this period, annual jet fuel sales increased at an average annual growth rate of approximately 6.38% with moderate year-to-year fluctuations, and one year of significant drop during the COVID-19 pandemic, both of which are consistent with industry trends. The review of TFMSC data also confirmed that growth in larger, high-performance jets was higher than smaller jets. It is believed that the increase in larger aircraft activity at MMV accounts for much of the overall increase in jet fuel sales, which would be reflected in an increase in volume per sales transaction. Based on the variability in fueling activity, it appears reasonable to project future jet activity at MMV based on the 3.35% average annual growth rate (AAGR) from the most recent 10-year period documented in TFMSC. The differentiation in types of jet aircraft activity documented through TFMSC data should be reflected in the forecast operations fleet mix, regardless of the selected forecast model.

3. Other General Aviation Activity

A composite growth rate was defined for all other general aviation activity at MMV based on the FAA Aerospace Forecast - Fiscal Years 2024- 2044 (Active General Aviation and Air Taxi Hours Flown). This segment of activity excludes the flight training and TFMSC activity noted above and captures the remaining non-duplicated locally based and transient aircraft activity. Single engine and multi engine piston hours flown in 2023 accounted for 52% of the total hours for active GA and Air Taxi, which drops to 38% by 2044. Due to the negative growth rates assigned nationally to single-engine and multi-engine piston aircraft in the FAA Aerospace Forecast, the resulting projected growth rate for this segment of activity at MMV is approximately 0%. This input tempers the projected growth identified for the other two segments in the model.

Summary

With flight training, TFMSC activity, and the remaining general aviation activity accounted for proportionally, the resulting average annual growth rate (AAGR) for the **Hybrid TFMSC Jet/FAA National Aerospace Forecast/ Flight Training Model is 0.68%**. This model projects annual operations to increase from 69,942 to 80,108, during the 20-year planning period (2023-2043).

TAF 2023-2043

The current TAF (APO Terminal Area Forecast Detail Report, Issued January 2024) projects MMV annual operations to increase from 64,418 to 85,894 operations in the period coinciding with the master plan's 20-year planning period (2023-2043), which reflects an average annual growth rate (AAGR) of 1.45% over 20 years. As noted earlier, the TAF is provided for reference only and is not presented as one of the preliminary forecasts in the master plan. As an existing forecast, its base year number for 2023 has not been revised to match the updated baseline number used in each of the forecast models. It is noted that the 2023 baseline aircraft operations estimate for MMV is 8.6% higher than the 2023 TAF total.

RECOMMENDED AIRCRAFT OPERATIONS FORECAST SUMMARY

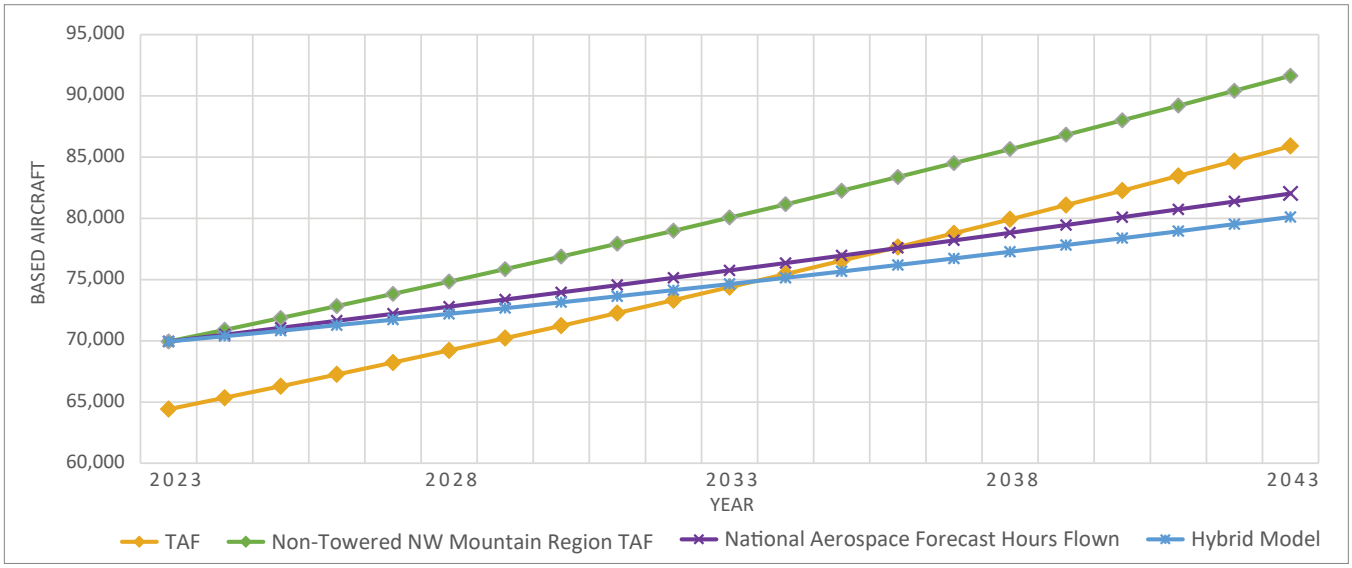
Based on a review of the preliminary forecast models, the **Hybrid TFMSC Jet/FAA National Aerospace Forecast/ Flight Training Model** is recommended as the preferred aircraft operations forecast for use in the MMV Master Plan. The model has an **average annual growth rate (AAGR) of 0.68%**, which projects annual operations to increase from 69,942 to 80,108, during the 20-year planning period (2023-2043). This model best captures the current and recent historical growth in flight training and business aviation at the MMV, which is expected to continue and provides a reasonable basis to project future activity. The aircraft operations forecast models that were evaluated, including the recommended model, are summarized in **Table 3-10** and depicted on **Figure 3-5**.

Table 3-10: Forecast Annual Operations Rates (MMV)

Forecast Model	AAGR	2023	2028	2033	2038	2043
National Aerospace Forecast Hours Flown	0.80%	69,942	72,785	75,743	78,822	82,025
Non-Towered NW Mountain Region TAF	1.36%	69,942	74,829	80,058	85,652	91,637
Hybrid Model (Recommended Forecast)	**0.69%**	**69,942**	**72,226**	**74,703**	**77,389**	**80,302**
TAF (2023-2043)	1.45%	64,418	69,216	74,374	79,923	85,894

Source: Century West Engineering
Note: Each forecast model includes a static number (500) military operations.

Figure 3-5: Aircraft Operations Forecast Models (MMV)



Source: Century West Engineering

LOCAL AND ITINERANT OPERATIONS

Aircraft operations consist of aircraft takeoffs and landings that are classified as local or itinerant. Local operations are conducted in the vicinity of an airport and include flights that begin and end at the airport. These may include flights to local practice areas for flight training, touch and go operations in the airport traffic pattern, sightseeing and other flights that do not involve a landing at another airport. Itinerant operations include flights between airports, including cross-country flights. Itinerant operations are also associated with business and personal travel.

The 2023 baseline aircraft operations estimate presented earlier in **Table 3-6** indicates that flight training accounts for approximately 70% of total operations, and the majority of this activity consists of local operations. The high volume of local operations at MMV is attributed to significant flight training traffic pattern work for both fixed wing aircraft and helicopters. These operations are generated by aircraft based at MMV and transient aircraft based at other nearby airports. Itinerant traffic is estimated to account for 30% of total MMV operations. The 2004 ALP Report estimated a 45%/55% split for local/itinerant aircraft operations.

A 70%/30% local/itinerant air traffic distribution is recommended for forecast aircraft operations during the planning period. The recommendation assumes that the current operational split will be maintained at approximately the same proportion of traffic during the planning period. This assumption is based on the well established presence of flight training at MMV, the type and number of area airports and flight schools currently involved in flight training, and the expectation that MMV will continue to attract significant flight training volume in the future. The local and itinerant distribution for each forecast year is summarized in **Table 3-11**.

Table 3-11: Itinerant/Local Operations Mix (MMV)

Forecast Model	2023	2028	2033	2038	2043
Total Itinerant Operations (30%)	20,983	21,668	22,411	23,217	24,091
Local Operations (70%)	48,959	50,558	52,292	54,172	56,211
Total Local & Itinerant Operations (100%)	**69,942**	**72,226**	**74,703**	**77,389**	**80,302**

Source: Century West Engineering

It is noted that the FAA TAF operational splits for MMV do not reflect current flight training activities, as described. The TAF's local and itinerant distributions are almost exactly opposite the traffic breakouts used to develop the 2023 baseline operations estimated. The TAF percentages for 2023 (65% itinerant and 35% local) are maintained through 2050.

AIRCRAFT OPERATIONS FLEET MIX

Based on available data, it estimated that small single-engine piston aircraft, multi-engine piston aircraft , and helicopters account for approximately 97% of current MMV operations. Fixed wing turbine aircraft (turboprops and jets) account for the remaining 3% of operations. Some shifts in activity are anticipated in the current planning period, consistent with national trends and local conditions. For national trends, aircraft activity segments are expected to follow the FAA's hours flown forecast for GA and air taxi aircraft in the FAA National Aerospace Forecast during the 20-year planning period. This includes modest declines in fixed wing piston activity, while helicopters and jet operations are expected to increase in both overall levels and in their portion of total activity. The upward trend for jet operations reflects the local trend observed over the last 10 years of TFMSC data. Helicopter operations are also projected to increase, in part driven by local flight training activities.

The aircraft operations fleet mix forecast is summarized in **Table 3-12**. Additional information about the current and future critical aircraft for MMV's two runways is provided in the following section.

Table 3-12: Operations Fleet Mix (MMV)

Forecast Model	2023	2028	2033	2038	2043
Single Engine Piston[1]	44,135 (63%)	43,766 (61%)	43,400 (58%)	43,037 (56%)	42,676 (53%)
Multi Engine Piston	3,277 (5%)	3,310 (5%)	3,343 (4%)	3,376 (4%)	3,410 (4%)
Turbo Prop	1,261 (2%)	1,325 (2%)	1,393 (2%)	1,464 (2%)	1,539 (2%)
Jet	810 (1%)	981 (1%)	1,188 (2%)	1,438 (2%)	1,741 (2%)
Helicopters	20,459 (29%)	22,687 (31%)	25,158 (34%)	27,897 (36%)	30,935 (39%)
Military[2]	500 (1%)	500 (1%)	500 (1%)	500 (1%)	500 (1%)
Total Operations	**69,942 (100%)**	**72,069 (100%)**	**74,481 (100%)**	**77,212 (100%)**	**80,302 (100%)**

Source: Century West Engineering
1. Includes LSA and Experimental AC
2. Includes Fixed Wing (100) and Helicopter (400)
Percentages may not sum due to rounding

AIRCRAFT OPERATIONS FLEET MIX (CRITICAL AIRCRAFT DETAIL)

The historical TFMSC instrument flight plan data for MMV presented earlier in **Table 3-6** documented the activity for the Aircraft Approach Category/Airplane Design Group (AAC/ADG) groupings used to determine the current critical aircraft for the primary runway. As noted previously, the combined volume of B-II and greater jet aircraft activity (e.g., B-II + AAC C&D aircraft) at MMV, currently exceeds the FAA's regular use threshold of 500 annual operations. C&D jet operations currently fall below the critical aircraft threshold. The majority of jet activity at MMV is accommodated on Runway 4/22 and this discussion applies to the current/future critical aircraft for that runway.

Figure 3-6 depicts MMV's 10-year historical TFMSC activity for B-II jets and all C/D jets. The data indicate minor fluctuations in B-II or greater jet activity between 2014 and 2023, above and below the 500 annual operations threshold. However, it is noted that this activity has exceeded the B-II threshold in 6 of the last 10 years, and for the last 3 years, which coincided with the post-COVID pandemic recovery. It is also important to recognize that these minor fluctuations occurred within a significant (+43.6%) net increase of B-II and greater jet activity during the period.

While all TFMSC-documented jet activity at MMV increased by 39% between 2014 and 2023, activity generated by larger, or high-performance jets included in AAC C and D increased at a faster rate than AAC B jets (see **bold**). A review of the data suggests continued growth in higher performance jet activity at MMV has the potential to reach the FAA regular use threshold of 500 annual operations required to define the critical aircraft (for Runway 4/22) during the current 20-year planning period.

2014 and 2023 TFMSC Jet Operations (MMV)			
	2014	2023	2014 - 2023
All Jets	(574 operations)	(810 operations)	(+41.1%/3.90% AAGR)
B-I Jets	(144 operations)	(184 operations)	(+27.8%/2.76% AAGR)
B-II Jets	(230 operations)	(282 operations)	(+22.6%/2.29% AAGR)
B-II+ Jets	(430 operations)	(624 operations)	(+45.1%/4.22% AAGR)
C-II+ Jets	**(162 operations)**	**(314 operations)**	**(+93.8%/7.63% AAGR)**
All C/D Jets	**(200 operations)**	**(342 operations)**	**(+71.0%/6.14% AAGR)**

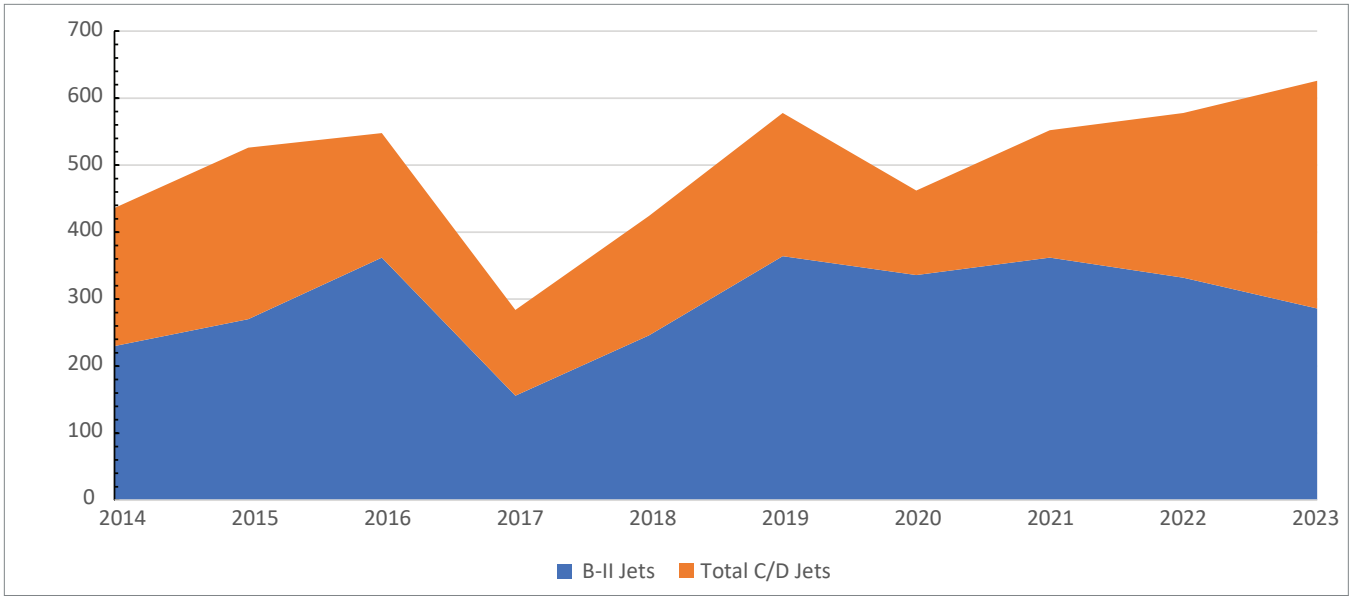
Table 3-13 summarizes TFMSC jet activity for this period associated with the applicable critical aircraft categories (B-II, C/D-I, C/D-II, and C/D-III). **Figure 3-7** depicts MMV's TFMSC B-II and C&D jet activity for the most recent five years (2018-2023). The graph illustrates the noted upward trend for C&D jet operations and the modest net increase in B-II jet operations experienced during the period.

Table 3-13: TFMSC Historical Data: B-II Jet and C/D Jet Operations (MMV)

Activity	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2018-2023 AAGR	2014-2023 AAGR
B-II Jet	230	270	358	156	246	362	336	362	330	282	2.77%	2.29%
C/D-I	44	34	26	8	44	26	6	20	6	28	-8.64%	-4.90%
C/D-II	152	210	128	82	102	170	90	148	208	286	22.90%	7.28%
C/D-III	4	8	30	38	32	18	30	22	30	28	-2.64%	24.14%
Total C/D	**200**	**252**	**184**	**128**	**178**	**214**	**126**	**190**	**244**	**342**	**13.95%**	**6.14%**

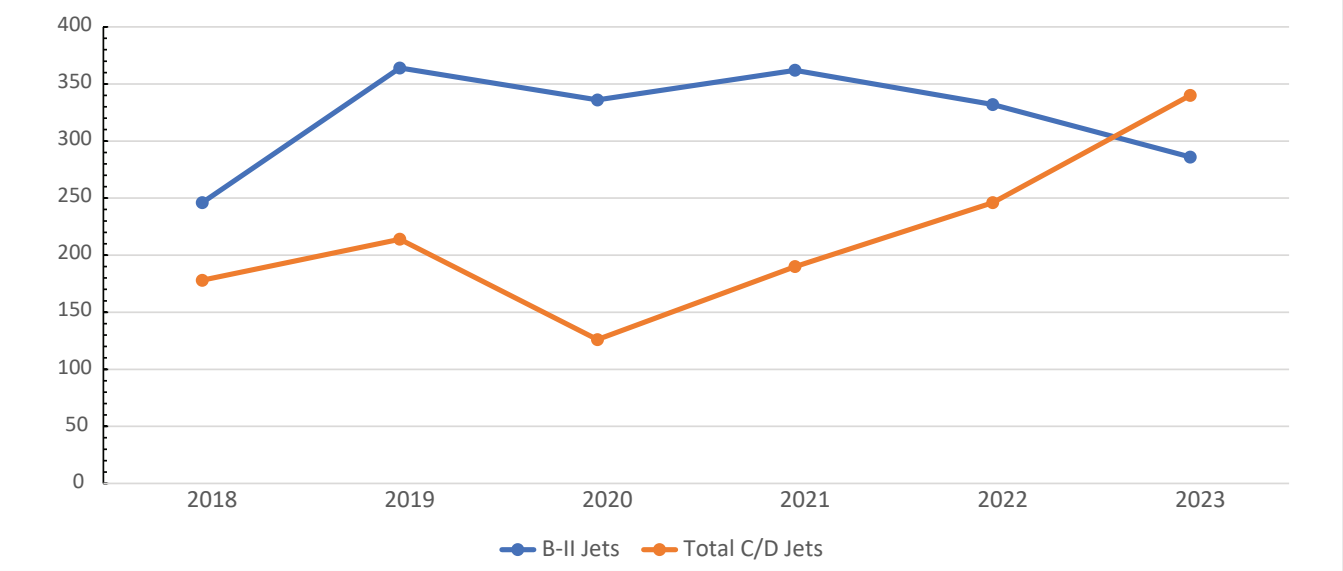
Source: TFMSC McMinnville Municipal Airport 2014-2023.

Figure 3-6: TFMSC B-II (Jets) and C/D (Jets)



Source: Century West Engineering

Figure 3-7: TFMSC B-II (Jets) and C/D (Jets)



Source: Century West Engineering

Critical Aircraft

The selection of design standards for airfield facilities is based upon the characteristics of the most demanding aircraft that are expected to use the airport. This group of aircraft or aircraft type is designated as the "critical aircraft" (also commonly referred to as "design aircraft"). For airports with multiple runways, each runway is assigned a design category based on its critical aircraft. The FAA provides the following definitions:

> *"The critical aircraft is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is 500 annual operations, including both itinerant and local operations, but excluding touch-and-go operations. An operation is either a takeoff or landing." (FAA AC 150/5000-17)*

The FAA groups aircraft into five categories (A-E) based upon their approach speeds. Aircraft Approach Categories (AAC) A and B include small propeller aircraft, many small or medium business jet aircraft, and some larger aircraft with approach speeds of less than 121 knots (nautical miles per hour). Categories C, D, and E consist of the remaining business jets, and larger jet and propeller aircraft generally associated with commercial and military use with approach speeds of 121 knots or more. The FAA also establishes six (I-VI) Airplane Design Groups (ADG), based on the wingspan and tail height of the aircraft. The categories range from ADG I, for aircraft with wingspans of less than 49 feet, to ADG VI for the largest commercial and military aircraft.

The combination of ADG and AAC for the critical aircraft creates the Runway Design Code (RDC), which is used to define applicable airfield design standards. This aircraft-specific designation was previously identified as the Airport Reference Code, or "ARC" on FAA-approved airport layout plan (ALP) drawings.

Table 3-14 summarizes FAA technical criteria used to determine the applicable AAC/ADG for aircraft based on physical characteristics; representative aircraft are also depicted.

Table 3-14: Representative Critical Aircraft by AAC and ADG

Aircraft Approach Category (AAC)	Aircraft Approach Speed knots	Airplane Design Group (ADG)	Aircraft Wingspan
A	LESS THAN OR EQUAL TO 91	I	LESS THAN OR EQUAL TO 49'
B	92 TO 121	II	50' TO 79'
C	122 TO 141	III	80' TO 118'
D	142 TO 166	IV	119' TO 171'

A-I (small) 12,500 lbs. or less



Beech Baron 55
Beech Bonanza
Cessna 182
Piper Archer

B-I (small) 12,500 lbs. or less



Beech Baron 58
Beech King Air C90
Cessna 402
Cessna 421

A-II, B-II (small) 12,500 lbs. or less



Super King Air 200
Pilatus PC-12
DCH Twin Otter
Cessna Caravan

B-II Greater than 12,500 lbs.



Super King Air 300, 350
Beech 1900
Cessna Citation
Falcon 20, 50

A-III, B-III Greater than 12,500 lbs.



DHC Dash 7, Dash 8
Q-200, Q-300
DC-3
Convair 580

C-I, D-I



Lear 25, 35, 55, 60
Israeli Westwind
HS 125-700

C-II, D-II



Gulfstream II, III, IV
Canadair 600
Canadair Regional Jet
Lockheed JetStar

C-III, D-III



Boeing Business Jet
Gulfstream 650
B 737-300 Series
MD-80, DC-9

C-IV, D-IV



B - 757
B - 767
DC - 8-70
DC - 10

Source: Century West Engineering

CURRENT/FUTURE CRITICAL AIRCRAFT

The identification of the current and future critical aircraft for each runway is required to define the appropriate design standards for the facilities. A review of 2023 FAA TFMSC data for MMV provides a detailed indication of instrument flight plan activity. Based on the Airport's existing instrument capabilities, it is assumed that Runway 4/22 accommodates virtually all TFMSC activity at MMV. Runway 17/35 is capable of accommodating small single and multi-engine aircraft in visual conditions. Evaluations of applicable design standards will be conducted for both runways in the facility requirements chapter. **Table 3-15** summarizes current and forecast aircraft operations by various RDC groupings. Examples of the critical aircraft are provided at the end of this section.

Table 3-15: Operations Fleet Mix By RDC/Type

	2023	2028	2033	2038	2043	20-Year AAGR%
TOTAL OPS - A/B-I (SEP)	44,135	43766	43400	43037	42676	-0.17%
TOTAL OPS - A/B-I (MEP)	3,206	3,238	3,271	3,303	3,336	0.17%
TOTAL OPS - A/B-I (Turboprop)	224	235	247	260	273	1.00%
TOTAL OPS - A/B-I (Jet)	186	212	236	256	266	2.88%
TOTAL OPS - C/D-I (Jet)	28	23	18	15	12	-4.13%
TOTAL OPS - A/B-II (MEP)	71	72	72	73	74	0.21%
TOTAL OPS - A/B-II (Turboprop)	1,037	1,090	1,145	1,204	1,265	1.00%
TOTAL OPS - A/B-II (Jet)	282	313	343	367	381	2.29%
TOTAL OPS - C/D-II (Jet)	286	402	556	762	1041	7.28%
TOTAL OPS – C/D-III (Jet)	28	31	34	38	42	2.05%
TOTAL OPS – HELI	20,459	22,687	25,158	27,897	30,935	2.09%
TOTAL OPS - ALL A/C	**69,942**	**72,069**	**74,481**	**77,212**	**80,302**	**0.69%**
All AAC A/B Operations	49,141	48,926	48,714	48,500	48,272	-0.09%
All AAC C/D Operations	342	455	609	815	1095	5.99%
All ADG II and Greater Operations	1,704	1,908	2,150	2,444	2,803	2.52%
RDC A/B-II Operations (see note)	**1,390**	**1,475**	1,560	1,644	1,720	1.07%
RDC C/D-II and Greater Operations (see note)	314	433	**590**	**800**	**1083**	**6.38%**

Source: Century West Engineering
SEP: Single-Engine Piston, including Experimental and Light Sport Aircraft (LSA)
MEP: Multi-Engine Piston
Turboprop: Fixed Wing Turbine (propeller)
Jet: Fixed Wing Turbine (turbofan)
Heli: Helicopter/Rotor (turbine and piston)
Note: **Bold** indicates critical aircraft RDC for primary runway (RWY 4/22)

Runway 4/22

According to historical instrument flight plan data, business jets represent the most demanding aircraft type using Runway 4/22 on a regular basis. When evaluated individually, Runway 4/22 currently accommodates sufficient ADG II operations to establish that component of the current RDC. The runway also currently accommodates sufficient AAC B operations to justify that component of the RDC. Since the volume of the two component groups individually exceed the 500 annual operations threshold required by FAA for defining the critical aircraft, the appropriate existing RDC reflects the combination of the two standards. **Based on this, the existing RDC for Runway 4/22 is B-II.** A representative aircraft in this category is the Cessna Citation Sovereign (CE-680), an 8-12 passenger medium business jet with a range of approximately 3,000 nautical miles.

As noted earlier in the chapter, the evaluation of TFMSC data specific to business jet traffic at MMV over the last 10 years confirmed that growth within the aircraft type is segmented. Over the period, activity generated by larger, high-performance jets has increased at a faster rate than smaller jets operating at MMV. The majority of the higher performance jets are included in ADG II and many of them are AAC C or D aircraft. Based on the updated aviation activity forecasts, a change in critical aircraft is anticipated for Runway 4/22 during the current 20-year planning period. For operations fleet mix forecasting purposes, it is assumed that the annual rate of growth for C & D jet aircraft will continue to outpace growth in A & B jet activity. It is projected that C-II operations will exceed the 500 annual operations threshold required for the critical aircraft near just beyond the midpoint of the current 20-year planning period. A representative aircraft in this category is the Bombardier Challenger 601, a 9-passenger large business jet with a range of approximately 3,680 nautical miles. Based on the future critical aircraft, **the future RDC for Runway 4/22 is C-II**.

Runway 17/35

Runway 17/35 accommodates primarily small single engine aircraft and helicopters. Although the runway is physically capable of accommodating larger aircraft (runway dimensions and pavement strength), wind conditions, lighting, and instrumentation favor use of Runway 4/22 by larger aircraft. Based on current and projected use, RDC A-I (small) is recommended for Runway 17/35. A representative critical aircraft in a 4-passenger Cessna 182, single engine piston.

Based on current and forecast activity, the recommended Runway Design Codes (RDC) for MMV are:

- *Runway 4/22 (Existing RDC): B-II*
- *Runway 4/22 (Future RDC) : C-II*
- *Runway 17/35: (Existing/Future RDC): A-I (small)*

Runway 4/22: Current Critical Aircraft (RDC B-II) (not to scale)



Cessna Citation Sovereign (CE680)

Runway 4/22: Future Critical Aircraft (RDC C-II) (not to scale)



Bombardier Challenger 601

Runway 17/35: Existing/Future Critical Aircraft (RDC A-I – Small) (not to scale)



Cessna 182 (Skylane)

Operational Peaks

Activity peaking is evaluated to identify potential capacity related issues that may need to be addressed through facility improvements or operational changes. The Peak Month represents the month of the year with the greatest number of aircraft operations (takeoffs and landings). The peak month for most general aviation airports occurs during the summer when weather conditions and daylight are optimal. For planning purposes, traffic at MMV, a peak month operations are estimated to be 15% of annual operations during the planning period.

Peak Day operations are defined by the average day in the peak month (Design Day) and the busy day in the typical week during peak month (Busy Day). The Design Day is calculated by dividing peak month operations by

30. For planning purposes, the Busy Day is estimated to be 25% higher than the average day in the peak month (Design Day x 1.25), based on common activities generating surges in flight activity.

The peak activity period in the Design Day is the Design Hour. For planning purposes, the Design Hour operations are estimated to account for 20% of Design Day operations (Design Day x 0.20).

The operational peaks for each forecast year are summarized in **Table 3-16**. This level of peaking is consistent with the mix of airport traffic and is expected to remain relatively unchanged during the planning period. These measures of activity are considered when calculating runway/taxiway capacity and transient aircraft parking requirements. No significant runway or taxiway capacity issues have been identified based on current or forecast peak activity levels. However, the concentration of transient business jets on the main apron during peak periods contributes to congestion in the terminal area.

Table 3-16: Peak Operations (MMV)

Aircraft Type	2023	2028	2033	2038	2043
Annual Operations	69,942	72,226	74,703	77,389	80,302
Peak Month Operations (15%)	10,491	10,834	11,205	11,608	12,045
Design Day Operations (average day in peak month)	350	361	374	387	402
Busy Day Operations (assumed 125% of design day)	437	451	467	484	502
Design Hour Operations (assumed 20% of design day)	70	72	75	77	80

Source: Century West Engineering

Military Activity

The FAA Terminal Area Forecast (TAF) lists 1,500 annual itinerant military operations at MMV for 2023, and maintains this level of activity through 2050. The 2023 baseline estimate of aircraft operations presented in **Table 3-6** included 500 military operations, which is considered to represent a typical level of military activity at the Airport, including flight training, search and rescue, emergency response, etc. For planning purposes this level of military activity will be maintained during the current planning period.

Air Taxi Activity

Air taxi activity includes for-hire charter flights, medevac flights, and some scheduled commercial air carriers operating under FAR Part 135. The current FAA TAF lists 0 annual air taxi operations at MMV in 2023, with no activity projected through 2050.

Based on the updated (2023) estimate of air traffic for the Airport, current air taxi activity is estimated to account for less than 1% of overall airport operations. Based on a review of instrument flight plan data, 244 air taxi operations were estimated at MMV for 2023. Air Taxi operations are projected to increase at approximately the same rate as overall airport activity over the planning period.

Forecast Summary

A summary of the based aircraft and annual aircraft operations forecast is presented in **Table 3-17**. The forecast projects moderate growth over the 20-year planning period that is consistent with FAA's long-term expectations for general aviation in the region.

Table 3-17: Forecast Summary

Activity	2023	2028	2033	2038	2043
Itinerant Operations					
General Aviation	20,239	20,859	21,562	22,356	23,252
Air Taxi	244	253	262	271	281
Military	500	500	500	500	500
Total Itinerant Operations	**20,983**	**21,668**	**22,411**	**23,217**	**24,091**
Local Operations	48,959	50,558	52,292	54,172	56,211
Total Local & Itinerant Operations	**69,942**	**72,226**	**74,703**	**77,389**	**80,302**
Based Aircraft	128	133	139	145	151
Operations Per Based Aircraft[1]	546	543	537	534	532

Source: Century West Engineering
1. OPBA calculation excludes military operations

TERMINAL AREA FORECAST (TAF) COMPARISON

Per FAA forecasting guidelines, the FAA will review the based aircraft and the aircraft operations forecasts comparison to the current TAF. A comparison of the based aircraft and aircraft operations forecasts and the current TAF is provided in **Tables 3-18** and **3-19**.

The current TAF based aircraft and annual aircraft operations data at MMV differ by no more than 10% with updated airport management-based aircraft counts or the updated estimate of current aircraft operations prepared for the master plan. As a result, a comparison of the recommended master plan forecasts with the current TAF provides a valid basis for gauging the reasonableness of the forecasts.

Table 3-18: TAF Comparison

Based Aircraft	2023	2028	2033	2038	2043
Preferred Forecast	128	133	139	145	151
TAF	123	133	143	153	163
Percent Difference	**+4.1%**	**+0.0%**	**-2.8%**	**-5.2%**	**-7.4%**

Aircraft Operations	2023	2028	2033	2038	2043
Preferred Forecast	69,942	72,226	74,703	77,389	80,302
TAF	64,418	69,216	74,374	79,923	85,894
Percent Difference	**+8.6%**	**+4.3%**	**+0.4%**	**-3.2%**	**-6.5%**

Source: Century West Engineering

Table 3-19: Airport Planning and TAF Forecast Comparison

Activity	Year	Airport Forecast	TAF	AF/TAF (% Difference)
Passenger Enplanements				
Base yr.	2023	0	0	0.0%
Base yr. + 5yrs.	2028	0	0	0.0%
Base yr. + 10yrs.	2033	0	0	0.0%
Base yr. + 15yrs.	2038	0	0	0.0%
Commercial Operations				
Base yr.	2023	0	0	0.0%
Base yr. + 5yrs.	2028	0	0	0.0%
Base yr. + 10yrs.	2033	0	0	0.0%
Base yr. + 15yrs.	2038	0	0	0.0%
Total Operations				
Base yr.	2023	69,942	64,418	8.6%
Base yr. + 5yrs.	2028	72,226	69,216	4.3%
Base yr. + 10yrs.	2033	74,703	74,374	-0.4%
Base yr. + 15yrs.	2038	77,389	79,923	-3.2%

Source: Century West Engineering
Note: TAF data is on a U.S. government fiscal year basis (October through September).

FIFTY-YEAR FORECAST

Fifty-year demand forecasts were prepared as required in the FAA-approved master plan scope of work by extrapolating the average annual growth rates (AAGR) for the recommended 20-year (2023-2043) based aircraft and aircraft operations forecasts. The purpose of the 50-year projection is to provide an estimate of demand that can be used to approximate long-term aviation use land requirements for the Airport. **Table 3-20** summarizes the 50-year forecast, in addition to the intermediate 30- and 40-year projections.

Table 3-20: 50-Year Forecast (MMV)

	2023	2043	2053	2063	2073
Annual Operations	69,942	80,302	86,043	92,196	98,788
Based Aircraft	128	151	164	175	194

Source: Century West Engineering

Next Steps

Draft Chapter 3 - Aviation Activity Forecasts will be submitted to the FAA Seattle Airports District Office (ADO) for review. Upon completion of their review, the FAA will provide comments, including requests for clarification, additional information, or revisions, if needed. Once the FAA accepts the forecasts, a letter of approval will be provided to the Airport. As noted in the chapter, a critical item related to the forecast approval is the selection of the current and future critical aircraft. These designations will confirm the appropriate design criteria, including Runway Design Code (RDC), and Taxiway Design Group (TDG) to be used for each runway in the airport master plan.

The draft aviation activity forecasts are used to evaluate the aeronautical facility requirements for the Airport in the following chapter (Chapter 4 – Facility Requirements). If any substantive changes to the forecasts result from FAA review and approval, adjustments will be made to specific demand-based facility requirements, as appropriate. The facility requirements evaluation will quantify current and future facility needs in general terms and volume.

Chapter 4

Airport Facility Requirements

The evaluation of airport facility requirements is intended to determine the facility needs for McMinnville Municipal Airport (MMV) for the current 20-year planning period based on updated aviation activity forecasts and conformance to established airport design criteria.



Introduction

The evaluation of airport facility goals and requirements combines the results of the inventory and forecasts, and application of established planning criteria to determine the future facility needs for the Airport during the 20-year planning period. All airfield facility requirements definitions are based on Federal Aviation Administration (FAA) airport design and airspace planning standards, and locally defined goals for the Airport. The facility requirements evaluation identifies the adequacy of existing facilities and identifies what new facilities may be needed based on forecast demand or conformance to FAA standards. Potential options for accommodating current and future facility needs will be evaluated in Chapter 5 – Airport Development Alternatives.

The preliminary aviation activity forecasts, presented in Chapter 3, were used to identify the current and future critical aircraft for each runway and the corresponding design standards. The evaluation of demand-driven elements will quantify facility needs such as runway length, hangar space, and aircraft parking requirements based on forecast demand and the type of aircraft being accommodated. Items such as lighting, navigational aids, and approach capabilities are evaluated based on overall airport activity and facility classification.

Airside facilities focus on the movement of aircraft associated with operations, which includes runways, taxiways, navigational aids and lighting systems. **Landside** facilities provide for aircraft storage and support, which includes hangars, aircraft parking apron(s), terminal and fixed base operator (FBO) facilities. Support facility needs include aviation fuel storage and dispensing, security/perimeter fencing, surface access, automobile parking, and utilities.

Demand/Capacity Analysis

The evaluation of runway capacity is used to identify existing or future operational constraints that may require specific facility improvements such as taxiways, aircraft hold areas, etc. As noted earlier, Runway 4/22 has a full-length parallel taxiway and four exit taxiways. This configuration provides a high level of functionality and operational capacity for general aviation (GA) runways. For capacity planning purposes, the FAA assumes that non-towered airports with multiple runways will have only one runway actively in use at any given time, which defaults to single runway capacity.

Annual service volume (ASV) is a broad measure of airport capacity and delay used for long-term planning as defined in *FAA Advisory Circular (AC) 150/5060-5, Airport Capacity and Delay*. Although the generic ASV calculation assumes optimal conditions (air traffic control, terminal radar, etc.) that do not exist at MMV, it provides a reasonable basis for approximating existing and future capacity for master planning purposes.

The FAA estimates the ASV for a single runway with no air carrier traffic is approximately 230,000 annual operations. Hourly capacity is estimated to be 98 operations during visual flight rules (VFR) conditions and 59 operations during instrument flight rules (IFR) conditions.

The existing and future demand-capacity ratios for Runway 4/22 (the Airport) are presented below:

Existing Capacity: 69,942 Annual Operations / 230,000 ASV = 30% (demand/capacity ratio)

Future Capacity: 81,108 Annual Operations / 230,000 ASV = 35% (demand/capacity ratio)

Based on these ratios, the annual capacity of Runway 4/22 exceeds demand through the current 20-year planning period. Hourly capacity is also expected to be adequate to accommodate normal demand. The average delay per aircraft would be expected to remain below one minute throughout the planning period.

Critical Aircraft and Airport Design Standards Discussion

CRITICAL AIRCRAFT AND DESIGN CODES

Critical aircraft are determined for each runway based on the current and projected level of flight activity described in Chapter 3, Aviation Activity Forecasts. The applicable design standards for each runway and their associated facilities are determined by aircraft use, consistent with FAA criteria.

A critical aircraft is defined for each runway and it represents the most demanding aircraft using the runway on a regular basis (defined by FAA as ≥ 500 annual operations). Each aircraft has an Aircraft Approach Category (AAC) and Airplane Design Group (ADG) based on their physical and performance characteristics. These two components are combined to create the Runway Design Code (RDC). This definition was formerly referred to as the Airport Reference Code (ARC). For the purposes of this evaluation, the RDCs now defined for each runway are compared to the ARCs listed on the 2004 ALP. The RDC designation does not necessarily mean that larger aircraft cannot operate on that runway, but it does define the design guidance to be used for FAA-funded improvements. The more demanding RDC associated with the individual runways is also typically applied to the overall Airport and is referenced in state and federal airport listings.

The 2004 ALP listed the existing and future critical aircraft for Runway 4/22 as a Gulfstream IV (ARC D-II), a large business jet, representative of aircraft commonly operated at MMV. A summary of current and recent historical jet activity at MMV used to determine appropriate critical aircraft designations for this master plan is provided later in this section. The 2004 ALP listed critical aircraft for Runway 17/35 was a Cessna Citation Excel (ARC B-II), a medium size business jet.

Runway 17/35's length and pavement strength is capable of accommodating this type of aircraft under certain conditions, but the absence of lighting and instrumentation effectively limit its use by larger aircraft. The wind coverage provided on Runway 4/22 favors its use by most high-performance aircraft operating at MMV. Runway 17/35 is an unlighted runway that accommodates predominantly single-engine piston and small multi-engine piston aircraft and helicopters in day-time visual conditions.

Per FAA planning guidelines, the existing and future RDC designations for Runways 4/22 and 17/35 were updated to reflect current and forecast air traffic and common runway use, as documented in Chapter 3 – Aviation Activity Forecasts. As noted earlier, a change in critical aircraft for both runways is reflected in the forecasts, which results in a change between previous, current and future RDCs. A summary of the RDCs for each runway is provided below.

RUNWAY DESIGN CODE (RDC)

The RDC defines the design standards used for runway construction. For airports with more than one runway, each runway will have its own RDC. The RDC is comprised of the two inputs related to (current/future) critical aircraft, combined with approach visibility minimums for the runway:

- **Aircraft Approach Category (AAC)** – based on the approach speed of the aircraft
- **Airplane Design Group (ADG)** – based on the wingspan and tail height of the aircraft
- The lowest **Approach Visibility Minimums** established for the runway:
  - » Approach visibility minimums are determined by FAA for each runway based on the category of approach (visual, non-precision instrument, or precision instrument) and the most capable existing or future approach procedure. Lower visibility minimums generally correspond to instrument approaches that allow aircraft to descend to lower altitudes before requiring visual contact to be established with the runway environment prior to landing.
  - » RDC visibility minimums for each runway end are expressed in Runway Visual Range (RVR). Ground-based RVR transmitters project horizontal beams of light near the runway to measure forward visibility levels. The RVR values (measured in feet) correspond to visibility measurements commonly expressed in fractions of statute miles (e.g., 1-mile, 3/4-mile, etc.). The RVR for a runway reflects the most capable approach type or procedure for either runway end.

RUNWAY DESIGN CODES (RDC)

Runway 4/22

- The **existing RDC is B-II-2400** (not lower than 1/2-mile)
- The future **RDC is C-II-2400** (not lower than 1/2-mile)

Runway 17/35

- The **existing and future RDC is A-I-VIS** (visual)

The current and forecast air traffic activity documented in Chapter 3 – Aviation Activity Forecasts, is used to define the applicable AAC and ADG designations for each runway. For more information see *FAA AC 150/5000-17, Critical Aircraft and Regular Use Determination*, and applicable airport planning & design standards summarized in greater detail below.

Runway 4/22

The majority of MMV's instrument flight activity is accommodated on Runway 4/22, and this segment of activity includes the most demanding aircraft types (business jets) using the Airport on a regular basis. This activity supports the RDC designation for Runway 4/22, representing the most demanding aircraft type meeting the FAA's regular use criteria. **As noted in Chapter 3, (Table 3-13), FAA instrument flight plan data documented a total of 626 B-II or larger jet operations at MMV in 2023**. Table 3-13 also summarized B-II and larger jet activity at MMV during the last ten years, which frequently surpassed the 500 annual operations threshold required for critical aircraft designation. During the last five years, B-II or greater jet activity fell below 500 annual operations only once—in 2020, during the first full year of the Covid 19 pandemic. Additional B-II activity at MMV is generated by multi-engine turboprops both on visual and instrument flight plans.

Current RDC: As noted in Chapter 3, the Cessna Citation Sovereign (CE-680), a 9-12 passenger medium business jet (30,500 lb. MTOW), is representative of the aircraft operating on Runway 4/22 that currently meet the FAA's critical aircraft criteria. The RDC for this aircraft is based on AAC B and ADG II (**RDC B-II**).

Future RDC: The updated aviation activity forecast (see Table 3-15) projects an increase in AAC/ADG C & D – II or larger operations during the 20-year planning period, reaching the C-II critical aircraft threshold in the 2033-2038 time period. Based on forecast activity, AAC C and ADG II represent the future RDC components (**RDC C-II**) for Runway 4/22. The Canadair 601 (CL-60), an 11-passenger large business jet (43,100 lb. MTOW), is a representative RDC C-II aircraft and is appropriate as the future critical aircraft for Runway 4/22.

Runway 17/35

The majority of activity on Runway 17/35 is generated by Approach Category A (fixed wing and helicopter) and ADG I (fixed wing) aircraft. This activity most closely corresponds to **RDC A-I (Small)**.

Current and Future RDC: Based on current and forecast activity presented in Chapter 3, **RDC A-I (Small)** is recommended as the current and future RDC for Runway 17/35. A Cessna 182, a representative small single-engine piston aircraft, is recommended as the current and future critical aircraft for Runway 17/35. The RDC designation is consistent with aircraft that weigh less than 12,500 pounds, which corresponds to a Part 77 "utility" designation for the runway.

APPROACH AND DEPARTURE REFERENCE CODE

The Approach and Departure Reference Codes (APRC and DPRC, respectively) represent the current operational capabilities of each specific runway end and adjacent taxiways. Specifically, the APRC and DPRC identify the most demanding aircraft by Aircraft Approach Category (AAC), and Airplane Design Group (ADG) that may operate (approach or depart) on a runway in specific conditions without generating ATC operational controls (this does not typically occur at airports without air traffic control towers).

The APRC is a three-component code that describes the most demanding aircraft by AAC and ADG that may operate concurrently with other aircraft on the airfield in certain visibility conditions without generating ATC operational controls. Since MMV is a non-towered airport ATC operational controls are not applicable. The APRC uses the performance characteristics of the critical aircraft (approach speed and wingspan/tail height) and the approach visibility minimums (expressed in RVR values) and runway-to-taxiway separation on the airfield to define specific standards. The DPRC uses only the physical characteristics of the critical aircraft and runway-to-taxiway separation. For more detailed information on determining APRC and DPRC see *FAA AC 150/5300-13B, Airport Design (Appendix L)*.

Since the APRC considers both AAC and ADG, it is possible for an airport to have two APRCs, where one represents the most demanding aircraft by AAC (paired with a lower ADG), and the other represents the most demanding aircraft by ADG (paired with a lower AAC). The DPRC is similar to the APRC but is a two-component code (AAC and ADG) and does not consider a visibility component. The DPRC describes the type of aircraft that can depart a runway while any other aircraft is on the parallel taxiway. Like the ARPC, a runway may have two DPRCs to account for both AAC and ADG.

Runway 4/22

The existing parallel taxiway separation for Runway 4/22 is 400 feet and the approach visibility minimums are not lower than 1/2-mile, based on the Instrument Landing System (ILS) precision approach for Runway 22. This combination identifies two **APRCs (D/IV/2400 and D/V/2400)** and similar codes for **DPRC (D/IV and D/V)**. The current 400' parallel taxiway separation exceeds the APRC and DPRC standards required for both the current and future critical aircraft associated with the runway.

The APRCs and DPRCs identified above indicate that the following aircraft may land, or depart on the runway, and taxi on the parallel taxiway at MMV without operational restrictions:

- Within Approach Categories A and B, Airplane Design Groups I-III
- Within Approach Categories C and D, Airplane Design Groups I-V

The ability to accommodate aircraft larger than the current and future critical aircraft indicates that the existing runway-parallel taxiway system exceeds the associated B-II and C-II dimensional standards.

Runway 17/35

The existing parallel taxiway separation for Runway 17/35 is 240 feet and the approach visibility minimums are visual. The nearest corresponding visibility threshold used to define APRC is "Not lower than ¾ mile [4000 RVR)." This combination identifies **APRC B/II/4000** and **DPRC B/II** for Runway 17/35. The current 240' parallel taxiway separation exceeds the APRC and DPRC standards required for both the current and future critical aircraft (A-I Small) for the runway.

The APRCs and DPRCs identified above indicate that the following aircraft may land, or depart on the runway, and taxi on the parallel taxiway at MMV without operational restrictions:

- Within Approach Categories A and B, Airplane Design Groups I(S), I, & II.

FAA DESIGN STANDARDS

FAA AC 150/5300-13B, Airport Design, serves as the primary reference in establishing the geometry of airfield facilities. The existing condition dimensions and design standards for each runway is summarized in **Table 4-1 and 4-2**.

DESIGN STANDARDS

Specific design standards and conditions applicable to McMinnville Municipal Airport facilities are presented in the following sections of this chapter and the "FAA Design Standards" text boxes. For additional information reference appropriate sections in AC 150/5300-13B.

Table 4-1: Runway 4/22 Design Standards Summary (Dimensions In Feet)

FAA Standard	Runway 4/22 Existing Conditions[1]	Runway 4/22 RDC B-II Lower Than 3/4-Mile (Existing Standard)	RUNWAY 4/22 RDC C-II Lower Than 3/4-Mile (Future Standard)[2]
Runway Length	5,420	See Runway Length Analysis Discussion	
Runway Width	100	100	100
Blast Pad Width Blast Pad Length	N/A[3] N/A[3]	120 150	120 150
Paved Overrun	1,000[3]	No Standard	No Standard
Runway Shoulder Width	10	10	10
Runway Safety Area • Width • Beyond RWY End • Prior to Landing Threshold	 500 1,000/987[4] 1,000/950	 300 600 600	 500 1,000 600
Runway Obstacle Free Zone • Width • Beyond RWY End • Prior to Landing Threshold	 400 200 200	 400 200 200	 400 200 200

Continued on next page

Table 4-1: Runway 4/22 Design Standards Summary (Dimensions In Feet)

FAA Standard	Runway 4/22 Existing Conditions[1]	Runway 4/22 RDC B-II Lower Than 3/4-Mile (Existing Standard)	RUNWAY 4/22 RDC C-II Lower Than 3/4-Mile (Future Standard)[2]
Precision Obstacle Free Zone[5] • Width • Beyond RWY End • Prior to Landing Threshold	 800 200 200	 800 200 200	 800 200 200
Inner-approach OFZ[5]	Rwy 22: Begins 200' beyond runway end, extending 200' past last ALS unit at a slope of 50:1	Begins 200' beyond runway end, extending 200' past last ALS unit at a slope of 50:1	Same
Inner-transitional OFZ[5]	Rwy 22: Begins at the edges of the ROFZ and inner-approach OFZ then rises laterally at a slope of 6:1 to a height of 150 feet above the airport elevation.	Begins at the edges of the ROFZ and inner-approach OFZ then rises laterally at a slope of 6:1 to a height of 150 feet above the airport elevation.	Same
Object Free Area • Width • Beyond RWY End • Prior to Landing Threshold	 800 1,000/897[4] 600	 800 600 600	 800 1,000 600
Approach Runway Protection Zone -Length[8]	RWY 4: 1,700 RWY 22: 2,500	RWY 4: 1,000 RWY 22: 2,500	RWY 4: 1,700 RWY 22: 2,500
Approach Runway Protection Zone -Inner Width[8]	RWY 4: 500 RWY 22: 1,000	RWY 4: 500 RWY 22: 1,000	RWY 4: 500 RWY 22: 1,000
Approach Runway Protection Zone - Outer Width[8]	RWY 4: 1,010 RWY 22: 1,750	RWY 4: 700 RWY 22: 1,750	RWY 4: 1,510 RWY 22: 1,750
Departure Runway Protection Zone - Length[8]	RWY 4: 1,700 RWY 22: 2,500	RWY 4: 1,000 RWY 22: 1,000	RWY 4: 1,700 RWY 22: 1,700
Departure Runway Protection Zone - Inner Width	RWY 4: 1,000 RWY 22: 1,000	RWY 4: 500 RWY 22: 1,000	RWY 4: 1,000 RWY 22: 500
Departure Runway Protection Zone -Outer Width[8]	RWY 4: 1,010 RWY 22: 1,750	RWY 4: 700 RWY 22: 1,000	RWY 4: 1,010 RWY 22: 1,010
Runway Centerline to: Parallel Taxiway/Taxilane CL Aircraft Hold Position Aircraft Parking Area 18' Building Restriction Line (BRL)[7]	 400[6] 250 570/625[9] 626	 300[6] 250 570/647[10] 626	 400 250 570/647[10] 626

Source: FAA AC 150/5300-13B Airport Design

Table 4-1 Notes:

1. As depicted on as-built ALP and documented on site; some published dimensions cited in current FAA Chart Supplement and 5010 Airport Record Form
2. RDC C-II (future standard), representing the future critical aircraft for the runway in the updated forecast (Chapter 3).
3. The 1,000' x 150' paved overrun at the Runway 4 end exceeds FAA dimensional standards for B-II and C-II blast pads.
4. Airport fence adjacent to Cruickshank Road is located approximately 897 feet from runway end, its nearest point, in the southeast corner of the RSA and OFA.
5. Runway 22 is a precision instrument runway that has an **Inner-approach OFZ**, an **Inner-transitional OFZ**, and a **Precision Obstacle Free Zone (POFZ)**. The **inner-approach OFZ** begins 200 feet from the runway threshold at the same elevation as the runway threshold and extends 200 feet past the last unit in the ALS. Its width is the same as the ROFZ and rises at a slope of 50:1. The **inner-transitional OFZ** begins at the edges of the ROFZ and inner-approach OFZ then rises laterally at a slope of 6:1 to a height of 150 feet above the airport elevation.
6. Runway 4/22 centerline to east parallel taxiway (Taxiway A) centerline is 400 feet.
7. The existing 626-foot east BRL (for Runway 4/22) depicted on the 2004 ALP can accommodate up to 18-foot structures at the BRL without airspace surface penetration. Maximum allowable building heights are determined by zoning, but penetrations to airspace not permitted without FAA approval.
8. Existing RPZ dimensions corresponding the current approach visibility minimums or as depicted on previous ALP. RPZ dimensions were not differentiated as approach and departure RPZ by FAA when the last ALP was approved. Future Rwy 4 RPZ assumes NLT 3/4-mile visibility. Portions of existing RPZs extend off airport property; public roads located in Rwy 22 RPZ.
9. Nearest Aircraft Parking (Main Apron/East Tiedown Apron).
10. Greater of PIR (Rwy 4/22) transitional surface clearance for 10' and 21' aircraft tail heights or TOFA clearance for Taxiway A; smaller aircraft parking may be accommodated if clear of TOFA and do not penetrate transitional surface.

Table 4-2: Runway 17/35 Design Standards Summary (Dimensions In Feet)

FAA Standard	Runway 17/35 Existing Conditions[1]	Runway 17/35 RDC A/B-I (Small) Not Lower Than 1-Mile Or Visual Existing/Future Standard[2]
Runway Length	4,340	See Runway Length Analysis Discussion
Runway Width	75	60
Blast Pad Width/Length	None	80/60[9]
Runway Shoulder Width	10	10
Runway Safety Area • Width • Beyond RWY End • Prior to Landing Threshold	 150 300 300	 120 240 240
Runway Obstacle Free Zone • Width • Beyond RWY End • Prior to Landing Threshold	 400 200 200	 250 200 200
Object Free Area • Width • Beyond RWY End • Prior to Landing Threshold	 500 300 300	 250 240 240
Approach/Departure Runway Protection Zone - Length	RWY 17 & 35: 1,000[10]	RWY 17 & 35: 450
Approach/Departure Runway Protection Zone - Inner Width	RWY 17 & 35: 500[10]	RWY 17 & 35: 450
Approach /Departure Runway Protection Zone - Outer Width	RWY 17 & 35: 700[10]	RWY 17 & 35: 450
Runway Centerline to: Parallel Taxiway/Taxilane CL Aircraft Hold Position Aircraft Parking Area 18' Building Restriction Line (BRL)	 240 200[3] 300[5] 376[8]	 150 125[4] 195/284.5[6] 251[8]

Source: FAA AC 150/5300-13B, Airport Design

Table 4-2 Notes:

1. As depicted on as-built ALP and documented on site; some published dimensions cited in current FAA Chart Supplement and 5010 Airport Record Form.
2. RDC A-I (small aircraft) is the current and future standard, representing the current/future critical aircraft for the runway in the updated forecast (Chapter 3).
3. Distance from Runway 17/35 centerline to aircraft hold line on access taxiways (Taxiways D1-D3).
4. This standard applies to runways or sides of runway without a parallel taxiway.
5. As depicted on 2004 ALP: 300-foot Aircraft Parking Line (APL) for Runway 17/35 (east side of runway) to clear a 500' wide (B-II) OFA. The grass surfaced area on the east side of the runway (opposite Taxiway D2) was previously used for glider staging.
6. Utility visual runway (Rwy 17/35) transitional surface clearance for 10' aircraft tail height (east side of runway); smaller aircraft parking may be accommodated if clear of Runway OFA and do not penetrate transitional surface. / A-I TOFA clearance for Taxiway D (west side of runway), which can accommodate 22' tail heights.
7. As depicted on 2004 ALP: 376-foot BRL for Runway 17/35 (infield side of runway). This distance is required for an 18-foot structure without transitional surface penetration based on a 500' wide primary surface. No BRL depicted on east side of Runway 17/35.
8. A 251-foot BRL can accommodate up to 18-foot structures at the BRL without transitional or primary surface penetrations, based on 250' wide utility visual runway primary surface.
9. FAA recommends blast pads are provided for "Runways with ADG-III as the critical aircraft." (AC 150/5300-13B, Section 3.7.4.2).
10. Existing RPZ dimensions corresponding the current approach visibility minimums or as depicted on previous ALP. RPZ dimensions were not differentiated as approach and departure RPZ by FAA when the last ALP was approved. Portions of existing Runway 17 and 35 RPZs extend off airport property with roads located in the RPZs.

TAXIWAY DESIGN GROUP

Taxiway Design Group (TDG), see **Figure 4-1**, is based on the dimensions of the aircraft landing gear, including distance from the cockpit to the main gear (CMG) and main gear width (MGW). These dimensions affect an aircraft's ability to safely maneuver around the airport taxiways and dictate pavement fillet design. Taxiways and taxilanes can be constructed to different TDGs based on the expected use of that taxiway/taxilane by aircraft type.

The major taxiways at the Airport (A, A1-A4, B, and C) are designed based on ADG II aircraft, which corresponds to TDG-2A or -2B. Several of these taxiways are 50' wide with 20' gavel shoulders, which exceeds the TDG 2A and -2B width standards. The taxiways associated with Runway 17/35 (Taxiway D, D1,-D3) are designed based on ADG II aircraft, which corresponds to TDG-2A.

Based on the updated critical aircraft designated for each runway noted in Chapter 3, the corresponding TDG standard for the associated taxiways are:

- **Taxiway A, B, C: TDG-2A (existing) and -2B (future)**
- **Taxiway D: TDG-1A (existing and future)**

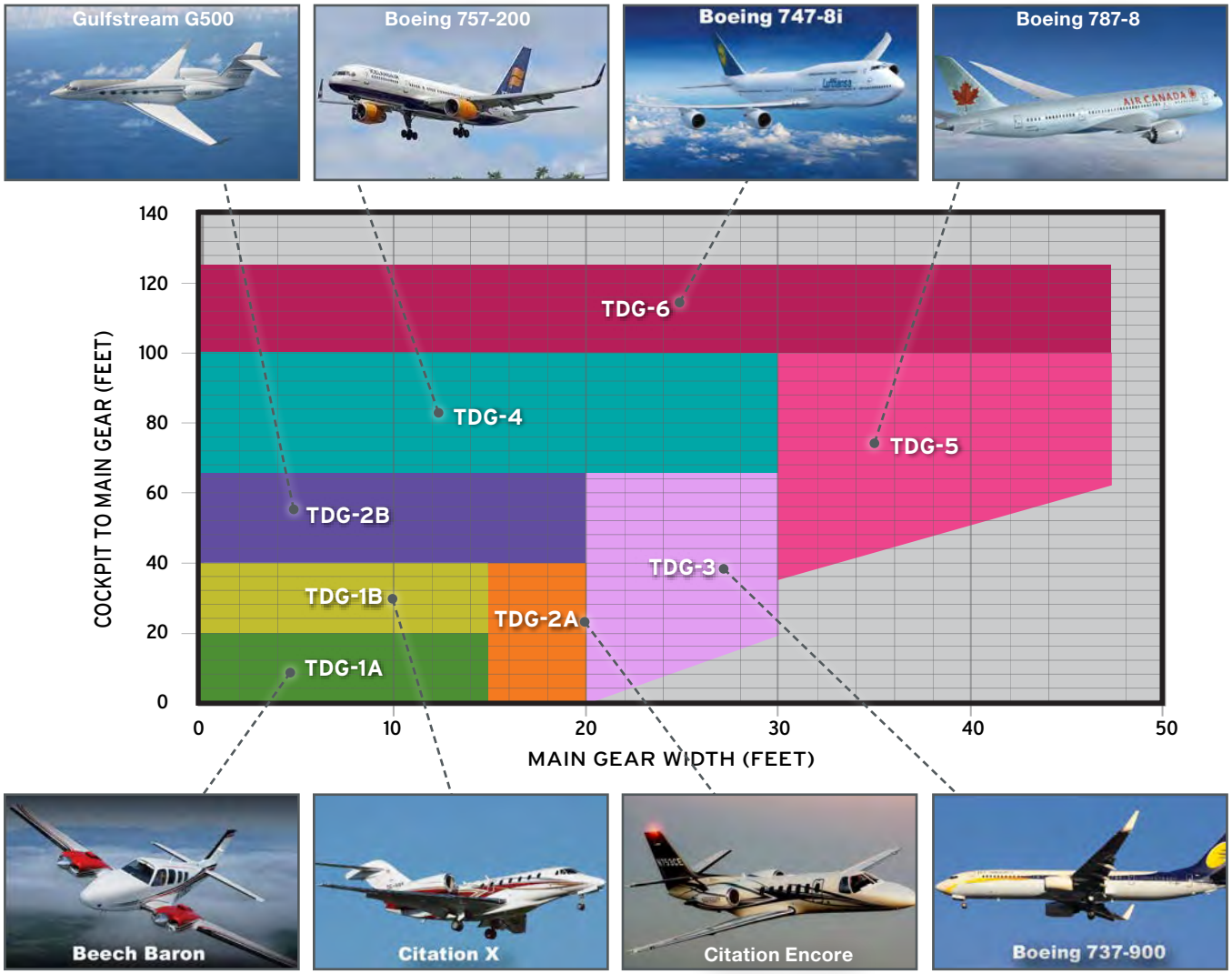
See **Table 4-3** for applicable TDG dimensions.

Table 4-3: Taxiway Design Standards (dimensions in feet)

	Current Conditions	Current Standard	Future Standard
Taxiway A, A1-A4		**ADG II / TDG 2A**	**ADG II / TDG 2B**
Taxiway Width	50	35	35
Taxiway Shoulder Width	20	15	15
TSA Width	79	79	79
TOFA Width	124	124	124
Taxiway B,C		**ADG II / TDG 2A**	**ADG II / TDG 2A**
Taxiway Width	50	35	35
Taxiway Shoulder Width	15	15	15
TSA Width	79	79	79
TOFA Width	124	124	124
Taxiway D, D1-D3		**ADG I / TDG 1A**	**ADG I / TDG 1A**
Taxiway Width	35	25	25
Taxiway Shoulder Width	10	10	10
TSA Width	79	49	49
TOFA Width	124	89	89

Source: Century West Engineering

Figure 4-1: Taxiway Design Group Components



Source: Century West Engineering

Airport Facilities Analysis

Based on the updated inventory of facilities presented in Chapter 2, an evaluation for conformance with applicable FAA standards was performed. The FAA's primary airport planning guidance advisory circular has undergone two major updates since the 2004 ALP Report was adopted. Additional standards have been defined, with others combined or eliminated. Additional information about these items will be provided in the relevant sections of the chapter.

- A small number of conformance issues were identified for the existing runways, taxiways and apron/taxilanes at MMV. Options for mitigating the items will be included in the airside/landside alternatives evaluation (Chapter 5).
- Taxiway A2 and Taxiway D create a crossing in the middle one-third of Runway 4/22, which is defined by FAA as a "high energy crossing." Current FAA design guidance discourages high energy crossings on runways.
- Taxiways A1 and A4 are acute angled taxiway connectors to Runway 04/22. Current FAA design guidance encourages 90-degree exit taxiway geometry, except for high speed exits for runways with significant air traffic and capacity issues.
- The Runway Protection Zones (RPZ) for all four runway ends (Runways 4, 22, 17, 35) extend off airport property. The FAA recommends airport control of RPZs through fee simple ownership or avigation easements. Avigation easements for portions of the Runway 22 RPZ were acquired by the City of McMinnville in the early 1980s. These easements will be reflected in updated ALP set drawings, including the "Exhibit A" Property Plan. The remaining portions of the RPZ not in airport ownership will be evaluated as noted above.
- Public roads (SE Cruickshank Road and Highway 18) are located in the RPZs for Runway 22 and 17. An unimproved road extends through the Runway 35 RPZ, along the southern edge of airport property, from a connection to SE Airport Road (controlled access with gate). The FAA's current design guidance identifies roads in RPZs as incompatible land uses.
- The east end of the Runway Safety Area (RSA) and Object Free Area (OFA) for Runway 4/22 has a small encroachment (100 feet ±) created by SE Cruickshank Road and an airport fence. These non-conforming items were evaluated in 2015, prior to the most recent reconstruction of Runway 4/22. The FAA permitted the existing Runway 22 threshold, road and fence conditions to be maintained in the runway reconstruction project, with the requirement that declared distances (-100 feet) be published for Runway 4 operations. The current declared distances reduce the Runway 4 Accelerate-Stop Distance Available (ASDA) and the Landing Distance Available (LDA) from 5,420 to 5,320 feet.

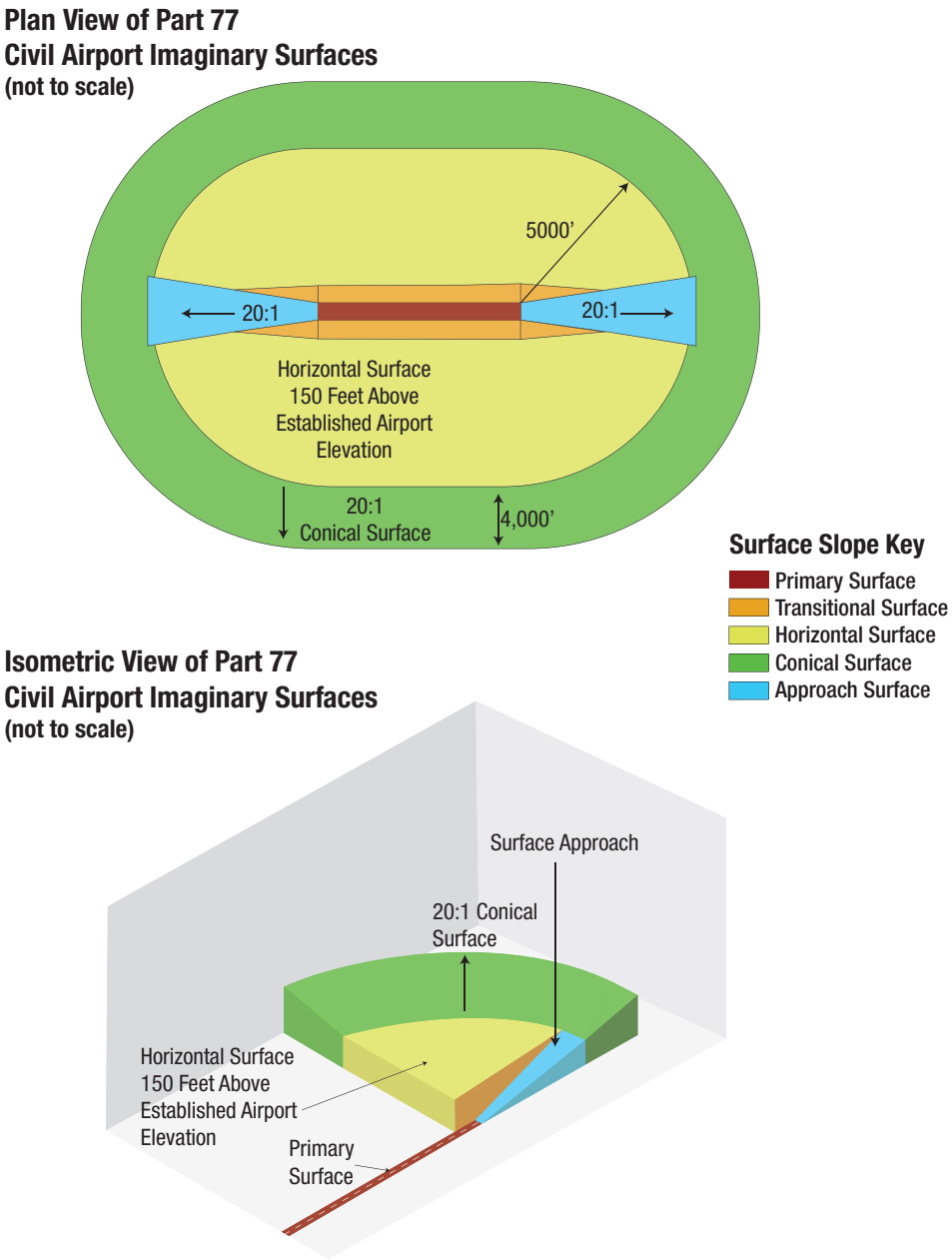
  As part of the ongoing coordination for the airport master plan, the FAA has indicated that standard RSA and OFA conditions should be achieved for the runway. Unrelated to the master plan, the ODOT Three Mile Lane project reconfiguring a section of the Highway 18 corridor that runs adjacent to the north side of the airport, plans to eliminate the existing SE Cruickshank Road connection to Highway 18 and re-route traffic east. The planned closure of this section of the roadway will allow the road to be vacated (ROW deeded to Airport), the RSA and OFA corner to be re-graded, and the fence relocated outside the protected areas. Emergency and maintenance access to this area may be provided through locked gates.
- Some taxilanes in the terminal area and adjacent small aircraft hangar areas do not meet FAA standards for ADG I taxilane object free areas (TLOFA) (minimum 39.5 feet from taxilane centerline to adjacent structure). However, in many cases, the adjacent hangars (including T-hangars) have common 40-foot door widths. This limits the hangars to smaller aircraft with wingspans less than the upper limit of ADG I aircraft wingspan (49 feet) used to define the OFA standard, which effectively mitigates the non-conforming conditions.
- Hangar "X-Ray" (Two buildings - 5 units total) located near the southeast corner of the west hangar area, have door widths (53-57 feet ±) capable of accommodating smaller ADG II aircraft. Similar to as noted above, the taxilane OFA clearances adjacent to these hangars do not meet either ADG I or II standards (ADG II = minimum 55' feet from taxilane centerline to adjacent structure). Marking (signage) the limited wingspan clearances for these taxilane sections are recommended. If the hangars are replaced at the end of their useful lives, replacement hangars should be sited to meet the applicable TLOFA clearance requirements.

Airside Facility Requirements

PART 77 AIRSPACE

U.S. airport airspace is defined by Title 14, Code of Federal Regulations (CFR) Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace1. Part 77 defines airport imaginary surfaces that are established to protect the airspace immediately surrounding a runway. The airspace surfaces and ground areas surrounding a runway should be free of obstructions (i.e., structures, parked aircraft, trees, etc.) to the maximum extent possible to provide a safe aircraft operating environment. A generic Part 77 diagram illustrating each type of airspace surface is provided in **Figure 4-2**.

Figure 4-2: Part 77 Airspace (Generic)



Source: Century West Engineering, Airspace Plan; Part 77

The definition of Part 77 surfaces at an airport reflects a variety of factors, but a primary defining factor is runway category (visual, non-precision instrument, or precision instrument). Runway 4/22 is designated as a precision instrument runway, with straight-in ILS procedures to Runway 22. Runway 4 supports non-precision instrument approaches. Runway 17/35 is designated as a visual runway and it does not support instrument procedures.

The air traffic on Runway 4/22 is consistent with airspace planning standards for "large" aircraft (above 12,500 pounds); the standards defined for "small" aircraft (12,500 pounds and less) are appropriate for Runway 17/35. The applicable Part 77 surfaces for MMV are summarized in **Table 4-4**.

Table 4-4: Part 77 Airspace Summary (MMV)

	Runway 4/22	Runway 17/35
Part 77 Runway Designation	**Larger than Utility Precision Instrument (PIR)**	**Utility Visual (VIS)**
Width of Primary Surface	1,000 feet	250 feet
Approach Surface Length	50,000 feet (Rwy 22) 10,000 feet (Rwy 4 – NPI)	5,000 feet
Approach Surface Width (Outer End)	16,000 feet (Rwy 22) 3,500 feet (Rwy 4 – NPI)	1,250 feet
Approach Surface Slope	50:1/40:1 (Rwy 22) 34:1 (Rwy 4 – NPI)	20:1
Transitional Surface	7:1 Slope to 150 feet above runway	Same
Horizontal Surface Elevation	150 feet above airport elevation	Same
Horizontal Surface Radius	10,000 feet	5,000
Conical Surface	20:1 for 4,000 feet	Same

Source: Code of Federal Regulations (CFR), Title 14, Subpart E, Part 77

1. For airports with both utility and larger than utility runways, the runway horizontal surface dimensions are combined, and the more demanding surface takes precedence.

PART 77 AIRSPACE SURFACES AND OBSTRUCTIONS

This section provides descriptions of Part 77 airspace surfaces and obstructions for Runway 4/22 and 17/35 depicted on the 2004 Airspace Plan drawing, based on the runway configuration in place at the time. The subsequent reconstruction of Runway 4/22 did not change length or airspace surfaces. However, a reconstruction of Runway 17/35 shifted the runway south (breaking the intersection with 4/22) while maintaining its existing length (4,340'). Two items (fence and private service road) located 380' and 430' from the south end of Runway 17/35 listed for reference were identified as non-obstructions. These items will be reevaluated based on the current (shifted) runway end in the updated assessment of AGIS survey data.

The 2004 Airspace Plan identified 25 obstructions and 4 non-obstructing items for reference. These items were identified for Runway 4/22 approach surfaces, transitional surface, and primary surface, in addition to surfaces for Runway 17/35 and the overall airfield (conical, horizontal). Three built items (building, rods on glide slope and electrical box) associated with the airfield were identified as obstructions. 19 trees and 1 bush were identified as obstructions (or potential obstructions). An area of terrain penetration was identified for the horizontal and conical surface, about 2 miles south of the airfield. The drawing noted the available obstruction data were limited (1993 and 2002 survey projects). The majority of obstructions were recommended to be removed or lighted.

Updated AGIS obstruction survey data was acquired from a fall 2023 mapping flight as part of the master plan. The AGIS data has been accepted by FAA and is currently being incorporated into the updated Part 77 Airspace Plan, and related drawings. The ALP and Airspace drawings will be updated to reflect the AGIS obstruction analysis, prior to submitting to FAA. An updated table will be included for all identified obstructions, with precise location and elevation data. The updated ALP drawing set will serve as the primary reference for any future obstacle removal projects to be identified in the Airport Capital Improvement Plan (ACIP).

Approach Surface

Approach Surfaces extend outward and upward from each end of the primary surface, along the extended runway centerline. The dimensions and slope of the approach surfaces are determined by the type of aircraft intended to use the runway, and the most demanding approach type planned for the runway.

Runway 4/22

The 2004 Airspace Plan identified 2 obstructions to the Runway 4 approach surface and 5 obstructions to the Runway 22 approach surface.

Runway 17 /35

No approach surface obstructions were identified for Runway 17/35 on the 2004 Airspace Plan. As noted above, the Runway 17/35 approach surfaces were shifted south as part of a runway reconstruction project. An updated obstruction evaluation will be performed for the current runway configuration using 2023 AGIS survey data.

Primary Surface

The Primary Surface is a rectangular plane longitudinally centered on the runway (at centerline elevation) extending 200 feet beyond each runway end. The width of the primary surface depends on runway category, approach capability, and approach visibility minimums. The primary surface should be free of any penetration, except items with locations fixed-by-function (i.e., approach lighting, runway or taxiway edge lights, etc.). The outer ends of the primary surface connect to the inner portion of the runway approach surfaces.

Runway 4/22

Three primary surface penetrations are identified on the 2004 Airspace Plan. Two obstructions were identified near the Runway 4 end (tree, bush), recommended to be removed, and one obstruction near the Runway 22 end (rod on the glide slope - no mitigation recommended).

Runway 17/35

No primary surface obstructions were identified for Runway 17/35 on the 2004 Airspace Plan.

Transitional Surface

The transitional surface is located along the lateral edges of the primary surface for each runway and is represented by a plane rising perpendicularly to the runway centerline at a slope of 7 to 1. The transitional surfaces extend outward and upward to an elevation 150 feet above the airport elevation. The outer edges of the transitional surface connect with the horizontal surface. The transitional surface should be free of obstructions (i.e., parked aircraft, structures, trees, terrain, etc.).

Runway 4/22

Twelve transitional surface obstructions (trees) are identified on the 2004 Airspace Plan. The obstructions were clustered in two main areas: the west end of Runway 4/22 (north side, mostly within the boundary of the Galen McBee Airport Park); the east end of Runway 4/22 (north and south sides of approach/primary surfaces). The recommended disposition for the trees was “top/remove.”

Runway 17/35

One obstruction (building) to the Runway 17/35 Transitional Surface was identified in the 2004 Airspace Plan. The building has been removed.

Horizontal Surface

The Horizontal Surface is a flat plane located 150 feet above the airport elevation. The horizontal surface boundaries are defined by the radii constructed from each runway end (10,000 feet for Runway 4/22; 5,000 feet for Runway 17/35). The outer edges of the radii for each runway end are connected with tangent lines, which taken together define the horizontal surface. The 2004 Airspace Plan identified one area of terrain penetration (37 feet) in the horizontal surface, near its outer edge, south of the Airport. No mitigation was recommended.

Conical Surface

The Conical Surface is an outer band of airspace that encircles the horizontal surface. The conical surface begins at the outer edge of the horizontal surface and extends outward 4,000 feet and upward at a slope of 20:1. The 2004 Airspace Plan identified one area of terrain penetration (8 feet) in the conical surface, south of the Airport. No mitigation was recommended.

Airfield Pavement Strength and Condition

Airfield pavements are considered to be the single most important asset at an airport. Monitoring and planning for future improvements to the strength and condition of airfield pavements is critical to satisfying existing and future aeronautical demand.

AIRFIELD PAVEMENT STRENGTH

Pavement strength ratings for the runways at MMV are published for pilot use in the FAA Chart Supplement.

Runway 4/22

- 40,000 pounds (single wheel landing gear)
- 50,000 pounds (dual wheel landing gear)
- 80,000 pounds (double dual wheel landing gear in tandem)

Runway 17/35

- 30,000 pounds (single wheel landing gear)

The pavement strength for both runways appears to be adequate to accommodate their respective critical aircraft. It is noted that in 2023, TMFSC instrument flight plan data indicates that MMV accommodated 28 operations by aircraft with maximum operating weights above the 50,000-pound dual wheel pavement strength rating for Runway 4/22. Although limited use of runways by heavier aircraft is not uncommon, airport management may consider options for managing these events with the goal of optimizing the functional life cycle of the pavement. Use by heavier aircraft may accelerate pavement wear and increase the frequency of runway rehabilitation projects.

The pavement sections for major taxiways and the primary aircraft parking aprons should correspond to the runways they serve. The main apron is constructed of Portland Cement Concrete (PCC), which is common for aircraft parking aprons or hardstands that accommodate heavier aircraft. Small aircraft aprons and hangar taxilanes are typically designed to accommodate aircraft weighing 12,500 pounds or less.

AIRFIELD PAVEMENT CONDITION

An updated Pavement Evaluation Program (PEP) inspection, performed by the Oregon Department of Aviation (ODAV), was conducted at MMV in July 2023. A summary of airfield pavement conditions documented in the 2023 report is provided below.

> *"The area-weighted average PCI for all airport pavements at McMinnville Municipal Airport is approximately 75. The section PCIs ranged from a low of 0 to a high of 94.*
>
> *The primary distresses observed during the inspection were weathering, longitudinal and transverse cracking, fatigue (alligator) cracking, block cracking, depression, and raveling on AC surfaced pavements, and linear cracking, joint spalling, patching, and joint seal damage on PCC pavements."*

The PEP report (Appendix B, Table 2B) reports that the overall (area weighted) condition of the runway, taxiway, and apron pavements at MMV are consistent with project history and recent site visit observations:

- Runway: 85 (Good) – Runway 4/22 (90), Runway 17/35 (77)
- Taxiway: 72 (Satisfactory) – varies widely (7-93)
- Apron: 64 (Fair) – varies widely (0 - 100)

A summary of the recommended projects in the 2023 PEP Five-Year Global Maintenance and Rehabilitation Plan (2023-2028) is provided in **Table 4-5**.

Table 4-5: 2023 PEP – Recommended MMV Pavement Projects (2023-2028)

Recommended Year	Pavement Section	Recommended Work
--	Main Apron (PCC Sections)	Routine Maintenance
--	East Apron (AC)	Routine Maintenance
2024	West Apron (Middle Section)	Fog Seal
2024	Runway 22 Run up Apron	Fog Seal
2024	Runway 4/22	Slurry Seal
2024	Runway 17/35	Slurry Seal
2024	Taxiway A (East 2/3)	Slurry Seal
2024	Taxiway B	Slurry Seal
2024	Taxiway C	Slurry Seal
2024	Taxiway D	Slurry Seal
2024	West Hangar Area Taxilanes (West Section)	Fog Seal
2024	West Hangar Area Access Taxiway (@ A2)	Fog Seal
2025	West Apron (Outer (W/E) Sections)	Reconstruction
2026	Taxiway A (West 1/3)	Overlay
2026	West Hangar Area Access Taxiway (east of A2)	Reconstruction
2027	West Hangar Area Taxilanes (Middle Section)	Reconstruction
2028	West Hangar Area Taxilanes (East Section)	Overlay

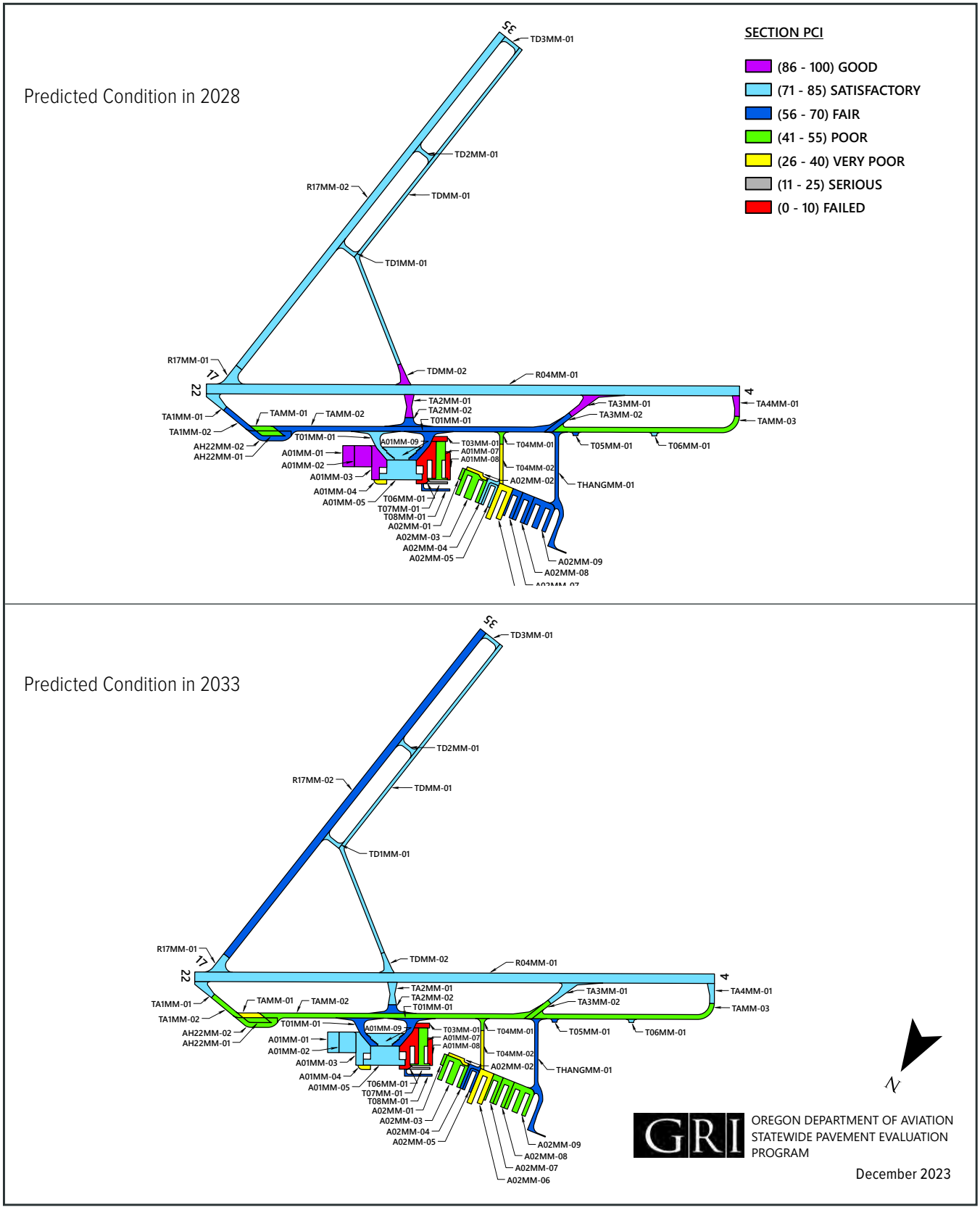
PCC = Portland Cement Concrete; AC = Asphaltic Concrete (Asphalt)

SUMMARY

It is expected that all runways, apron, taxiway, and taxilane pavements on the airfield will require rehabilitation or reconstruction during the current 20-year planning period. A prioritized list of pavement rehabilitation or reconstruction projects will be provided in the updated capital improvement program. It is recommended that ongoing maintenance, including vegetation removal, crack filling, sealcoats, and joint repairs be conducted on a regular basis and consistent with the ODAV PEP to maximize the longevity of airfield pavements through the planning period.

The PEP predicted 2028 and 2033 PCI ratings (assuming no intervening maintenance or rehabilitation is performed) for MMV are presented graphically in **Figure 4-4**.

Figure 4-4: Predicted Pavement Conditions



Source: Oregon Department of Aviation – 2023 Pavement Evaluation/Maintenance Management Program

Airfield Facilities

RUNWAYS

The runways were analyzed relative to orientation, length and width, and conformance to FAA design standards. Runway 4/22 is designated as the “primary” runway. Runway 17/35 is designated as a “secondary” runway, based on the wind coverage of the primary runway (see below). By FAA definition, a crosswind runway designation only applies when primary runway wind coverage is below 95%.

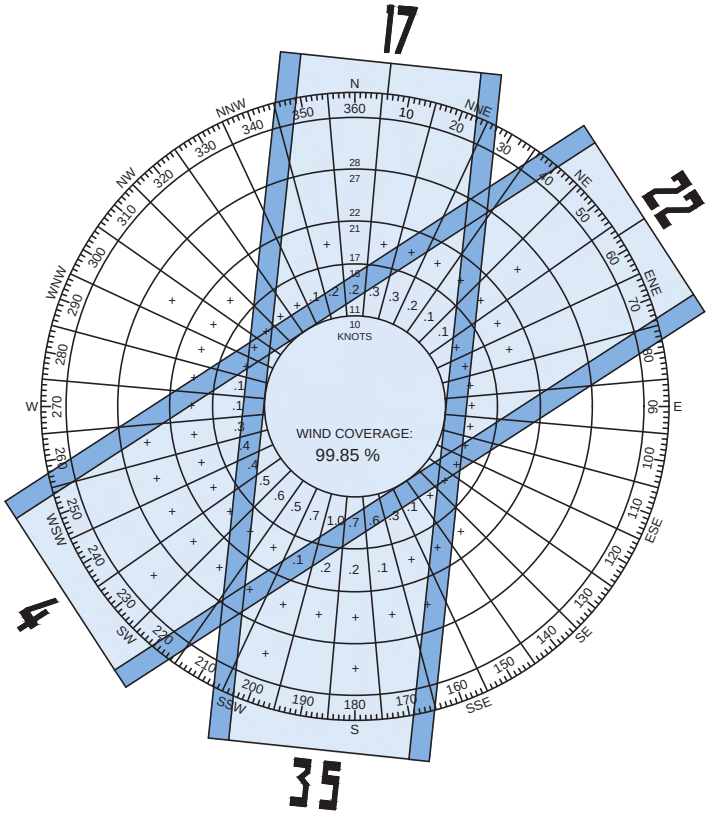
Runway Orientation and Crosswind Coverage

The preferred orientation of runways is a function of wind velocity, combined with the ability of aircraft to operate under given conditions. FAA has defined the maximum allowable direct crosswind (90-degrees) for small aircraft as 10.5 knots (12 mph) and 13 knots (15 mph) for larger general aviation aircraft. The FAA recommends that primary runways accommodate at least 95% of wind conditions. When this level of wind coverage is not provided, the FAA recommends consideration of a crosswind runway.

A new wind rose was created for MMV based on 10-years of historical data collected on site by the Airport’s Automated Surface Observing System (ASOS). The data indicate that wind coverage for Runway 4/22 exceeds 95% for both 10.5 and 13 knots in each of the three operational groupings (VFR, IFR, and All -Weather). The wind coverage for Runway 17/35 also exceeds 95% for both 10.5 and 13 knots. When combined, the two runways accommodate more than 99.8% of total wind conditions within the defined crosswind components.

Figure 4-5 depicts the all-weather wind rose for MMV that was built with 2013-2022 data. A table of wind coverages for each runway and runway end is also provided for the defined wind speeds and weather conditions described above.

Figure 4-5: All Weather Wind Rose (MMV)



ALL WEATHER WIND ROSE

SOURCE:
FAA AIRPORT DATA AND INFORMATION PORTAL
STATION 726881 MCMINNVILLE MUNICIPAL AIRPORT
PERIOD OF OBSERVATIONS : 2013-2022
NUMBER OF OBSERVATIONS : 117,663

RUNWAY 4-22/17-35 WIND COVERAGE

RUNWAY ALIGNMENT	CROSSWIND COMP. (KNOTS)	ALL-WEATHER WIND COVERAGE	VFR WIND COVERAGE	IFR WIND COVERAGE
COMBINED 4-22	10.5	96.73%	96.05%	99.10%
	13	98.49%	98.18%	99.54%
	16	99.67%	99.61%	99.89%
COMBINED 17-35	10.5	98.39%	98.06%	99.59%
	13	99.28%	99.15%	99.78%
	16	99.87%	99.86%	99.92%
ALL RUNWAYS	10.5	99.85%	99.82%	99.94%
	13	99.96%	99.96%	99.99%
	16	99.99%	99.99%	100%

RUNWAY LENGTH

Runway length requirements are based primarily on airport elevation, mean maximum temperature of the hottest month, runway gradient, and the aircraft expected to use the runway. For general aviation airports, the FAA recommends using a "family of design aircraft" approach for defining runway length requirements. *FAA AC 150/5325-4B, Runway Length Requirements for Airport Design*, provides the length analysis requirements for different segments of large and small aircraft fleets.

2004 Airport Layout Plan Report

The runway length analysis evaluated the requirements for a variety of operational configurations for both runways. An FAA computer model commonly in use at the time was used to define the runway lengths required at MMV to accommodate various aircraft groupings.

For Runway 4/22, the most applicable grouping for the current and forecast business jets activity was 100% of the large aircraft fleet (aircraft under 60,000 pounds). This grouping was consistent with C/D-II business jets, then identified as the future critical aircraft. The model indicated that a runway length of 5,500 feet was needed at MMV to accommodate 100% of the large aircraft fleet at a 60% useful load. A slightly shorter runway length (5,310') was required to accommodate 75% of the large airplane fleet at a 60% useful load. The existing length of Runway 4/22 (5,420') falls between the two lengths, indicating a high level of capability.

For Runway 17/35, the model indicated that a runway length of 3,600' was required to accommodate 100% of the small airplane fleet (aircraft under 12,500 pounds). At the time, Runway 17/35 was 4,676' long, which exceeded this length by 30%. The runway was later shifted south to increase separation with Runway 4/22 and shorten to 4,340' (+20% longer than the model-defined requirement).

The 2004 ALP depicted future no extensions for Runway 4/22 or Runway 17/35.

Updated Assessment of Runway Length Requirements

The planning methodology used to define runway lengths capable of satisfying existing and future demand at MMV is established by the *FAA: AC 150/5325-4B, Runway Length Requirements for Airport Design*. This methodology is consistent with FAA planning criteria that correlates the needs of the existing and future critical aircraft to approval of the Airport Layout Plan drawing and project eligibility for FAA funding. The specific design criteria applied to a runway does not preclude use by larger aircraft. However, airport management approval is typically required for use by heavier aircraft based on the operational limits of the airfield, particularly pavement strength.

Using FAA planning methodologies, the evaluation of runway length requirements begins with the operational requirements of the critical aircraft, or family of aircraft, expected to use each runway. Several airfield-specific conditions that affect aircraft performance are then verified including airport elevation, runway gradient, and the assumed operating temperature (average daily maximum temperature of the hottest month of the year). These inputs are applied to runway length curves presented in AC 150/5325-4B for the applicable segment of the GA aircraft fleet.

The FAA recommends a planning evaluation based on the "family of aircraft" to capture the most common aircraft within a particular category. As noted in the updated aviation activity forecast, large business jets (12,500 to 60,000 pounds) are identified as the existing and future critical aircraft for Runway 4/22. Since FAA instrument flight plan data accounts for the bulk of the Airport's large jet operations, it is reasonable to assume that MMV's instrument runway (Runway 4/22) accommodates the majority this activity at the Airport. The large airplane grouping is further characterized by determining the "useful load factor" at which they operate, based on the haul lengths and service needs of those jet aircraft. Runway 17/35 (secondary runway) is a visual runway that accommodates predominantly small aircraft.

For GA runways that accommodate large or small airplanes, the FAA recommends use of performance curves for runway length planning. The curves were developed by FAA based on approved airplane flight manuals, and they are intended to represent the needs of the fleet, rather than a single aircraft or type. This approach provides a more effective indication of the requirements of overall aircraft rather than relying on the requirements for an individual aircraft. The design aircraft, or family of aircraft, defined in the FAA-approved Aviation Activity Forecasts, is matched to the applicable runway length curves that are defined based on the factors described below. As noted earlier. the current length of Runway 4/22 is 5,420 feet and Runway 17/35 is 4,340 feet.

Runway 4/22

For large airplanes (12,500 to 60,000 pounds), *AC 150/5325-4B* identifies "Airplanes that Make Up 75 Percent of the Fleet" and the "Remaining 25 Percent of Airplanes that Make Up 100 Percent of Fleet." The AC provides guidance for selecting the appropriate grouping of aircraft fleet and the corresponding runway length curves that should be used for planning. The FAA recommends that designers use the 75% fleet curves when the aircraft under evaluation are not found in the 100% fleet group. However, even when relatively few airplanes being evaluated are listed in the 100% of fleet aircraft group, the FAA recommends that the 100% fleet curves should be used. Activity from both fleet segments is documented at MMV through historical FAA TFMSC data, which is reflected in the critical aircraft designation for Runway 4/22. **Based on FAA criteria, use of the 100% fleet runway length curves is appropriate for Runway 4/22**. **Table 4-6** summarizes representative business jet aircraft within the 75% and 100% fleet groupings.

Table 4-6: 75% and 100% of Large Airplane Fleet (Representative Aircraft)

75% of Fleet	100% of Fleet
British Aerospace – Bae 125-700	British Aerospace – Bae Corporate 800, 1000
Beechcraft, Mitsubishi – Beech Jet - 400A, Premier I	Bombardier – Challenger 600, 601-3A/3ER, 604
Bombardier – Challenger 300	Cessna – S550 Citation S/II, 650 Citation III/IV, 750 Citation X
Cessna – Citation I, II, III, V, VII, CJ-2, Bravo, Excel, Encore, Sovereign	Dassault – Falcon 900C/900EX, 2000/2000EX
Dassault – Falcon 10, 20, 50	IAI – Astra 1125, Galaxy 1126
Israel Aircraft Industries – Jet Commander 1121, Westwind 1123/1124	Learjet – 45XR, 55/55B/55C, 60
Learjet – 20 series, 30 series, 40, 45	Raytheon Hawker – Horizon, 800/800 XP, 1000
Raytheon Hawker – Hawker 400, 600	Sabreliner – 65/75
Rockwell – Sabreliner 75A	

Source: FAA AC 150/5325-4B

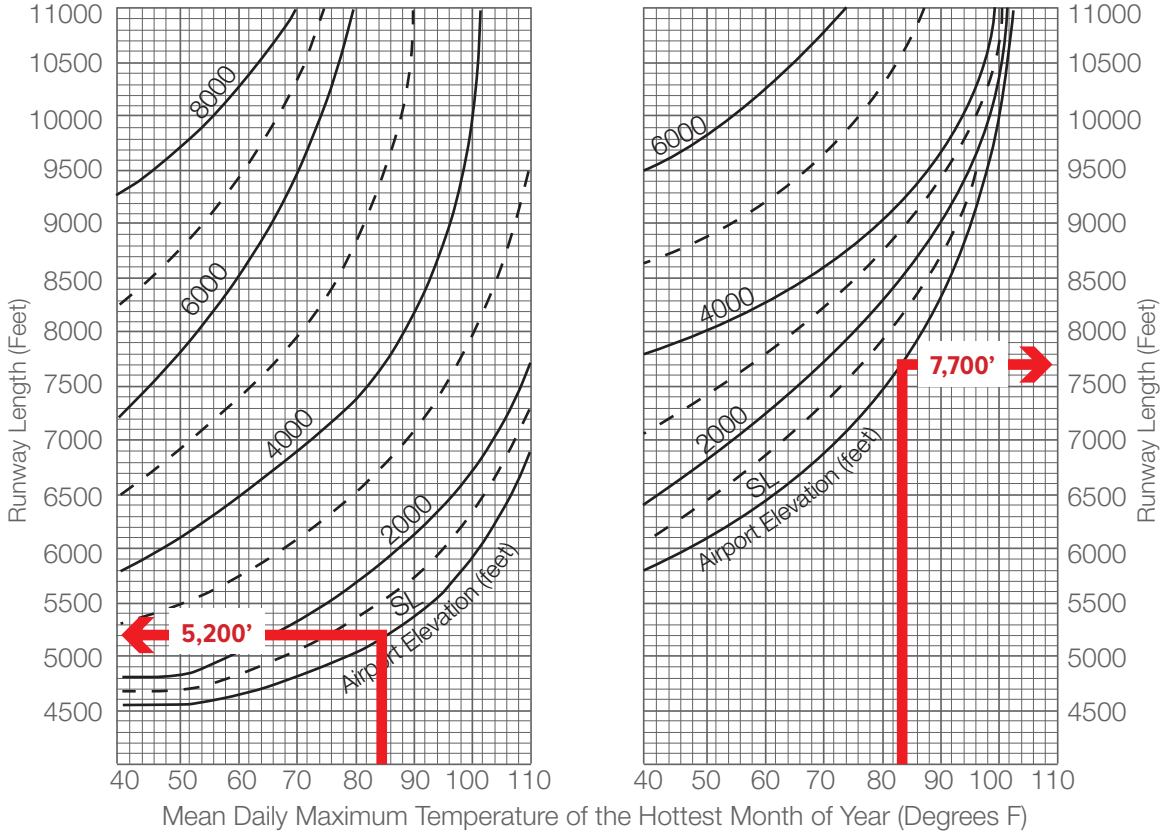
The runway length curves for these fleet segments provide for both 60% and 90% useful load factors. An aircraft's useful load represents the payload (passengers, fuel, etc.) that can be carried within its design/operating limits. For general reference, when an aircraft is at its maximum gross weight, it has reached its maximum useful load; however, that may not include full fuel tanks or a full passenger load depending on the aircraft's certificated design limits. **Based on FAA-defined criteria, including the typical haul lengths and service needs of the critical aircraft, the 60% useful load curve is recommended for Runway 4/22**.

Figure 4-6 depicts the runway length curves for 100% of the fleet and 60% useful load recommended for Runway 4/22. The runway length curve inputs include airport elevation and maximum mean daily temperature. For MMV, this produces an unadjusted runway length of 5,200 feet. Further adjustment is required to account for effective runway gradient and wet and slippery conditions. After these adjustments have been independently applied for Runway 4/22, the larger resulting runway length is selected as the recommended length.

Inputs - Runway Length Curves (Rwy 4/22):

- Airport elevation: **162.7 feet above mean sea level (MSL)**
- Mean Maximum Temperature (the average daily high temperature for the hottest month of the year): **83°F**
- Runway Gradient: **Maximum Elevation Difference: 0.1 feet**

Figure 4-6: Runway Length Curves (100% of Fleet, 60% & 90% Useful Load)



Source: FAA AC 150/5325-4B Runway Length Requirements for Airport Design

Runway gradient is addressed by increasing the required length at a rate of 10 feet for each 1-foot difference between runway high and low points. Runway 4/22 has a net elevation difference of 0.1 feet resulting in an adjustment of 1.0 feet, increasing runway length to 5,201 feet. For the 60% useful load fleet group, adjustments for wet and slippery conditions can increase the runway length either by 15% or up to a maximum of 5,500 feet, whichever is less. Applying a 15% adjustment to the 5,201-foot runway length noted above, exceeds 5,500 feet. As a result, the length is increased to 5,500 feet to satisfy the requirements for wet/slippery conditions.

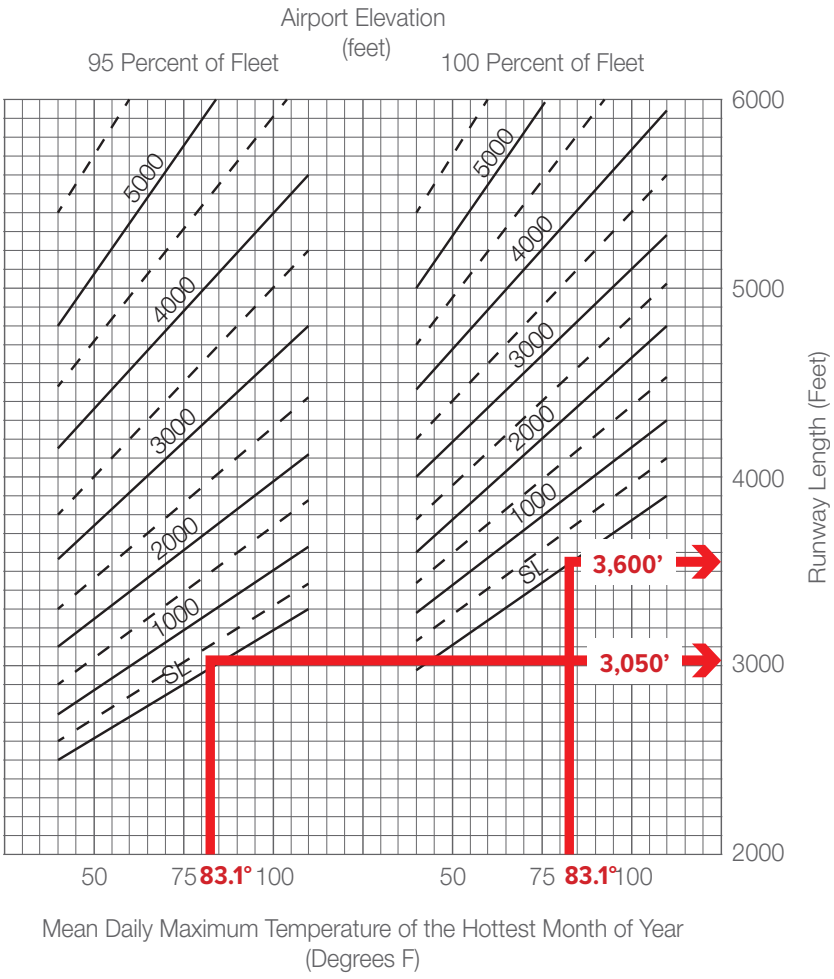
Based on local conditions and the methodology outlined in AC 150/5325-4B, a runway length of 5,500 feet is needed to accommodate 100% of large airplanes (60,000 pounds or less maximum gross takeoff weight) at 60% useful load for the current 20-year planning period.

At its current length of 5,420 feet, Runway 4/22 provides 99% (-80 feet) of the length justified for FAA funding based on forecast air traffic and the FAA's project eligibility criteria. Historical pavement data indicates that the runway was extended in 1992, from its previous length of 4,820 feet with an additional 1,000-foot paved overrun added at the Runway 4 end. Future runway improvement options will be addressed in the airside alternatives evaluation. However, based on its current operational capability, the cost of adding a small incremental increase in length may be difficult to justify, when impacts to existing ground-based navigational aids, lighting systems, and the runway/taxiway components are considered.

Runway 17/35

Runway 17/35 is a visual runway that accommodates predominantly small aircraft, which corresponds to the runway length curves for small aircraft. AC 150/5325-4B provides two sets of runway curves for small airplanes—aircraft with fewer than 10 seats and aircraft having 10 or more seats. Based on current and forecast activity, the critical aircraft for the runway is identified as a small single-engine piston aircraft, with the Cessna 182 Skylane (C-182) selected as representative. The C-182 is a four-passenger aircraft, which aligns with the "fewer than 10 seats" runway length curves for small aircraft. The "family of aircraft" that fall under A/B-I (Small Aircraft) standards weigh less than 12,500 pounds.

Figure 4-7: Runway Length Curves (95% & 100% of Small Airplane Fleet)



AC 150/5325-4B provides runway length curves for 95% and 100% of the small airplane fleet (10 or fewer seats). The FAA recommendation for determining fleet percentage is based on the community the airport serves. The AC indicates that 100 percent of the fleet is *"…primarily intended to serve communities located on the fringe of a metropolitan area or a relatively large population from a metropolitan area."* The 95% of the fleet designation *"…applies to airports primarily intended to serve medium size population communities with a diversity of usage and a greater potential for increased aviation activities."* The 95% fleet definition most closely aligns with MMV, and for planning purposes, the 95% fleet curve will be used for Runway 17/35.

Key Inputs – Runway Length Curves (Rwy 17/35):

- Airport elevation: 162.7 feet above mean sea level (MSL)
- Mean Maximum Temperature (the average daily high temperature for the hottest month of the year): 83°F
- Runway Gradient: Maximum Elevation Difference: 1.86 feet

As depicted in **Figure 4-7**, a runway length of 3,050 feet is needed to accommodate 95% of the small airplane fleet based on local conditions. The current length of Runway 17/35 is 4,340 feet, which is 142% (+1,290 feet) of the length defined in the FAA methodology.

Runway 17/35 provides 80% of the length of Runway 4/22, which appears to be adequate for current and forecast use as the Airport's second runway.

Airport Design Standards

Following its 2017 reconstruction, Runway 4/22 generally conforms to dimensional standards based on RDC C-II with approach visibility minimums "Lower than ¾ mile." This visibility standard is the lowest increment used by FAA to define design standards for runways, and it corresponds to the Instrument Landing System (ILS) for Runway 22, a precision approach that provides approach visibility minimums as low as ½-mile. The runway currently exceeds several design standards that correspond to the current critical aircraft designation (RDC B-II) but meets or exceeds most standards defined by the future critical aircraft designation (RDC C-II).

Runway 17/35 generally conforms to dimensional standards based on RDC A/B-II with 1-mile approach visibility minimums. Based on the current/future critical aircraft and approach type, the applicable design standards for Runway 17/35 are based on RDC A/B-I (small aircraft) with "visual" approach visibility minimums. The runway currently exceeds several design standards that correspond to the current and future critical aircraft designations (RDC A-I, small aircraft).

FAA AC 150/5300-13B defines both dimensional and obstruction clearance standards for major airfield design standards for runways, taxiways and aircraft aprons. **Table 4-2**, provided earlier, summarizes current and future dimensional standards for both runways at MMV. Design standards are described in the following text boxes and sections.

FAA DESIGN STANDARDS

Runway Safety Area (RSA)

Rwy 4/22

Existing Standard: B-II standard is 300 feet wide (centered on runway) and 600 feet beyond runway ends. Gradient, surface compaction, and obstacle clearing standards apply.

Future Standard: C-II standard is 500 feet wide and 1,000 feet beyond runway ends. Gradient, surface compaction, and obstacle clearing standards apply.

Existing Conditions: The existing RSA appears to exceed RDC B-II standards but does not meet C-II standards. The RSA was evaluated and designed (approved by FAA) based on C/D-II standards during the runway reconstruction in 2017. A small section of Cruickshank Road is located in the southeast corner of the RSA, approximately 900 feet from the end of Runway 22. The remainder of the RSA appears to meet all C/D-II FAA standards.

Rwy 17/35

Existing and Future Standard: A-I (Small Aircraft) standard is 120 feet wide (centered on runway) and 240 feet beyond runway ends. Gradient, surface compaction, and obstacle clearing standards apply.

Existing Conditions: The existing RSA appears to exceed RDC A-I (small) visual standards.

Runway Object Free Area (OFA)

Rwy 4/22

Existing Standard: B-II standard is 800 feet wide (centered on runway) and 600 feet beyond runway ends. Gradient and obstacle clearing standards apply.

Future Standard: C-II standard is 800 feet wide and 1,000 feet beyond runway ends. Obstacle clearing standards apply.

Existing Conditions: The existing OFA appears to exceed RDC B-II standards but does not meet C-II standards. The OFA was evaluated for the 2017 runway reconstruction based on C/D-II standards. A small section of Cruickshank Road is located in the southeast corner of the OFA, approximately 900 feet from the end of Runway 22. The remainder of the OFA appears to meet all C/D-II FAA standards.

Rwy 17/35

Existing and Future Standard: A-I (Small Aircraft) standard is 250 feet wide (centered on runway) and 240 feet beyond runway ends. Obstacle clearing standards apply.

Existing Conditions: The OFA appears to exceed RDC A-I (small) standards for visual runways.

FAA DESIGN STANDARDS

Runway Width/Shoulders

Rwy 4/22

Existing/Future Standards: B-II/C-II runway width is 100 feet, with 10-foot shoulders, based on existing approach visibility minimums.

Existing Conditions: Runway 4/22 width is 100 feet with 10-foot gravel shoulders (meets standards).

Rwy 17/35

Existing/Future Standard: A-I (Small Aircraft) standard runway width for runways with visual or not lower than 1-mile visibility is 60 feet, with 10-foot gravel shoulders.

Existing Conditions: Runway 17/35 width is 75 feet, which exceeds the width standard by 15 feet. The 10-foot gravel shoulders meet standards.

Runway Blast Pad

Rwy 4/22

Existing/Future Standards: B-II/C-II standard is 120 feet wide and 150 feet long (turf or stabilized soils, when required for ADG I, II, and II runways).

Existing Conditions: The runway is not equipped with blast pads at either end. However, the 1,000-foot paved overrun at the end of Runway 4 effectively provides blast pad function.

Rwy 17/35

Existing/Future Standard: A-I (small) standard is 80 feet wide and 60 feet long (turf or stabilized soils, when required for ADG I, II, and II runways).

Existing Conditions: The runway is not equipped with blast pads at either end.

Runway Obstacle Free Zone (OFZ)

Rwy 4/22

Existing/Future Standard: B-II/C-II standard (for large aircraft) is 400 feet wide (centered on runway) and 200 feet beyond runway ends. Obstacle clearing standards apply. Additional OFZ components apply to Runway 22 (see text).

Existing Conditions: The ROFZ appears to meet all FAA standards.

Rwy 17/35

Existing/Future Standard: A-I standard (for small aircraft) is 250 feet wide (centered on runway) and 200 feet beyond runway ends. Obstacle clearing standards apply.

Existing Conditions: The OFZ appears to meet all FAA standards.

Runway Heading

A review of magnetic variation (MAGVAR) data indicates that Runways 4/22 and 17/35 will not require a change in runway heading during the current 20-year planning based on the ongoing annual rate of changes.

Runway Protection Zones (RPZ)

By FAA definition *"The RPZ is a protection zone that serves to enhance the protection of people and property on the ground."* The RPZ shape and location often corresponds to the inner portion of the runway approach surface, although RPZs do not have vertical (slope) component. RPZ dimensions vary by runway design code (RDC).

The most recent update of the FAA Airport Design advisory circular *(AC 150/5300-13B, Appendix I)* identifies several common conditions and facilities that are considered compatible with RPZs. An updated *Airport Land Use Compatibility Planning AC (150/5190-4B)*, issued by FAA in 2022, provides this guidance for RPZs.

The FAA recommends airport control of RPZ through property ownership or acquisition of an avigation easement that limits specific conditions and defines vertical clearances for the corresponding approach surfaces. In general, proposed runway changes that reduce the presence of incompatible land uses in an RPZ are considered to provide incremental safety benefits.

No changes to the RPZ size based on the current and future RDC are anticipated during the current 20-year planning period. Any future changes in runway length or configuration may require changes in RPZ locations.

Although the FAA discourages roads in RPZs, they recognize that potential impacts vary, and in many cases the cost of realigning major roadways outside of RPZs, or reconfiguring runways to eliminate the RPZ conflict, may not be feasible. However, even in cases where roads pre-exist, or will continue to exist in an RPZ, maintaining a clear approach to the runway end is a high priority safety item for FAA. Since RPZs coincide with the inner portion of the Part 77 runway approach surface, vehicles traveling on these roads should not penetrate the runway approach, or if an obstruction does exist, it may be mitigated through a variety of actions.

Runway 4 & 22

The Runway 22 RPZ extends over Cruickshank Road, Highway 18, and beyond airport property. The 2004 ALP depicted no change to the runway or the road configurations. An analysis was conducted in 2015 to evaluate mitigation options for non-standard RSA, OFA, and RPZ in conjunction with a runway reconstruction project. The FAA-approved design maintained existing runway and road conditions and used declared distances for Runway 4 operations to mitigate the RSA and OFA obstacles. A review of these non-conforming items will be included in the airside alternatives analysis (Chapter 5). Anticipated changes to Cruickshank Road related to the ongoing ODOT Highway 18 project, may fully address these conditions and partially mitigate the RPZ. A small portion of the Runway 4 RPZ (south and west of the South Yamhill River) extends beyond airport property, over privately owned land parcels.

Runway 17 & 35

A small portion of the Runway 17 RPZ extends beyond airport property (over ODOT Highway 18 ROW). The majority of the Runway 35 RPZ extends off of airport property over privately owned agricultural land. A gated unpaved road extends through the Runway 35 RPZ from SE Airport Road to provide access to the adjacent orchards and a law enforcement shooting range located near the southwest corner of the Airport. The 2004 ALP depicted a future relocation of the access road south of its current location to improve clearance from the south end of Runway 17/35. As noted earlier, the runway was shifted south as part of its most recent construction. Options to address the current Runway 35 RPZ will be included in the airside alternatives analysis (Chapter 5).

FAA DESIGN STANDARDS

Runway Protection Zone (RPZ)
RPZs should be owned by the Airport or under control by easement and should be clear of incompatible land uses such as roads and buildings. RPZs begin 200 feet beyond each runway end and often coincide with the geometry of the inner approach surface for the runway. The current and planned approach visibility levels for each runway are referenced below.

Existing Conditions: Portions of all four RPZs at MMV extend beyond Airport property. Three of the RPZs (Rwy 22, 17, 35) have roads and within their boundaries. The Runway 22 RPZ has 6 structures located in its outer (NE) section, on the north side of Highway 18. The City of McMinnville has acquired several avigation easements for the Runway 22 RPZ.

Rwy 4/22
Current Standard: B-II Approach RPZ dimensions are 1,000 x 1,750 x 2,500 feet (inner width, outer width, length); the corresponding Departure RPZ is 500 x 700 x 1,000 feet.

Future Standard: C-II Approach RPZ dimensions are 1,000 x 1,750 x 2,500 feet (inner width, outer width, length); the corresponding Departure RPZ is 500 x 1,010 x 1,700 feet.

Rwy 17/35
Current/Future Standard: A-I (Small) Approach and Departure RPZ dimensions are 250 x 450 x 1,000 feet (inner width, outer width, length).

Recommendation: Avigation easements are recommended for all portions of existing/future RPZs not currently in Airport ownership.

The primary purpose of the RPZ easements is to control activities on the ground and to limit heights of trees or built objects that may penetrate the coincident inner approach surface for the runway (that has a similar surface area coverage). Options for realigning existing roads outside RPZs should be considered in the alternatives evaluation, where feasible.

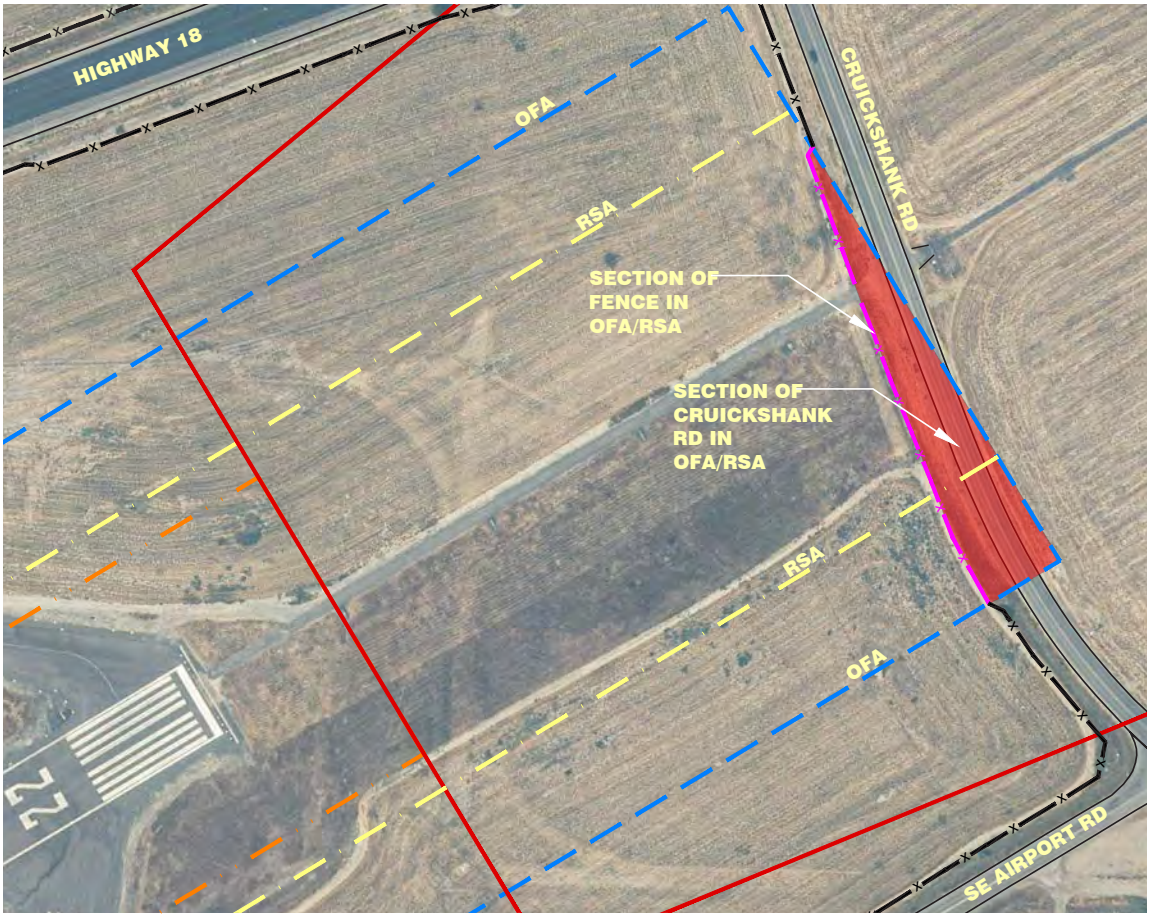
Object Free Area (OFA)

The runway OFA is a flat surface that sits at the same elevation as the runway. The OFA should be clear of terrain and above ground objects except for those required for air navigation or aircraft ground maneuvering purposes.

Runway 4/22

Runway 4/22 meets/exceeds the current B-II dimensional and obstacle clearance standards for the OFA. However, the future C-II OFA footprint is not clear at the Runway 22 end due to fencing and a public road located in the eastern 100 feet of the OFA. The non-standard conditions depicted in **Figure 4-8** reflect future RDC C-II design standards.

Figure 4-8: Runway 4/22 – Non-Standard OFA and RSA (Future)



Source: Century West Engineering

As noted earlier, RDC C/D-II design standards were used in the last reconstruction project for Runway 4/22. Mitigation measures (use of declared distances) were approved by FAA to address the non-standard OFA and RSA conditions noted above. However, FAA planning guidance indicates that the runway should be capable of meeting the applicable current or future standards. Options for meeting the future C-II OFA (and RSA) standards will be included in Chapter 5 – Development Alternatives Analysis.

Runway 17/35

Runway 17/35 meets/exceeds the current and future A-I (Small Aircraft) dimensional, obstacle clearing, and surface condition standards for the OFA. As noted earlier, Runway 17/35 was previously designed and constructed based on B-II standards.

Runway Safety Area (RSA)

The RSA is a flat surface that sits at the same elevation as the runway and is intended to be clear of terrain and above ground objects. FAA standards define dimensional, gradient, surface condition, and obstruction clearance requirements. The RSA is intended to enhance the safety of aircraft that overshoot, overrun, or veer off the runway without causing significant structural damage, as well as to provide access for Aircraft Rescue and Firefighting (ARFF) equipment for emergency response.

Runway 4/22

Runway 4/22 meets/exceeds the current B-II dimensional and obstacle clearance standards for the RSA. However, the future C-II RSA footprint is not clear at the Runway 22 end due to fencing and a public road located in the eastern 100 feet of the RSA. The non-standard conditions depicted in Figure 4-8 reflect future RDC C-II design standards. As noted earlier, FAA planning guidance indicates that the runway should be capable of meeting the applicable current or future standards. Options for meeting the future C-II RSA standard will be included in Chapter 5 – Development Alternatives Analysis.

Runway 17/35

Runway 17/35 meets/exceeds the current and future A-I (Small Aircraft) dimensional, obstacle clearing, and surface condition standards for the RSA. As noted earlier, Runway 17/35 was previously designed and constructed based on B-II standards.

Obstacle Free Zone (OFZ)

The FAA defines the OFZ that surrounds a runway as "a design and an operational surface kept clear during aircraft operations. This clearing standard does not allow aircraft and other object penetrations, except for locating frangible NAVAIDs in the OFZ because of their function. The FAA will not consider modification of the OFZ surface."

The OFZ may include up to four components depending on approach and lighting capabilities (abbreviated FAA definitions provided below):

- **Runway Obstacle Free Zone.** The ROFZ is a defined volume of airspace centered on the runway centerline, at runway elevation for any particular location. The ROFZ extends 200 feet beyond each end of the runway. ROZA dimensions are determined by aircraft size (small and large) and in some cases, approach visibility minimums. (Runway 4/22 and 17/35).
- **Inner-approach OFZ.** This OFZ is a defined volume of airspace centered on the approach area that only applies to runway ends with an approach lighting system (ALS). The surface begins 200 feet from the runway threshold (at the end of the ROZA) at the same elevation and extends 200 feet beyond the last light unit in the ALS. Its width is the same as the ROFZ and rises at a slope of 50 (horizontal) to 1 (vertical) from its beginning. (Runway 22).
- **Inner-transitional OFZ.** This OFZ only applies to runway ends with lower than ¾-mile approach visibility minimums (Runway 22). This OFZ is a defined volume of airspace along the sides of the ROFZ and Inner-approach OFZ. (Runway 22).
- **Precision Obstacle Free Zone.** This OFZ applies to any runway end with a vertically guided approach and landing minimums less than 250 feet, or visibility minimums less than ¾-mile (or RVR below 4,000 feet). The protected area begins at the threshold and continues along the extended runway centerline for a distance of 200 feet beyond the runway end. The surface is in effect when an aircraft is on final approach within 2 miles of the runway threshold. (Runway 22).

Runway 4/22

The Runway OFZ (large airplane width standard – 400 feet) applies to Runway 4/22. The Inner-approach OFZ, Inner-transitional OFZ, and Precision OFZ apply only to Runway 22. Runway 4/22 meets/exceeds the dimensional and obstacle clearance standards for all OFZ components, for both the current and future RDC (B-II/C-II).

Runway 17/35

The Runway OFZ (small airplane width standard – 250 feet) applies to Runway 17/35. Runway 17/35 meets/exceeds the dimensional and obstacle clearance standards for all OFZ components, for the current/future RDC (A-I Small Aircraft).

TAXIWAY/TAXILANE NETWORK

Taxiways

The major taxiways (A, A1-A4) associated with the primary runway (4/22) currently conform to ADG II and TDG 2A/B standards (width, shoulders, safety area, etc.) based on its most recent reconstruction. The runway separation for Taxiway A (400 feet) exceeds the requirements for the current critical aircraft category (B-II) but meets the requirements for the future critical aircraft category (C-II) based on the current approach visibility minimums (< ¾-mile). The applicable dimensions are summarized in the adjacent text boxes.

FAA DESIGN STANDARDS

Runway – Parallel Taxiway/Taxilane Separation
Rwy 4/22
Existing Standard: B-II standard is 300 feet for runways with visibility minimums lower than 3/4-mile.

Future Standard: C-II standard is 400 feet taxiway for runways with visibility minimums lower than 3/4-mile.

Existing Conditions: Runway 4/22 and Taxiway A separation is 400 feet, which exceeds the current standard and meets the future standard.

Rwy 17/35
Existing/Future Standard: A-I (Small) standard is 150 feet for visual runways and runways with not lower than 1-mile or visibility minimums.

Existing Conditions: Runway 17/35 and Taxiway D separation is 240 feet, which exceeds the current and future standard.

Taxiway Safety Area (TSA)
Rwy 4/22 Taxiways (A, A1-A4)
Existing/Future Standard: ADG II dimension is 79 feet wide (extends 39.5 feet from taxiway centerline, beyond the sides the taxiway). Additional gradient standards apply.

Existing Conditions: The TSA for Taxiway A and A1-A4 appears to meet ADG II dimensional, grading and obstruction clearing standards.

Rwy 17/35 Taxiways (D, D1-D3)
Existing/Future Standard: ADG I dimension is 49 feet wide (extends 24.5 feet from taxiway centerline, beyond the sides the taxiway). Additional gradient standards apply.

Existing Conditions: The TSA for Taxiway D and D1-D3 was designed based on ADG II standards, which exceeds ADG I standards.

Taxiway Object Free Area (TOFA)
Rwy 4/22 Taxiways (A, A1-A4)
Existing/Future Standard: ADG II dimension is 124 feet wide (extends 62 feet from taxiway centerline, beyond the sides the taxiway). Additional gradient standards apply.

Existing Conditions: The TOFA for Taxiway A and A1-A4 appears to meet ADG II dimensional, grading and obstruction clearing standards.

Rwy 17/35 Taxiways (D, D1-D3)
Existing/Future Standard: ADG I dimension is 89 feet wide (extends 44.5 feet from taxiway centerline, beyond the sides the taxiway). Additional gradient standards apply.

Existing Conditions: The TOFA for Taxiway D and D1-D3 was designed based on ADG II standards, which exceeds ADG I standards.

Taxilane Object Free Area (TLOFA)
Existing/Future Standard:

- The ADG II standard is 110 feet wide, or 55 feet each side of taxilane centerline (applies to taxilanes and aprons used by large aircraft)
- The ADG I standard is 79 feet wide, or 39.5 feet each side of taxilane centerline (applies to small aircraft aprons and taxilanes)

Existing Conditions: Several existing aircraft hangar taxilanes do not meet the applicable TLOFA dimensional and obstruction clearance criteria. See recommendations later in this section for compliance with taxilane clearance.

Two items related to Taxiway A are identified for evaluation based on current FAA design guidance:

- **Exit taxiways A1 and A3 have acute angle (<90 degree) connections to Runway 4/22**. Current FAA guidance recommends that taxiway connectors be designed to provide a 90-degree intersection (and aircraft alignment at the hold position) relative to the runway centerline, to increase situational awareness for pilots and reduce runway incursions.
- **High Energy Runway Crossing**. Taxiway A2 connects to Taxiway D, forming a crossing in the middle one-third of Runway 4/22. By FAA definition, taxiway crossings in the middle section of a runway are "high energy" crossings. High energy crossings are discouraged by FAA.

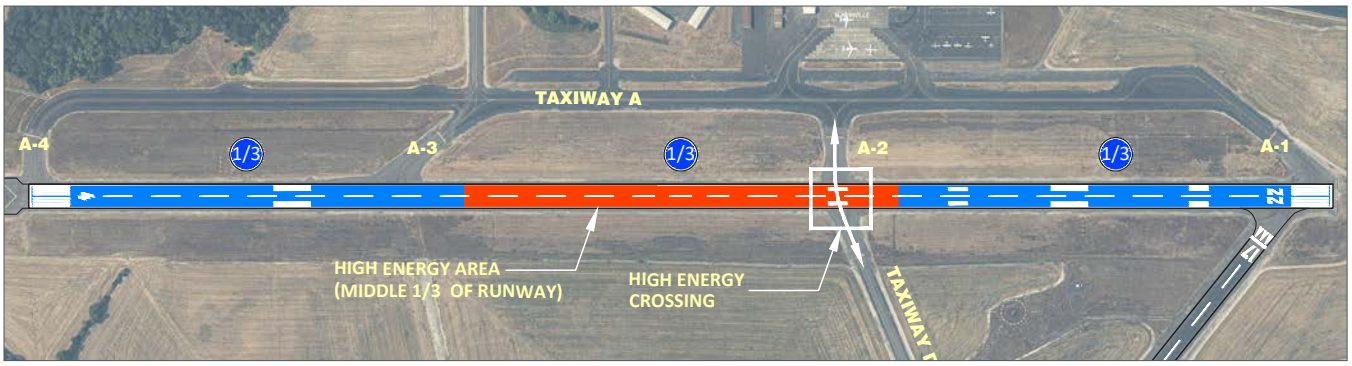
Figures 4-9 and 4-10 depict these taxiway conditions.

Figure 4-9: Acute Angle Connector Taxiways



Source: Century West Engineering

Figure 4-10: High Energy Runway Crossing



Source: Century West Engineering

Taxiways B and C (access to the main apron) also conform to ADG II and TDG 2A/B standards (width, shoulders, safety area, etc.). Based on their configuration and integration into the main apron, these taxiways appear to meet the FAA definition of taxilanes. Redesignating these as taxilanes may be considered in the landside alternatives evaluations to address required object free area clearances.

The infield taxiway (Taxiway D) and the three exit taxiways (D1-D3) currently conform to ADG II and TDG 2A standards (width, shoulders, safety area, etc.) based on its most recent reconstruction. As a result, Taxiway D exceeds standards based on the current and future critical aircraft (ADG I/TDG 1A). The runway separation for Taxiway D (240 feet) exceeds the requirements (150 feet) for the current and future critical aircraft category (A-I

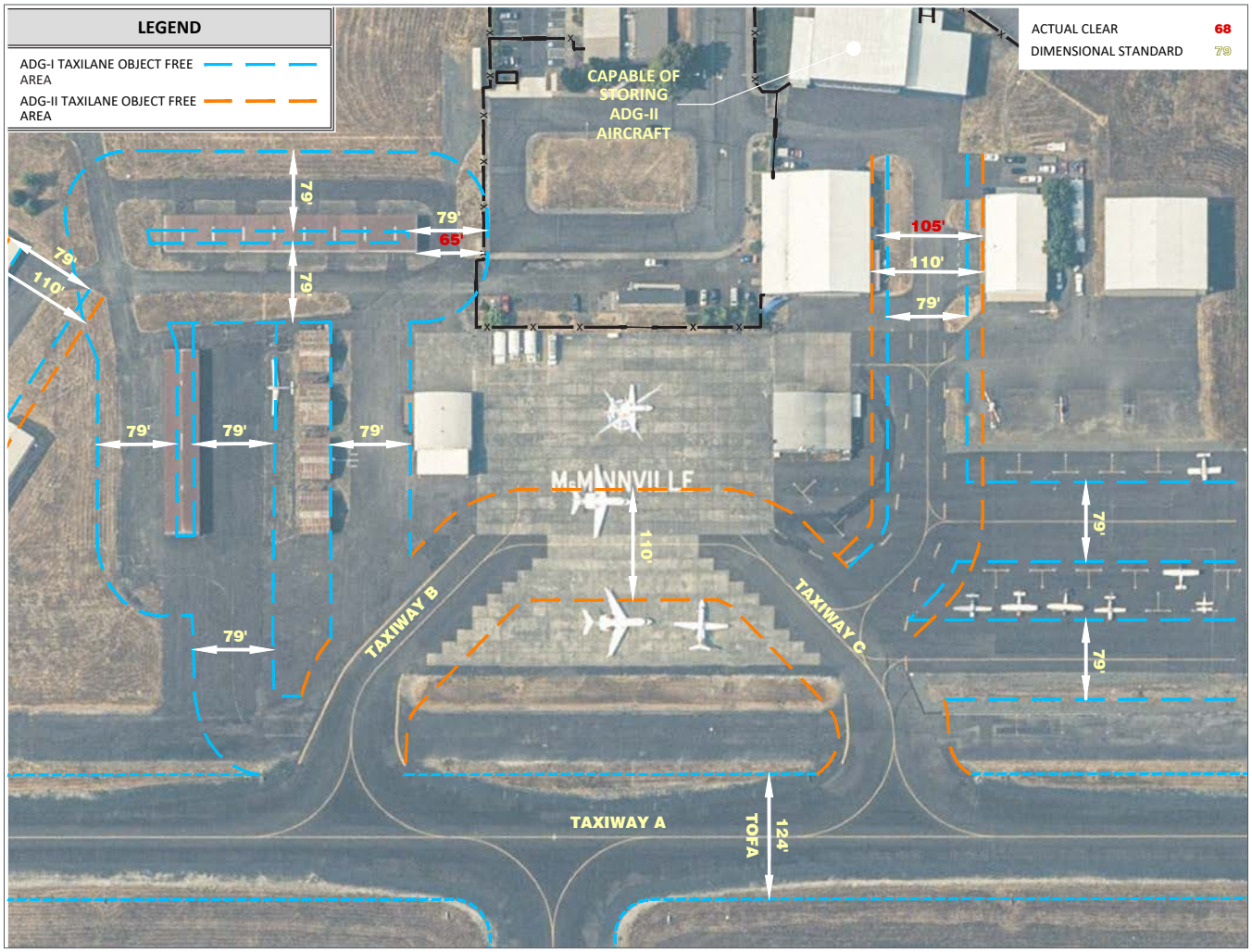
Small) based on existing visual approach visibility minimums.

Taxilanes

Taxilanes at MMV provide access to aircraft hangars and parking in the landside areas north of Runway 4/22. By FAA standard, taxilane object free areas (TLOFA) are defined and should be free of items that could create a hazard for taxiing aircraft including parked aircraft, hangars, fences, other built items, and natural terrain. It is common for taxilanes serving aircraft parking aprons and hangar developments to be designed to meet the standards of a particular group of aircraft using the facilities. Applicable TLOFA dimensions are provided in the adjacent text boxes.

Figure 4-11 depicts taxilanes in the central terminal area. Aside from the ADG II clearances provided for Taxiways B and C, most of the taxi routes (hangars and small airplane tiedown apron) in the terminal area are designed for use by small airplanes (ADG I standards). It is noted that the TLOFA clearances adjacent to several older hangars located on the west side of the main apron do not meet the ADG I standard. If eventual replacement of these hangars is planned in their current locations, the siting should be adjusted to meet the appropriate TLOFA clearances. With the noted exceptions, the taxilanes in the terminal area generally meet FAA TLOFA dimensional standards for ADG I and ADG II aircraft, where applicable. Future Improvement of taxilanes associated with apron and aircraft parking expansion will meet the standards of the ADG for which they are designed.

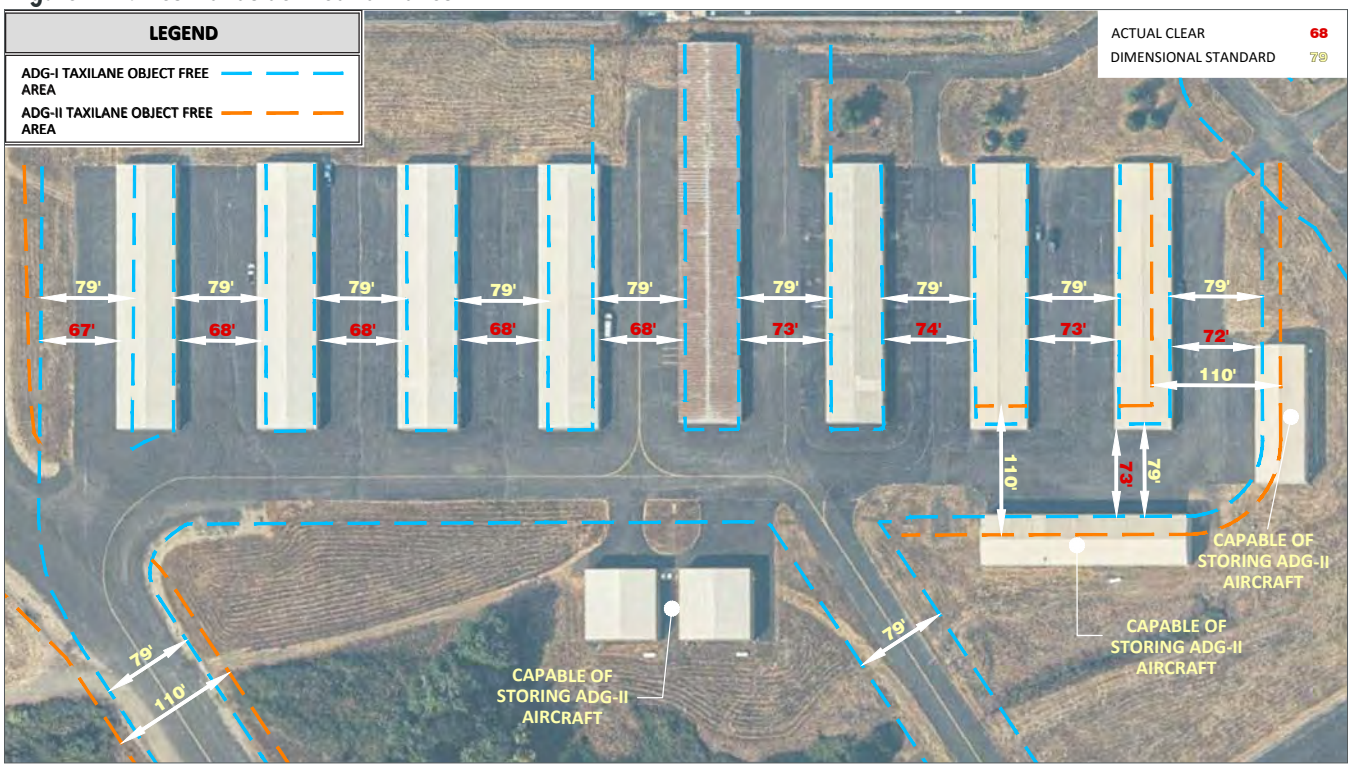
Figure 4-11: Central Terminal Area Taxilanes



Source: Century West Engineering

Figure 4-12 illustrates several north-south taxilanes in the west hangar area that provide less than the ADG I standard TLOFA. However, it is noted that most door openings for the adjacent T-hangars are less than 42 feet wide, which effectively limits the size of aircraft that can be stored or would typically operate on the stub taxilanes.

Figure 4-12: West Landside Area Taxilanes



Source: Century West Engineering

AC 150/5300-13B (Appendix J, Table J-10) provides guidance for calculating taxilane object free areas based on ADG. The calculations presented in the table represent the maximum wingspan within each ADG. For example, ADG I includes aircraft with wingspans up to 49 feet. The TOLFA formula is:

½ Aircraft Wingspan (A) + Lateral Deviation (B) + Safety Buffer (C) = ½ TLOFA (D). Doubling the ½ TLOFA dimension provides the full TLOFA (E).

> ***ADG I TLOFA**: (A) 24.5' + (B) 5' + (C) 10' = (D) 39.5'. (D) 39.5' x 2 = (E) 79' (TLOFA)*

The formula establishes the centerline to object separation distance based on the wingspan of the most demanding aircraft anticipated to use the taxilane. Applying the FAA formula to T-hangar taxilanes that exclusively serve smaller hangar units (for example 42' wide doors) provides a practical TLOFA clearance measure with the same lateral deviation and safety buffer components.

> ***ADG I (42' WS) TLOFA** For a maximum 42' door width (actual aircraft wingspans would be less to provide adequate wingtip clearance): (A) 21' + (B) 5' + (C)10' = (D) 36'. (D) 36' x 2 = (E) 72' (TLOFA)*

The main access taxilane for the west hangar area runs east-west along the south end of the hangar rows, with two taxiway/taxilane connections to Taxiway A, between Taxiways A2 and A3. The main hangar taxilane generally meets the ADG I TLOFA clearance standards. However, the TLOFA clearance provided at its far eastern end is less than the ADG I clearance. In this corner, two multi-unit conventional hangars ("Xray" Units 1-5) narrow the opening between opposing hangars to less than 79 feet. In addition, the two "Xray" hangars consist of a total of five individual units with door widths capable of accommodating ADG II aircraft. The TLOFA adjacent to these

hangars does not meet the ADG II standard.

AIRFIELD INSTRUMENTATION, SIGNAGE, LIGHTING, AND MARKINGS

Most of the existing airfield lighting systems have been installed/replaced since the last master plan was completed in 2004. The service life of the systems varies. However, for planning purposes, it is assumed that all existing airfield lighting systems will reach the end of their service life during the current planning period and require replacement. FAA airfield lighting guidance supports use of common technology between systems. The current LED standard used at MMV will be applied to all new and replacement airfield lighting systems.

Runway & Taxiway Lighting

Runway 4/22

The Runway 4/22 lighting systems are consistent with the requirements of a precision instrument runway (PIR). The existing lighting systems are in good condition.

Existing Lighting Systems – Runway 4/22 & Parallel Taxiway

- HIRL – LED runway edge and threshold lights
- PAPI – 4-light units Runway 4 & 22
- MALSR - Runway 22 (FAA owned)
- Runway End Identification Lights (REIL) – Runway 4 (FAA owned)
- MITL – LED edge lighting on Taxiway A connectors (A1-A4) – AC hold line to runway connection only. The other sections of Taxiway A and A1-A4 are equipped with stake-mounted blue reflective cylinders.
- Airfield Signs (internal illumination) – Mandatory Instruction, Location, Direction, Destination, Distance Remaining

Runway 17/35

Runway 17/35 is not lighted. Taxiway D and the three connecting taxiway (D1-D3) are equipped with stake-mounted blue reflective cylinders. All signs are reflective. The addition of runway lighting and visual guidance indicators would be appropriate for the secondary runway, although FAA funding may not be assumed.

Airfield Lighting

The existing airfield lighting fixtures include:

- Primary Wind Cone (lighted – located in the segmented circle near Runway 22 and 17 ends)
- Airport Rotating Beacon (located at NW corner of main apron on beacon tower)

Replacement of the rotating beacon should be anticipated early in the planning period based on its age and condition.

Weather Reporting

MMV has an automated surface observing system (ASOS) owned and operated by the FAA that provides 24-hour weather information. The ASOS is located on the south side of Runway 4/22, and west of the north end of Runway 17/35. The ASOS is reportedly in good working condition. Future system needs related to maintaining/replacing FAA-owned weather systems are determined by FAA. Replacement of the ASOS should be anticipated during the current planning period.

Navigational Aids

The instrument landing system (ILS) for Runway 22 is FAA owned and maintained. The ILS includes localizer and glide slope components. Future system needs related to maintaining/replacing FAA-owned ground based navigational aids are determined by FAA. The current FAA program of investing in satellite-based navigation systems includes some redundancy and overlap with conventional ground based navigational aids. For planning purposes, the critical area protections and Part 77 airspace required for the current level of precision instrument approach capability will be maintained at MMV.

Runway and Taxiway Markings

The runway and taxiway markings at MMV are consistent with FAA standards for color (white/yellow), configuration, and approach type. The markings are in good or fair condition. Regular repainting is required and is typically coordinated with sealcoat projects.

It is recommended that all runway and taxiway markings be maintained consistent with the ODAV Pavement Maintenance Program.

Runway 4/22

The existing precision instrument runway (PIR) markings on Runway 22 and the non-precision instrument (NPI) markings on Runway 4 are consistent with FAA requirements.

Runway 17/35

The existing (Basic) markings for Runway 17/35 are consistent with FAA requirements for visual approaches. The markings include a threshold bar at the Runway 17 end, runway numbers and centerline stripe.

Taxiways A-D

The markings on Taxiways A, A1-A4, D, and D1-D3 include centerline stripes and aircraft hold lines, consistent with FAA requirements. Taxiways B and C have centerline stripes. The taxiway markings are consistent with FAA standards for color (yellow) and configuration and are in good condition. Regular repainting is required and is typically coordinated with sealcoat projects.

Airfield Signs

The signage for Runway 4/22 and Taxiway A are internally illuminated (LED). The signs for Runway 17/35 and Taxiway D are reflective. The service life for airfield signs is similar to other lighting fixtures and or visual markings.











Source: Century West Engineering

Landside Facility Requirements

Landside facilities include aircraft parking apron(s), hangars, terminal, fixed base operator (FBO) facilities, and related items. The landside facility requirements were analyzed relative to hangar demand, apron and aircraft parking requirements, runway access, and conformance with FAA design standards. Future facility demand is estimated based on the updated aviation activity forecasts presented in Chapter 3.

AIRCRAFT PARKING APRON

Aircraft parking apron facility requirements were analyzed relative to existing FAA apron and aircraft parking requirements analysis provided in *FAA AC 150/5300-13B, Airport Design*. The parking requirements by aircraft type are summarized in **Table 4-6** and described in the following sections. To quantify the based and transient aircraft parking needs, the forecast of based aircraft and peak day projections were used to determine the parking necessary to satisfy existing and future demand. The forecast increase in aviation activity during the current planning period is relatively modest. Due to the uncertainties associated with projecting long-term future demand, the use of development reserves (100% of net forecast 20-year demand) for aircraft parking and hangar space is recommended to ensure that aeronautical use land areas at the Airport are adequately protected.

Aircraft parking aprons should be developed to avoid conflicts with adjacent runways, taxiways and helicopter landing areas. The applicable development setbacks should reflect the following items (note: some more demanding surfaces may supersede other surfaces). Additional setbacks such taxilane object free areas may also apply.

Runway and Taxiway Setbacks

- Part 77 Airspace – Primary and Transitional Surfaces (avoid airspace penetration from parked aircraft)
- Runway Object Free Area (avoid parked aircraft in surface)
- Taxiway Object Free Area (avoid parked aircraft in surface)

The recommended aircraft parking setbacks for each runway at MMV are included in **Table 4-1** and **Table 4-2**, presented earlier in the chapter. The apron setback required for Runway 4/22 (north side) reflects clearances for the precision instrument runway airspace and the 400-foot parallel taxiway separation. The airspace component of the calculation is based on one-half of the 1,000-foot primary surface width (measured from runway centerline), plus the distance required for the 7:1 transitional surface slope to clear a specific aircraft tail height. In this case, the distance required to clear the 20.3-foot tail for the current critical aircraft (Cessna 680 Sovereign) under the transitional surface is 642.1 feet (500’ +142.1’ = 642.1’). This distance also protects the ADG II parallel taxiway object free area (400’ + 62’ = 462’).

There are no existing aircraft parking areas adjacent to Runway 17/35. Future development of aircraft parking adjacent to the runway would be determined by the side of the runway (with/without parallel taxiway) and the Part 77 primary and transitional surface clearance. The recommended setbacks would be based on typical small aircraft (ADG I) that utilize the runway. The distance required to protect a 10-foot tail height would be 285 feet or 195 feet with/without a parallel taxiway.

Based and Transient Aircraft Parking

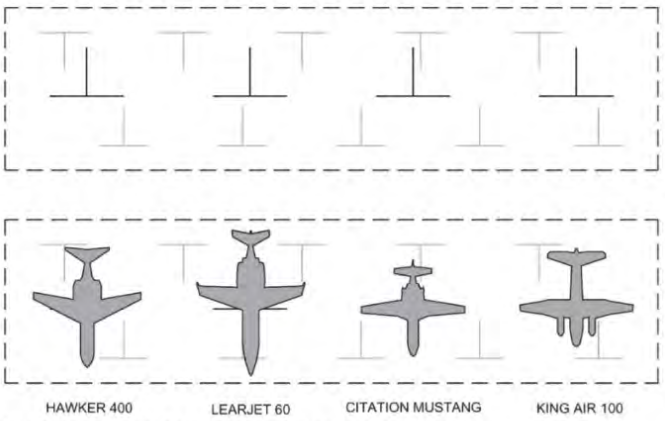
The evaluation of apron and taxilane configurations in the Airport Development Alternatives (Chapter 5) will reflect the aircraft using each facility, consistent with FAA design guidance: *“Provide planning and design to accommodate varying aircraft types and sizes anticipated to use the airport.” (AC 150/5300-13B, Appendix E. E.1.3, General Aviation Facilities).*



Source: Century West Engineering

The main apron is designed with an open aircraft parking area served by two ADG II taxiways/taxilanes. The apron does not have designated parking positions and aircraft are staged by the FBO. The main apron can typically accommodate 2 or 3 business jets (different sizes) while maintaining clearance from the adjacent taxilane that loops from Taxiways B and C.

Space requirements for large transient business aircraft were estimated based on typical parking configurations used for ADG II aircraft. Based on the maximum ADG II wingspan of 79 feet, drive-through parking positions are configured to provide adequate wingtip clearances and nose/tail clearances from adjacent taxilane OFAs.

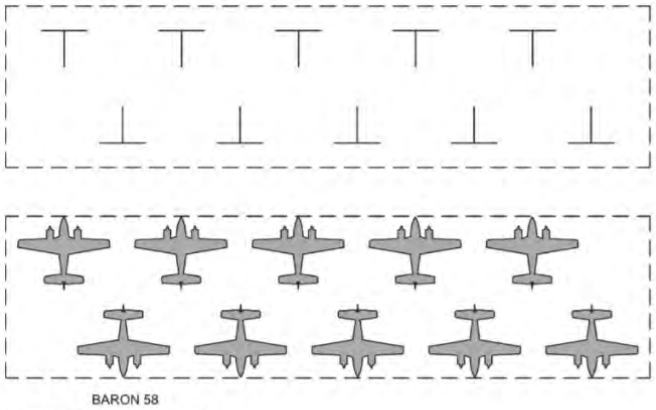


Note: The lighter lines depict the nested tiedown positions available for small aircraft
Source: Delta Airport Consultants, Inc.

Typical parking layout for small AC tiedown positions marked for larger aircraft.

The east tiedown apron (17 tiedowns) is designed to accommodate small aircraft parking based on ADG I standards. Other areas of small aircraft parking are located on the west and east sides of the main apron, adjacent to several hangars.

Although not specifically defined in current FAA general aviation apron design criteria, the FAA's previous long-established planning standard of 300 square yards (sq yd) for each based aircraft, and 360 sq yds for each transient aircraft was used to calculate small airplane parking requirements for long-term planning purposes.



Source: Delta Airport Consultants, Inc.

Generic parking area for 10 tiedown positions

Transient aircraft parking needs were developed from the average peak day forecast data presented in Chapter 3 – Aviation Activity Forecasts. Transient parking requirements are estimated to be 15% of the itinerant operations of the average peak day of the peak month. Using this formula, it is estimated the Airport will need to provide parking for approximately 10 to 11 transient small aircraft during the 20-year planning period for normal busy day demand. The relatively low transient parking demand compared to annual aircraft operations reflects the high percentage of flight training operations at the Airport. These aircraft do not typically require parking, aside from short-term turnarounds and fueling.

Based on the overall demand projections, the 17 small aircraft tiedowns on the east tiedown apron appear to be adequate to meet locally based and transient small airplane parking needs through most of the current planning period, although development reserves are recommended.

Business Aircraft Parking

The main apron has the ability to accommodate 3 to 4 business jets (different sizes) while maintaining clearance from the adjacent taxilane OFA that extends from Taxiways B and C. Based on projected demand, 4 to 6 ADG II business aircraft parking positions will be required during the current planning period, with overflow demand accommodated by the FBO with manual positioning (aircraft tugs) for short-term parking. The long-term projections reflect typical busy day activity that would also include smaller jets and other business class aircraft. To address potential demand beyond current projections, defining additional reserve areas for large aircraft parking expansion is recommended.

Helicopter Parking

There are no designated transient helicopter parking positions on existing aircraft parking aprons at MMV. Transient helicopters normally park on the main apron. For planning purposes, 1 to 3 transient helicopter parking positions should be adequate to accommodate normal demand during the current planning period, with any overflow demand accommodated on adjacent aprons.

Jerry Trimble Helicopters (JTH) is one of the largest operators of helicopters at MMV. JTH currently has three dedicated parking spaces located adjacent to the east tiedown apron for their small helicopters, with additional overnight aircraft storage in their hangar. Future demand for tenant helicopter parking will be determined by specific business factors. However, for long-term planning purposes, it is reasonable to assume additional demand for locally based helicopter parking may occur and should be evaluated in the landside alternatives. This demand is projected to be 3 to 5 positions during the current planning period.





Source: Century West Engineering

Table 4-7: Apron And Hangar Facility Requirements Summary

Item	Base Year (2023)	2028	2033	2038	2043
Based Aircraft Forecast	128	138	139	145	151
Aircraft Parking Apron - Existing Aircraft Parking Type/Capacity					
Existing Tiedown Apron[1]	11,432 sq yd				
Large Aircraft Parking	3 Drive-Through Positions				
Existing East Tiedown Apron[1]	7,600 sq yd				
Small Aircraft Parking	19 Tiedowns				
Helicopter Parking[2]	3				
Transient Helicopter Parking[3]	0				
Projected Needs (Gross Demand)[4]					
Locally Based Tiedowns (@ 300 sq yd each)	6 spaces / 1,800 sq yd	7 spaces / 2,100 sq yd	7 spaces / 2,100 sq yd	7 spaces / 2,100 sq yd	8 spaces / 2,400 sq yd
Small Airplane Itinerant Tiedowns (@ 360 sq yd each)	10 spaces / 3,580 sq yd	10 spaces / 3,580 sq yd	11 spaces / 3,820 sq yd	11 spaces / 3,820 sq yd	11 spaces / 3,820 sq yd
Business Aircraft Parking Positions (@ 1,000 sq yd each)	4 spaces / 4,000 sq yd	4 spaces / 4,000 sq yd	5 spaces / 5,000 sq yd	5 spaces / 5,000 sq yd	6 spaces / 6,000 sq yd
Small Helicopter Parking Positions (@ 380 sq yd each)	3 spaces / 1,140 sq yd	4 spaces / 1,520 sq yd	4 spaces / 1,520 sq yd	5 spaces / 1,900 sq yd	5 spaces / 1,900 sq yd
Transient Helicopter Parking Positions (@ 800 sq yd each)	1 space / 800 sq yd	2 spaces / 1,600 sq yd	2 spaces / 1,600 sq yd	2 spaces / 1,600 sq yd	3 spaces / 2,400 sq yd
Aircraft Fueling Apron (SEP @ 400 sq yd each)	2 spaces / 800 sq yd	2 spaces / 800 sq yd	3 spaces / 1,200 sq yd	3 spaces / 1,200 sq yd	3 spaces / 1,200 sq yd
Total	**26 spaces / 12,120 sq yd**	**29 spaces / 13,600 sq yd**	**32 spaces / 15,240 sq yd**	**33 spaces / 15,620 sq yd**	**36 spaces / 17,720 sq yd**
Aircraft Hangars (Existing Facilities)					
Existing Hangar Units / Aircraft Storage Capacity (Approx. 188,701 sf)	106 Units[6]				
Projected Needs (Net Increase in Demand)[6]					
(New) Hangar Space Demand (@ 1,500 sq ft per space)[7] (Cumulative 20-year projected demand: 21 Units/30,750 sq ft)		5 Unit / 7,125 sq ft	5 Unit / 7,125 sq ft	6 Unit / 9,000 sq ft	5 Units / 7,500 sq ft

Source: Century West Engineering
Table 4-6 Notes:

1. Existing apron areas, per 2023 ODAV Pavement Management Plan.
2. Trimble Helicopters parking (north of east tiedown apron).
3. No designated transient helicopter parking spaces; most transient helicopters park on the main apron.
4. Apron parking demand levels identified for each forecast year represents estimated gross (aggregate) demand.
5. Existing hangars include 2 large Quonset hangars; 4 large conventional hangars; 8 small/medium conventional hangars; and 10 T-hangars (90 units). Total hangar area is estimated at 188,701 square feet, which currently accommodates 120+ aircraft.
6. Aircraft hangar demand levels identified for each forecast year represent forecast cumulative demand, assuming 95% of new based aircraft will be stored in hangars.
7. Hangar square footage approximated by type/size of aircraft and reflects existing hangar development patterns at MMV.

AIRCRAFT HANGARS

The Airport currently has 24 existing hangars that provide aircraft storage and support commercial tenant activities. The existing buildings accommodate aircraft storage and tenant operations space (approximately 188,000 square feet, 120+ aircraft):

- Two (2) large Quonset hangars (main apron) – aircraft storage, maintenance
- Four (4) large conventional hangars located northeast of the main apron - aircraft storage, accommodate helicopter and fixed wing flight training operations, FBO aircraft services
- Ten (10) T-hangar buildings – small aircraft storage (90 units).
- Two (2) multi-unit conventional hangars (5 units)
- Four (4) small conventional (open front) hangars
- Two (2) medium conventional hangars

Approximately 95% of the Airport's based aircraft fleet is currently stored in hangars.

For planning purposes, it is assumed that 95% of new based aircraft at MMV will require hangar storage. The based aircraft forecast presented in Chapter 3 projects an increase of 23 aircraft over the 20-year planning period. Based on the 95% hangar/5% apron storage ratio, the net additional hangar demand is 21 aircraft (rounded) during the planning period. Long term space requirements are approximated based on a review of existing hangar square footage and based aircraft totals to provide a rough square footage per aircraft value.

Tenant requirements will vary and the requirements for larger hangars capable of business aircraft or expanded commercial operations should be reflected in site planning. It is recommended that a 100% development reserve be incorporated into future landside planning. In effect, long term landside facility planning (forecast + reserve) for locally based aircraft is based on accommodating 46 aircraft.

GA Terminal/Pilot Lounge

The existing general aviation terminal building provides restrooms, flight planning, and waiting areas for pilots. Future plans for expanding the tenant owned space are unknown. However, it is recommended that an area be defined (roughly 3,000-4,000 square feet) and reserved for potential building expansion to address potential near-term expansion. The potential redevelopment of the terminal area including aircraft fueling facilities may include future development of a new GA terminal in a different location.

The west Quonset hangar also provides public use restrooms on the ground floor.

Support Facilities Requirements

Support facilities such as aircraft fueling, security/perimeter fencing, surface access and vehicle parking, and utilities may also require upgrades during the planning period.

Surface Access and Vehicle Parking

Vehicle access to MMV is provided from the U.S. Highway 18 connection at SE Cirrus Ave. All existing east landside development is accessed via SE Cirrus Ave and the SE Nimbus Loop. Access to the Galen McBee Airport Park is provided by SE Amory Way.

Potential surface access and vehicle parking improvements are expected to be associated with new or redeveloped landside facilities in the central terminal area, and the east and west landside areas of the Airport.

FUEL FACILITIES

The existing aviation fuel storage on the Airport includes three 12,000-gallon aboveground tanks (1 - 100LL AVGAS, 2 - Jet A) owned by the City of McMinnville and mobile fuel trucks owned by the FBO. The fixed tank fuel dispensing system includes a 24-hour credit card payment system. One of the jet fuel tanks has been out of service for an extended period and is planned for upgrade.

Based on current and forecast activity, the existing tank capacity for both 100LL and jet fuel appears to be adequate. However, having one of the jet fuel tanks offline has the potential of impacting fuel delivery scheduling, particularly as the volume of larger jet activity and typical purchase volumes increase.

The location of the self-service 100LL AVGAS tank and fueling area may occasionally conflict with other apron operations (passenger loading/unloading for transient business aircraft). Relocating the AVGAS fueling area and tanks to a less congested area should be considered in long-term planning.



Source: Century West Engineering

UTILITIES

The existing airport utilities as discussed in Chapter 2 – Existing Conditions appear to be adequate to support future development in the east landside development area of the Airport. It is recommended the existing utilities be maintained and extended, as required to accommodate new development during the planning period.

AIRPORT FIREFIGHTING

The Airport has no on-site Airport Rescue and Fire Fighting (ARFF) facilities or assets and none are required based on current FAA regulations. Airport management indicates that building a new fire station on the Airport is currently being considered. The new facility would be capable of supporting both community and airport fire response needs. The location of the proposed fire station will be further detailed in chapter 5 – Development Alternatives Analysis.

PERIMETER FENCING/GATES

The primary operating areas at MMV are fenced. Controlled access gates are located in the terminal area and significant portions of the airport terminal area are fenced (6-foot chain link). Range fencing is used for portions of the Airport's boundary. A fencing project to extend new chain link fencing along the north section of the Airport is at the environmental evaluation stage, with construction anticipated early in the planning period.

A review of existing vehicle gate locations providing access to landside development areas will also be completed. Additional automated gate locations will be identified for planned landside development areas to control public access to the airfield. Any proposed fencing will be consistent with a fencing project that is ongoing during the development of this Airport Master Plan.

LAND USE

On-Airport Land Use

The majority of MMV is located within the McMinnville city limits with M-2 (general industrial) zoning. The existing zoning accommodates all airport related development and provides adequate protection from potential incompatible land uses. The current City of McMinnville airport overlay zoning should be updated for consistency with the airport master plan and the updated airport layout plan (ALP) and Part 77 airspace plan. See Chapter 2 for information on existing land use and zoning.

Off-Airport Land Use

As noted in Chapter 2, large portions of the Part 77 surfaces established for the Airport extend into unincorporated Yamhill County, and over several smaller municipalities. A small area of the Runway 22 approach surface extends over Marion County.

The review of off-airport land use provided in Chapter 2 did not identify any known land use compatibility issues. A review of existing avigation easements will be conducted to identify any existing or potential gaps in coverage/protection, in conjunction with the updates to the Airport Layout Plan and Exhibit "A" Property Plan drawings.

Summary

The significant investment in MMV's runway-taxiway system and other airfield facilities, combined with significant tenant facility investment made since the last master plan will allow the Airport to focus on other facility needs early in the current 20-year planning period. A summary of facility needs is provided in **Table 4-8**.

The updated forecasts of aviation activity anticipate modest growth in activity. This results in moderate airside and landside facility demands beyond existing capabilities. The existing airfield facilities can accommodate the forecast increase in activity, with targeted facility improvements. For the most part, the need for new or expanded facilities, such as aircraft hangars, will be market driven. The non-conforming items noted within this chapter can be addressed systematically during the current planning period to improve overall safety for all users.

Preliminary airport development alternatives will be presented in Chapter 5 to evaluate different options capable of meeting forecast demand, in addition to identifying any development constraints that exist. The process of Planning Advisory Committee (PAC) review of the preliminary alternatives will allow the City of McMinnville to define and refine the preferred alternative for the master plan and develop a viable implementation strategy.

Table 4-8: Facility Requirements Summary

Facility	Short Term (0-10 years)	Long Term (10-20 years)
Runway 4/22	RDC: B-II Pavement Maintenance & Repaint Markings	RDC: C-II Clear RSA and OFA of nonconforming items (fence, Cruickshank Road); relocate fence, re-grade surfaces Eliminate High Energy Crossing (Taxiway A2 and D) Pavement Maintenance & Repaint Markings
Taxiway A, A1-A4	TDG 2 Pavement Maintenance & Repaint Markings	TDG 2 Upgrade A1 and A3 to 90-degree connectors Relocate Replace AC Hold Area at A1 Relocate Taxiway A2/D outside middle 1/3 of runway Pavement Maintenance & Repaint Marking
Runway 17/35	RDC: A-I (small) Pavement Maintenance & Repaint Markings	RDC: A-I (small) Pavement Maintenance & Repaint Markings Optional Runway Lighting (MIRL) and PAPI
Taxiway D, D1-D3	TDG 1A Pavement Maintenance & Repaint Markings	TDG 1a Pavement Maintenance & Repaint Marking
Navigational Aids and Lighting	Replace Airport Rotating Beacon (LED)	End of Service Life Replacements: • Rwy 4/22 HIRL • Rwy 22 MALSR • Rwy 4 REIL Rwy 4 & 22 PAPI
Weather	None	Replace ASOS
Landside Facilities	Main Apron Expansion (Business AC Parking) Hangar Development Replace/Reconfigure hangars at end of useful life Apron and Taxilane Pavement Maintenance & Repaint Markings	East Aircraft Tiedown Apron Apron and Taxilane Pavement Maintenance & Repaint Markings Transient Helicopter Positions
Terminal Building/FBO	Building Expansion Reserve	New GA Terminal and vehicle parking
Aircraft Fueling	System Maintenance - existing (3) Fuel Tanks	Replace existing tanks Secure parking and secondary containment for fuel trucks
Surface Access	Maintain Access SE Cirrus Avenue	Maintain public access to Airport Park
Security	Airport Perimeter Fencing Automated Vehicle Gates (Landside Developments, Terminal Area)	Airport Perimeter/Airport Operating Area (AOA) Fencing
Utilities	Electrical and Water to New Hangar Sites	Same

Chapter 5

Alternatives Analysis

The evaluation of future development alternatives represents a critical step in the airport master planning process. The primary goal is to define a path for future development that provides an efficient use of resources and is capable of accommodating the forecast demand and facility needs defined in the master plan.



Introduction

As noted in the facility requirements evaluation, current and long-term planning for McMinnville Municipal Airport (MMV) is based on maintaining and improving the Airport's ability to serve a range of general aviation aircraft, including medium and large business jet aircraft. Existing facilities accommodate a wide variety of conventional fixed-wing and rotary-wing aircraft. The airfield facilities associated with the primary runway (4/22) generally meet or exceed FAA ADG II and TDG 2 standards. The taxiway access for the main apron is also designed to accommodate ADG II/TDG 2 aircraft. The second runway (17/35) and its associated taxiways generally meet or exceed FAA ADG I and TDG 1 standards. Non-conforming items identified in the facility requirements assessment will be addressed in the appropriate airside or landside development alternatives.

2004 AIRPORT LAYOUT PLAN (ALP)

The 2004 ALP depicts several recommended landside and airside improvements:

- **Expand Main Apron for large aircraft parking (PCC section)**
- **Expand/reconfigure east tiedown apron**
- **Add second access taxiway to west hangar area (connect to Taxiway A at A3)**
- Expand west hangar area
- General aviation terminal reserve adjacent to main apron

- East terminal area – new general aviation aircraft hangars and taxilanes
- **Terminal area large hangar development (east of Cirrus Avenue)**
- Vehicle parking and road access to accommodate development
- Internal access road (extends from east end of terminal area around Runway 22 RSA)
- **Reconstruct/Reconfigure Runway 17/35 to eliminate intersection with Runway 4/22, reduce runway length**
- Acquire property for the inner portion of the Runway 35 RPZ and realign an existing unpaved road to mitigate approach surface obstruction (vehicles on road) and to clear other protected surfaces for the runway
- **Close original infield taxiway (A3 to Rwy 35 end) (*original Taxiway D*)**
- **Construct parallel taxiway for Runway 17/35 and new infield connecting taxiway (*new Taxiway D*) (connect to A2)**

The projects highlighted in **bold** were completed between 2004 and 2024. The remaining projects will be evaluated based on current needs and FAA design standards, and will be incorporated into the updated preliminary alternatives, as appropriate.

Facility Needs Overview

Table 5-1 summarizes the primary demand factors and corresponding facility needs that will be evaluated in the alternatives analysis. Individual demand-driven facility development reserves are defined as 100% of the net forecast to account for uncertainty in predicting demand for new hangars and aircraft parking.

Table 5-1: Summary of Demand Factors and Facility Development Needs – MMV

Item	Defined Facility Needs in Current 20-year Planning Period
Forecast Increase in Based Aircraft	• Facility Planning Metric: +23 Aircraft (23 "new" aircraft requiring hangar or tiedown parking) » +16 Single Engine Piston » +1 Multi-Engine Piston » +1 Jet » +5 Helicopter • Forecast + 100% Development Reserve = 46 aircraft
Runway-Taxiway System	• FAR Part 77 Airspace » No change in current runway designation • Primary Runway: 4/22 (Precision Instrument) • Secondary Runway: 17/35 (Visual) • No change in Runway 4/22 width or length based on forecast design aircraft • Upgrade Taxiways A1 and A3 with 90-degree connectors • Address Runway 4/22 "High-Energy Crossing" at Taxiway A2 and D • Runway 17/35 is ineligible for FAA funding based on wind coverage provided by Rwy 4/22 • Maintain Runway 17/35 in current configuration
Based Aircraft Hangars	• Assumes 95% of based aircraft will require hangar space
Based Aircraft Parking	• Assumes 5% of based aircraft will require tiedown parking in the current planning period
Commercial Hangars	• Identify development space within landside areas (market driven, not reflected in storage hangar demand projection)
FBO/Terminal Building	• Identify development options for expansion/relocation of existing FBO/Terminal building and vehicle parking
Transient Airplane Parking	• 4-6 Positions + Reserve (Large AC) • 0 additional small airplane tiedowns required (existing 17 tiedowns adequate for forecast demand)
Transient Helicopter Parking	• 3 Positions + Reserve
Aircraft Fueling Facilities	• Relocate above ground storage tanks outside movement areas to improve access, efficiency and safety of the fuel area

Development Alternatives Analysis Process

The preliminary alternatives will focus primarily on the landside improvements needed to accommodate current and future demand. Based on demand and input from the Planning Advisory Committee (PAC), options will include reconfiguration or expansion of existing on-airport development areas. No property acquisition is anticipated, although reconfiguration of some parcels may be considered, if beneficial to the Airport.

Airport development challenges to be resolved include:

1. Optimize operational efficiency and safety for fixed wing aircraft and helicopters.
2. Identify the highest and best use of existing and future airport landside capacity.
3. Define future aeronautical needs to support definition of future non-aeronautical areas available for development on the Airport.
4. Provide compliance with all applicable FAA standards.

FAA PLANNING GUIDANCE

The evaluation process utilized in this study is based on guidance provided in *AC 150/5070-6B Airport Master Planning*. Evaluation criteria categories selected to support the evaluation of development alternatives include:

Operational Capability – Includes criteria that evaluate how well the Airport functions as a system and is able to satisfy future activity levels, meet functional objectives such as accommodating the design aircraft, and provide for the most efficient taxiway system or aircraft parking layout.

FAA Design Standards – Includes an analysis of existing FAA design standards and various requirements or areas of focus currently identified by Advisory Circulars.

Airspace Compatibility – Includes the identification and analysis of the impacts that proposed changes to the airport environment would have on the local and regional airspace systems.

Land Use, Transportation, and Environmental Compatibility – Includes an analysis of best planning practices as they relate to land use, transportation systems, and a cursory analysis/identification of potential environmental effects as defined in FAA Order 1050.1 Environmental Impacts Policies and Procedures and *FAA Order 5050.4 FAA Airports Guidance for Complying with NEPA*.

By analyzing the development alternatives against the evaluation criteria presented above, and subsequently discussed with local stakeholders and interested airport users, an interactive process of identifying and selecting elements of a preferred alternative will emerge that can best accommodate all required facility improvements.

Throughout this process, the City of McMinnville will seek public input and coordination with the Planning Advisory Committee (PAC) and FAA to shape the preferred alternative.

Once the preferred alternative is selected by the City of McMinnville, a detailed capital improvement program will be created that identifies and prioritizes specific projects to be implemented. The elements of the preferred alternative will be integrated into the updated ALP drawings that will guide future improvements at the Airport.

No Build Alternative

A No-Build Alternative is included to represent the maintenance of existing facilities and capabilities. Unlike the active development alternatives that are intended to respond to future demand for facility needs, the No-Build Alternative represents a “no-action” option. The existing airfield would remain unchanged from its present configuration and the Airport would be operated in a “maintenance-only” mode.

No improvement in public use facilities would be planned, although construction of private hangars or related facilities could be accommodated within currently developed areas.

The primary result of this alternative would be the inability of the Airport to accommodate aviation demand beyond current facility capabilities. Future aviation activity would be constrained by the capacity, safety, and operational limits of the existing airport facilities. In addition, the absence of new facility development effectively limits the sponsor's ability to increase revenues and operate the Airport on a financially sustainable basis over the long term.

The no-action alternative establishes a baseline from which the other alternatives can be developed and compared. The purpose and need for the alternatives are defined by the findings of the forecasts and facilities requirements analyses. The need to safely accommodate access and use of the public transportation facility provides the underlying rationale for making facility improvements. The timing of public investment in facilities is driven by safety, capacity, and the ability to operate an airport on a financially sustainable basis, whereas market factors generally determine the level and pace of private investment in hangars or other facilities at an airport.

Based on the factors noted above, the No-Build Alternative is inconsistent with the management and development policies established by the City of McMinnville and its commitment to provide a safe and efficient air transportation facility to serve the surrounding areas that is socially, environmentally, and economically sustainable.

Preliminary Development Alternatives

The preliminary development alternatives are intended to facilitate a discussion about the most effective way to meet the facility needs of the Airport expected over the next 20 years. The facility needs noted earlier are presented as individual proposed airside improvements to existing runways or taxiways, or they are incorporated more broadly into landside development concepts for aircraft aprons, hangars, and associated facilities. Items such as lighting improvements, minor roadway extensions and pavement maintenance do not typically require an alternatives analysis and will be incorporated into the preferred development alternative and the ALP, as needed.

The preliminary development alternatives have been organized into airside and landside groups. The landside alternatives are further organized by development area within MMV's existing landside area, north of Runway 4/22. These are summarized below.

Airside Improvements

- Proposed Airside Improvements (Figure 5-1)

Landside Alternatives

- Landside Development Areas (Figure 5-2)
- Central Landside Alternatives
  - » Central Landside – Alternative 1 & 2 – Phase 1 (Figures 5-3)
  - » Central Landside – Alternative 1 (Figure 5-4)
  - » Central Landside – Alternative 2 (Figure 5-5)
- East Landside Alternatives
  - » East Landside – Alternative 1 (Figure 5-6)
  - » East Landside – Alternative 2 (Figure 5-7)
  - » East Landside – Alternative 3 (Figure 5-8)
  - » East Landside – Alternative 4 (Figure 5-9)
- West Landside Alternatives
  - » West Landside – Alternative 1 (Figures 5-10)
  - » West Landside – Alternative 2 (Figure 5-11)

The preliminary development alternatives described below and depicted in **Figures 5-1 to 5-11** are intended to illustrate the key elements of the proposed concepts. The evaluation of the preliminary alternatives will lead to the selection of the preferred alternative by the City of McMinnville that captures the desired airside and landside elements. It is important to note that the preferred alternative selected by the city may come from one of the preliminary alternatives presented, a combination or hybrid of these alternatives, or a new concept that evolves through the evaluation and discussion of the alternatives.

Also important to note is that master plan implementation will be accomplished through the completion of numerous individual development projects that will be phased over many years. The sequence and actual timing of projects will be determined by specific facility demand, the City's development priorities for MMV, and the availability of both local and FAA funding.

It is anticipated that some proposed projects or long-term development reserves may be deferred beyond the current 20-year planning period, as the facility needs at most airports often exceed available resources. As noted earlier, the City has the option of limiting future facility improvements based on financial considerations or other development limitations.

PROPOSED AIRSIDE IMPROVEMENTS

Overview

The proposed airside improvements include several individual runway and taxiway components. The improvements are primarily focused on increasing conformance with current FAA standards and design guidance, consistent with improving safety for a wide range of users. No dimensional changes to either runway are proposed during the current planning period.

The airfield improvements depicted in **Figure 5-1** are based on guidance from *FAA AC 150/5300-13B, Change 1 - Airport Design*. Although the current runway and taxiway configurations meet or exceed most existing and future FAA standards, some specific components may require updating to meet current FAA design guidance and development priorities.

These projects may be combined with other runway or taxiway improvements included in the recommended preferred alternative or combined with larger pavement maintenance or rehabilitation projects. Potential project sequencing will be determined during the capital improvement program (CIP) development. Improvements to Runway 4/22 are prioritized over Runway 17/35 since conformance with FAA standards is required for FAA funded projects.

Runway 4/22

The proposed improvements to Runway 4/22 focus on meeting future FAA C-II standards for the Runway Safety Area (RSA) and Runway Object Free Area (ROFA); taxiway system upgrades; and Runway Protection Zone (RPZ) control. As described in Chapter 3 - Aviation Activity Forecast, airport traffic is projected to reach the FAA's critical aircraft threshold of 500 annual operations of C-II or larger aircraft near the mid-point of the 20-year planning period. The majority of this activity will be accommodated on Runway 4/22. The C-II RSA and OFA surfaces extend 1,000 feet beyond each end of Runway 4/22. As noted in the facility requirements evaluation, the C-II RSA and OFA for the runway contains two non-standard items at their outer (east) end (<950 feet from Runway 22 end):

- Airport Fence
- Public Roadway (SE Cruickshank Road)

The planned closure of the SE Cruickshank Road connection to Highway 18 (City/ODOT 3-Mile Lane project) will allow the 1,200-foot section of the road that intersects with SE Airport Road, to be vacated. Removing this section of the road will allow the outer ends of the RSA and OFA to be re-graded to meet standards and the existing fencing to be relocated outside of the surfaces. Access to Highway 18 will be redirected to the east via the remaining section of SE Cruickshank Road to Highway 233/SE Lafayette Hwy.

A change in the location of the existing Taxiway A2 and D crossing on Runway 4/22 is proposed to meet current FAA design guidance. As noted in the facility requirements evaluation, the Taxiway A2-D crossing is located in the middle one-third of the runway. The FAA defines taxiway crossings in the middle third of a runway as "high energy" crossings. The FAA recommends that this configuration should be avoided to reduce runway incursion risk. Additional details are provided in the taxiway section, below.

It is recommended that avigation easements be acquired for the portions of the Runway 4 and Runway 22 RPZs that extend beyond airport property but are not currently protected through easement. Alternatively, acquisition of individual parcels may be considered to establish control over the RPZ. As noted in the facility requirements chapter, avigation easements were acquired by the City of McMinnville between 1981 and 1983 for 5 privately-owned parcels in the Runway 22 RPZ. It appears that small portions of the Runway 22 RPZ extending off airport property remain without an easement, including the Highway 18 right-of-way (ROW). For existing public road ROWs, RPZ easements typically limit the heights of built items (overhead light poles, etc.) and natural items (trees), based on the defined Part 77 approach surface elevations (slope) that coincide with the edges of the RPZ trapezoid. No record of avigation easements for the Runway 4 RPZ were identified.

Taxiways

Replacement of two acute angle exit taxiways (A1 and A3) with 90-degree taxiways is proposed, based on current FAA design guidance. The relocation of the aircraft hold area adjacent to Taxiway A1 is recommended as part of the taxiway reconfiguration.

The proposed relocation/reconfiguration of Taxiway A2 and the northern section of Taxiway D noted earlier is based on conformance with current FAA design guidance. The existing runway crossing at Taxiway A2 and D is defined by FAA as a "high energy crossing" since it is located in the middle one-third of the Runway 4/22. The proposed change shifts the runway crossing 460 feet to the east, outside of the middle third of the runway. The proposed realignment of the northern section of Taxiway D avoids conflicts with the nearby ASOS, segmented circle and ILS glideslope for Runway 22.

The new taxiway developments described above would also remove existing taxiway pavements to eliminate future maintenance issues and largely offset the addition of new impervious surfaces for calculation of stormwater management.

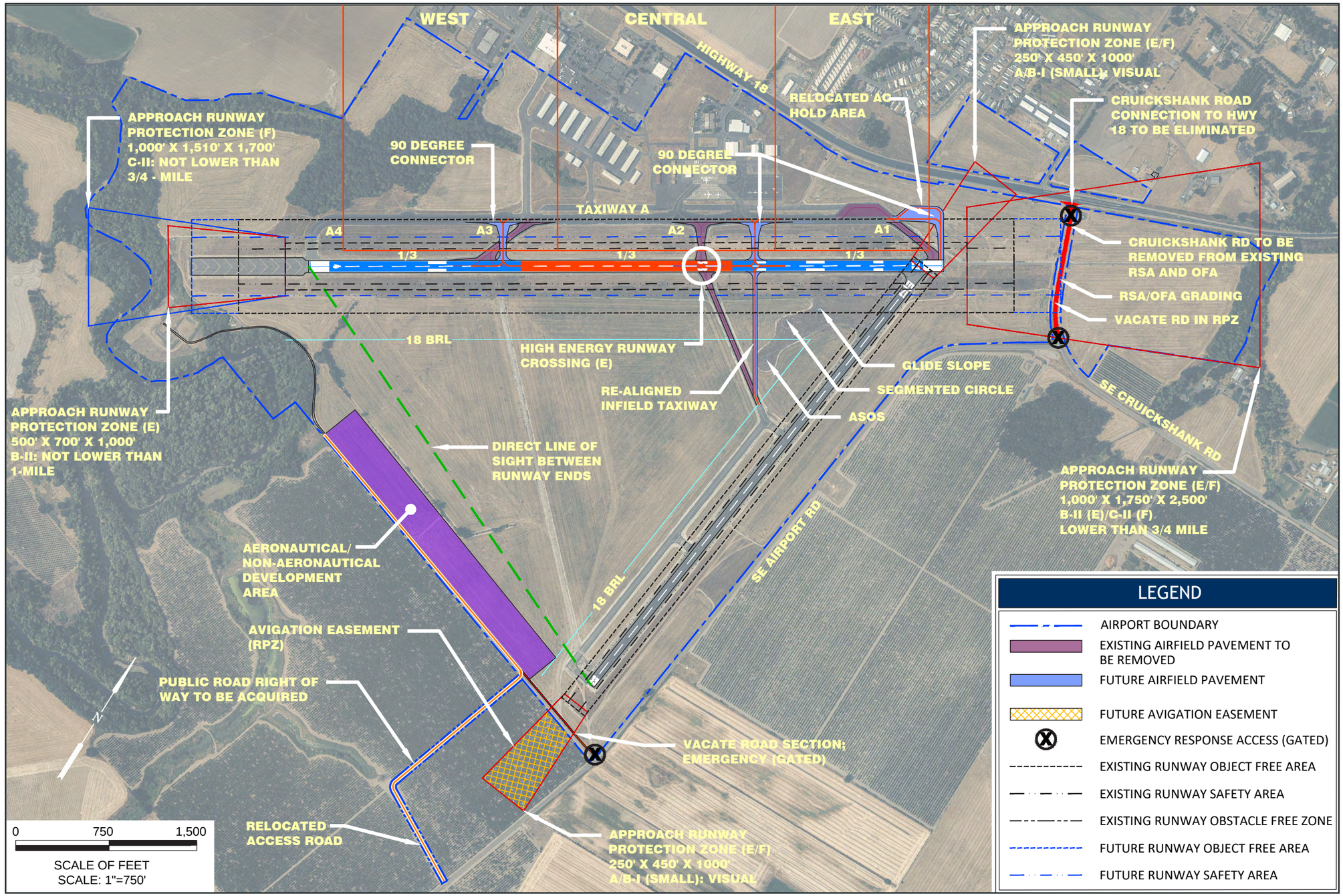
Runway 17/35

No improvements are proposed for Runway 17/35. Maintaining the existing runway and adjacent taxiways (D, D1-D3) is recommended where feasible. Based on the wind coverage provided by Runway 4/22, Runway 17/35 is not expected to be eligible for FAA funding in the future.

The majority of the Runway 35 RPZ extends off airport property over privately-owned agricultural land. Agriculture is considered a compatible land use within an RPZ. A small area of Highway 18 ROW crosses through the outer end of the Runway 17 RPZ. Acquisition of avigation easements is recommended to ensure the continued land use compatibility in both RPZs. An unpaved access road currently travels through the inner portion of the Runway 35 RPZ. Relocating the road outside the RPZ is proposed to address land use compatibility and approach clearance issues.

A mixed-use aeronautical and non-aeronautical development reserve is proposed for the southern edge of the Airport, with surface access provided from SE Airport Road and the realigned access road noted above.

Figure 5-1: Proposed Airside Improvements



Preliminary Landside Development Alternatives

OVERVIEW

The landside planning evaluations are intended to identify options for meeting the net twenty-year demand forecast for based aircraft and projected transient aircraft parking demand, plus development reserves equal to 100% of the forecast demand.

The landside facility needs include development areas and taxilane access for new aircraft hangars and parking for larger fixed wing aircraft and helicopters. The current number of small airplane tiedowns (19) located east of the main apron exceeds long-term forecast parking demand for locally-based and transient aircraft. However, existing apron areas may be modified or reduced in some options to accommodate other aircraft needs, which could result in the need to provide additional tiedowns.

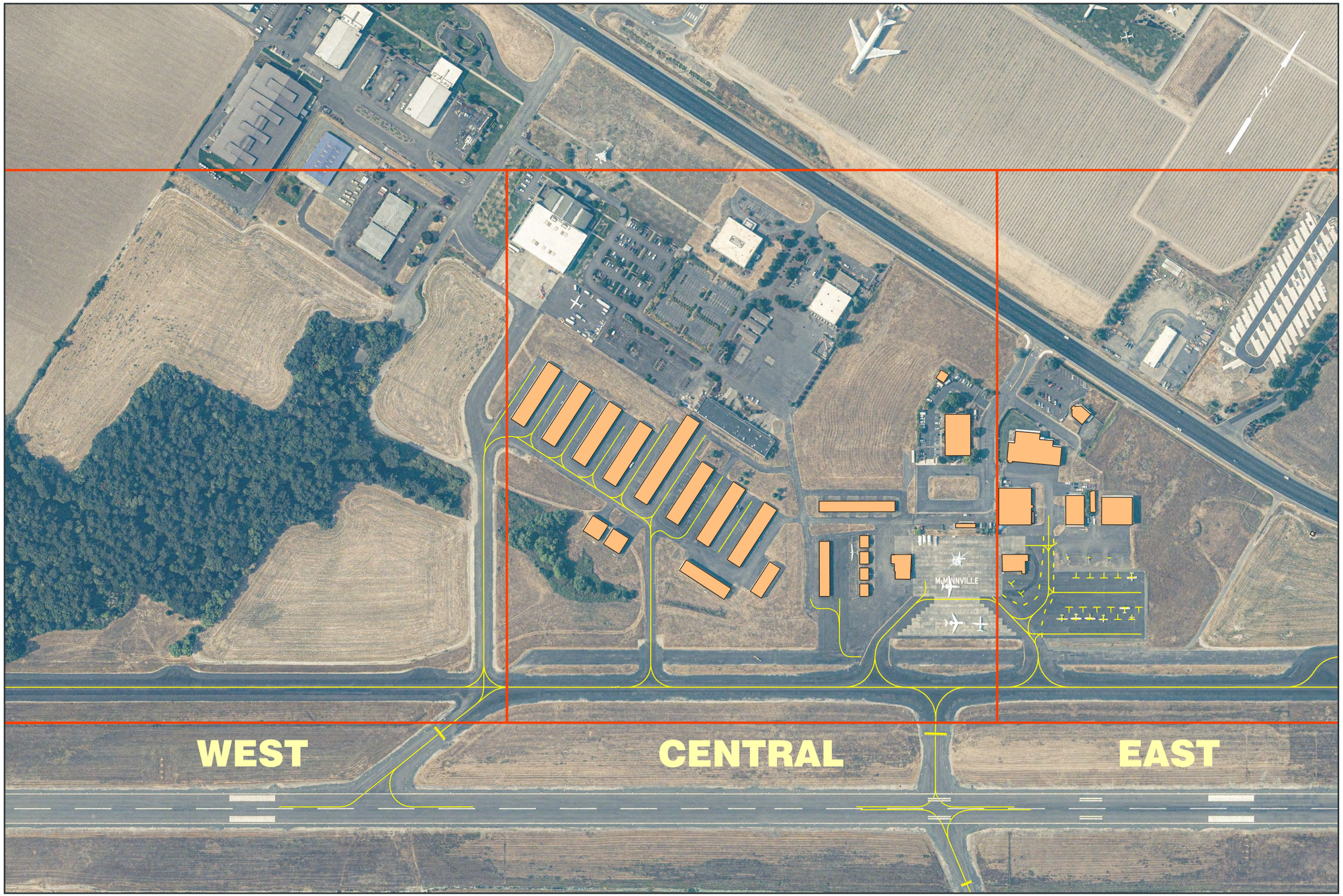
The FAA recommends that airport master plans be initially developed in an "unconstrained" manner, rather than establishing pre-defined limits that drive the planning process. The evaluation of development alternatives for the Airport is unconstrained, consistent with FAA guidance, forecast demand, and defined facility requirements.

Three development areas (west, central, east) are identified within the overall north landside area to meet forecast facility demand (see **Figure 5-2**). The proposed development is intended to leverage existing vehicle and aircraft access where possible, while providing incremental development that can be effectively phased over time in response to actual demand. It is acknowledged that when combined, the concepts presented for the three landside development areas provide facilities that exceed the projected 20-year demand for MMV. The primary goal in the alternatives review process is to identify the most viable development components that can be phased over the next 20 years and reserve the remaining areas for long-term aeronautical use.

The West Landside Area focuses on the developable airport land adjacent to Galen McBee Park and a planned commercial/light industrial development area immediately west of MMV, south of Highway 18. The Central Landside Area focuses on infill and redevelopment in the main terminal area and new development on currently vacant land. The East Landside Area focuses on new development east of the terminal area. The preliminary landside development alternatives include:

- An overview of the three development areas (**Figure 5-2**)
- Central Landside Area (**Figures 5-3, 5-4, 5-5**) – Two options and one phased component providing FBO/terminal building, large aircraft parking, vehicle parking and aircraft fueling area
- East Landside Area (**Figures 5-6, 5-7, 5-8, 5-9**) – Four options for the development of future hangar sites for aircraft storage and commercial applications, defined ADG I/II taxilane access to hangar sites, expanded/reconfigured helicopter and small aircraft parking areas, improved vehicle access and parking
- West Landside Area (**Figures 5-10, 5-11**) – Two options providing hangars and aircraft parking west of the Galen McBee Park, extends taxiway access from west hangar area

Figure 5-2: Landside Development Areas



CENTRAL TERMINAL AREA CONCEPTS

The preliminary alternatives for the central terminal area focus on accommodating transient large business class aircraft (business jets, turboprops, etc.) with development options for a general aviation terminal/fixed base operator (FBO) building and adjacent public vehicle parking. Other proposed improvements include fuel storage/dispensing area upgrades and commercial hangar development options. Future electric aircraft charging systems would also be accommodated in this area. **Table 5-2**, presented at the end of this section summarizes the key features of the central terminal area alternatives.

The core elements of these alternatives is to provide ADG II taxilane clearances throughout the terminal area and drive-through aircraft parking areas. The expansion of the aircraft parking space, the taxilane object free area (wingtip) clearances and other ADG II taxilane geometry combine to create a significantly larger apron area that require removal of several existing city-owned hangars. Due to the significant development required for the central terminal area at full build out, an initial phase was defined to illustrate the ability to make incremental improvements.

Central Terminal Area Alternative 1/2 – Phase 1

Terminal Area – Phase 1 (Figure 5-3) expands the ADG-II aircraft parking and movement areas on the west side of the main apron. This phase is compatible with both of the central terminal alternatives (Alternatives 1 and 2) presented. The proposed apron expansion provides 4 north-south drive through parking positions sized for ADG II aircraft connecting to Taxiways B and C, which connect to Taxiway A and Runway 4/22. Taxiway B is reconfigured to improve access to Taxiway A and the east landside area.

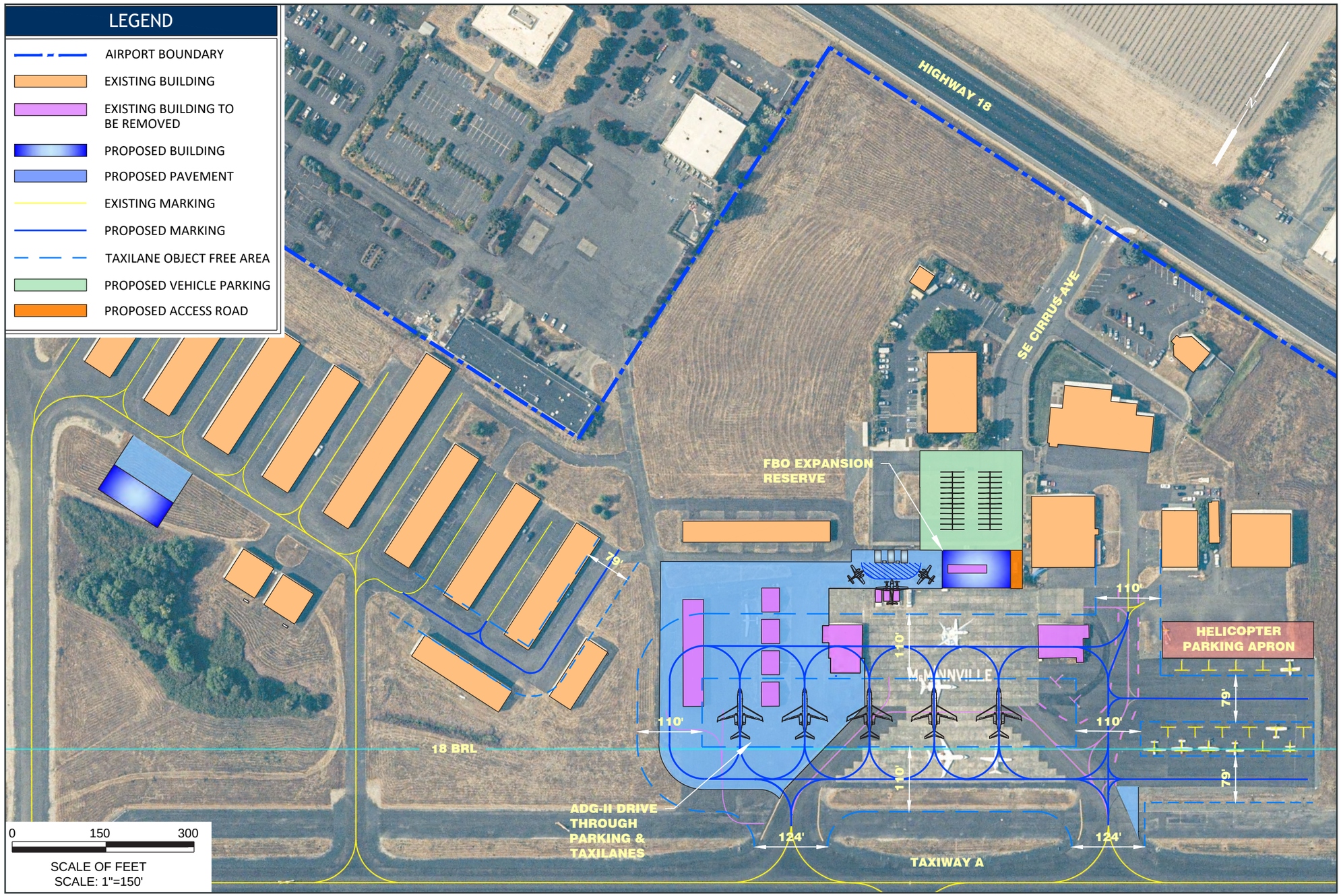
The aircraft parking area is defined by surface markings which allows for flexible parking to accommodate a combination of ADG I and II business aircraft sizes. The western expansion of the apron requires the removal of several city-owned hangars including the west Quonset hangar, four open-front conventional hangars (Bravo), and T-Hangar Charlie (6 units) and the relocation of displaced aircraft to other hangars or parking areas on the Airport. The hangar removal required to implement Phase 1 represents storage capacity for approximately 12 small aircraft. It is also noted that several small aircraft tiedowns located adjacent to these hangars will also be eliminated. Options for developing new hangars and parking for small aircraft are presented in the east and west landside alternatives (see **Figures 5-6 to 5-11**).

An expanded FBO building footprint (approximately 6,000 to 8,000 square feet) is identified in the current FBO location at the north end of the main apron. This provides a near-term option for expanding FBO facilities on the current site in order to maximize use of existing facilities and the other proposed Phase 1 improvements. This concept assumes replacement of the existing portable building with a larger permanent or modular building. The larger building could be accommodated on the site without requiring changes to the existing roadway or on-street parking. The unpaved vehicle parking area located west of the current FBO building (north of the existing aircraft fueling area), would be redeveloped to accommodate a relocated fueling area (see below).

An expanded vehicle parking area is proposed within the existing loop roadway. The parking lot would serve existing tenants and airport users (±44 spaces). Vehicle access to the main apron is maintained via a gated access road connection to SE Cirrus Avenue.

The proposed improvements to the existing aviation fuel storage area include relocating (north) the three (3) existing above ground fuel tanks, the dispensing area, and fuel truck parking. The relocated fueling facilities will accommodate both the existing tanks and future replacement tanks. Shifting the fueling area north will significantly increase the separation between fueling aircraft and large aircraft on the adjacent main apron and will also improve aircraft circulation in and around the fueling area. The relocated fueling area is capable of accommodating up to three small aircraft with direct access from a new east-west taxilane on the main apron. Heavy truck access from SE Cirrus Ave is maintained for fuel deliveries.

Figure 5-3: Central Terminal Area – Alternative 1 & 2 - Phase 1



Central Terminal Area – Alternative 1

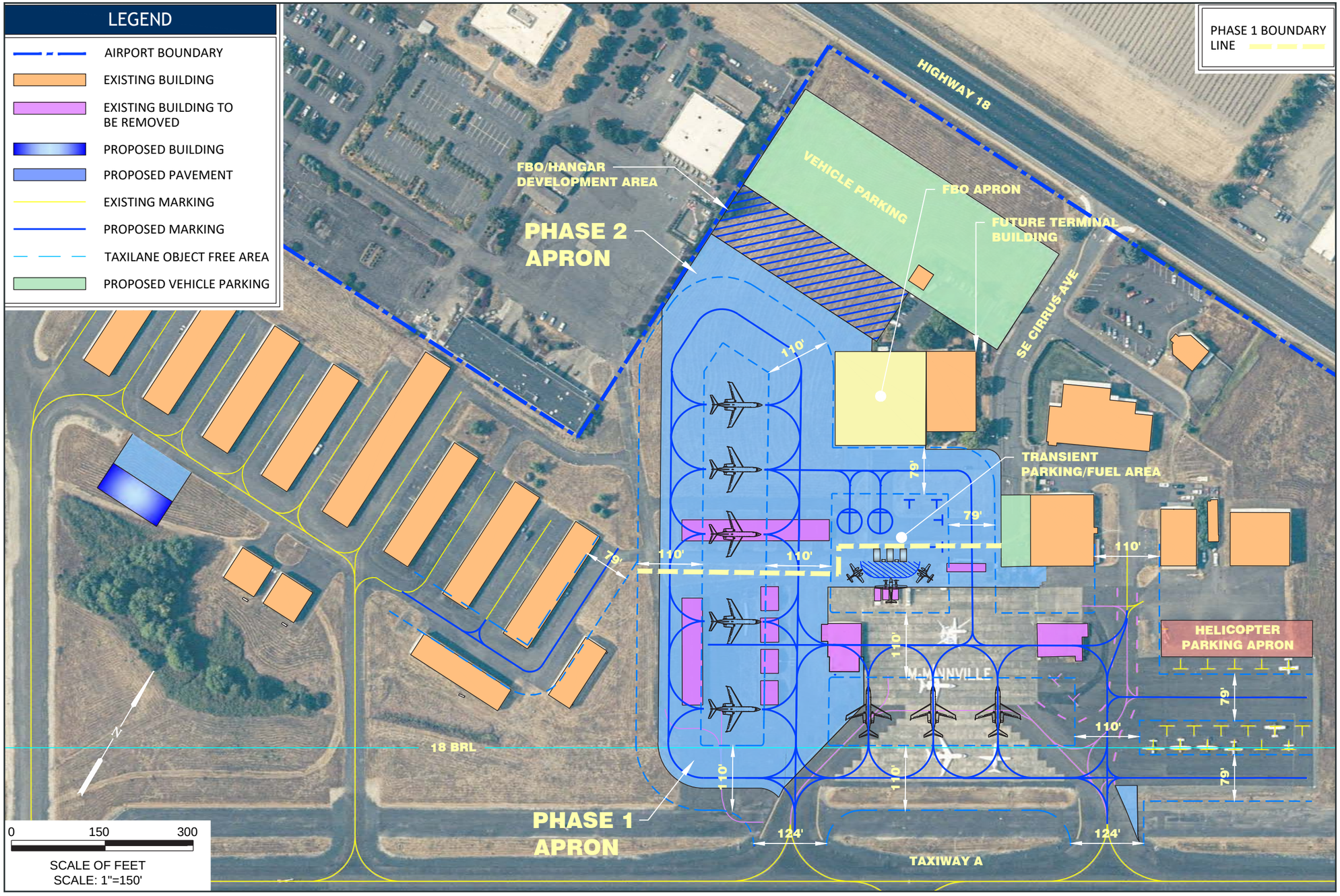
Central Area – Alternative 1 (Figure 5-4) extends the Phase 1 main apron expansion described earlier, northward to provide additional large aircraft parking and access to an expanded GA terminal/FBO building site. This option configures the large aircraft parking row and dual ADG II taxilanes to run north-south to optimize the use of the site and provide efficient movement of aircraft. The apron and taxilane expansion can be completed in phases based on demand. Two large aircraft parking positions (eastern-most) from the Phase 1 main apron configuration are maintained, while the western parking positions are reoriented 90-degrees and integrated in the expanded apron. As depicted, the full build out of the main apron accommodates 7 ADG II business jets, but the open drive-through parking row will be able to accommodate a variety of different sized ADG I and II business aircraft, which effectively increases jet and turboprop transient parking capacity near the FBO facilities. To accommodate the apron expansion beyond Phase 1, Hangar A (8-unit T-hangar) is removed.

In this alternative, an existing city-owned office building, currently leased to the Oregon State Patrol (OSP), is identified as a potential FBO/general aviation (GA) terminal building, opposite the north-south large aircraft parking row. With this option, the building and site would be reconfigured to provide a combination of public and tenant space. A new FBO apron is added on the west side of the building to provide operational space for fuel trucks, passenger loading/unloading, and short term aircraft parking.

An additional development area is identified at the north end of the expanded apron to locate a larger FBO building/GA terminal or FBO hangars. A vehicle parking area (100+ spaces) with direct access from Cirrus Lane is proposed. The parking area is capable of serving both of the proposed FBO/GA terminal building areas described here. The north development area provides a unique opportunity to reserve a site for larger facilities, and it also provides a viable option if the redevelopment of the OSP-leased office building is not pursued. The concept also provides flexibility in sequencing near-term and long-term improvements, where the existing office building, if converted to FBO use, could be repurposed in the future.

A small aircraft apron is proposed south of the OSP-leased office building as part of the site redevelopment described above. The new apron section will accommodate small aircraft and potentially support electric aircraft charging facilities. The proposed relocation of the existing aboveground aviation fuel tanks and aircraft fueling area presented in Phase 1, is maintained, and is compatible with a new apron area. The terminal vehicle parking area proposed in Phase 1 is eliminated as part of the development of the small aircraft apron. With the development of the new apron section, a consolidated aircraft fueling/charging facility could be developed as an island centered near the main apron. Although the operational function of aircraft fueling and electric re-charging is similar, the typical aircraft charging times are expected to be significantly longer than the time required to refuel conventional aircraft. As technology improves, advances in battery storage and charging systems are expected to reduce charging times. However, for the near future, it is assumed that electric aircraft charging stations will require the equivalent of one short-term transient parking space for each plug in. Initially, the facility would be intended for smaller conventional aircraft, helicopters, other VTOL aircraft, and unmanned aircraft. Longer term development of electrified business class aircraft would require compatible systems and adequately sized parking areas.

Figure 5-4: Central Terminal Area – Alternative 1



Central/Terminal Area – Alternative 2

Central Area – Alternative 2 (Figure 5-5) uses the same large aircraft parking configuration developed in both the Phase 1 development option (Figure 5-3) and Alternative 1 (Figure 5-4). The ability to accommodate different apron/taxilane configurations is limited by the narrowness and depth of the apron expansion areas and a desire to avoid impacting newer hangars west of the terminal area .

The primary difference between Alternative 2 and 1 is the proposed development of facilities in the area north of the existing FBO building and aircraft fuel storage tanks. The existing/expanded FBO footprint, the terminal vehicle parking area, and the relocated aircraft fueling area presented in Phase 1 are maintained.

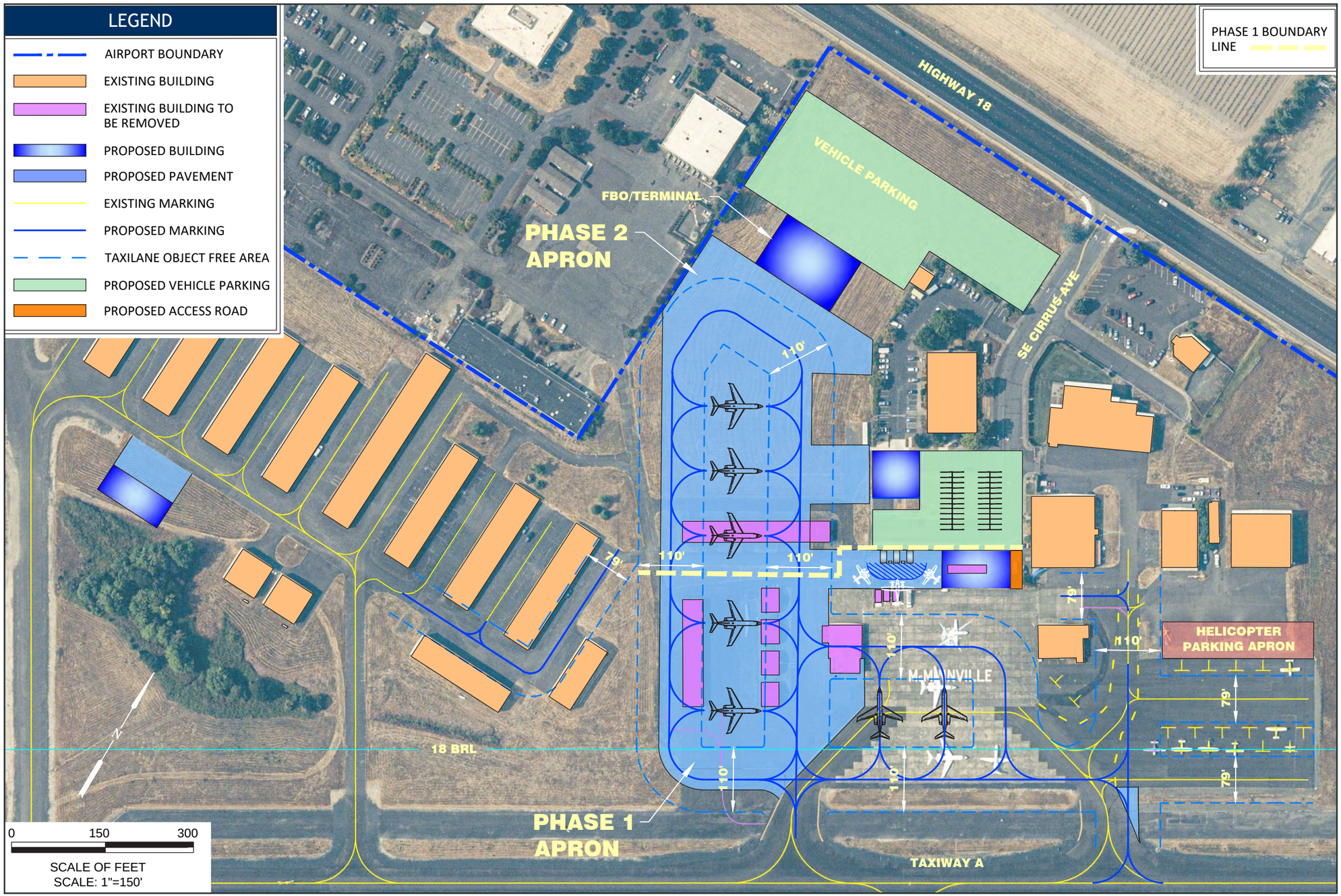
A larger FBO/GA Terminal building site is located at the north end of the large aircraft parking row, with adjacent vehicle parking. The vehicle parking area is similar to Alternative 1, but is modified to be compatible with the office building currently occupied by OSP.

A conventional hangar site (60'x60' typ.) is proposed north of the relocated fuel area, with ADG II aircraft access provided from the adjacent main apron expansion.

TABLE 5-2: Central/Terminal Area Options Features

Development Features	Phase 1	Alternative 1	Alternative 2
FBO/Terminal Building (Approximate Square Footage)	7,440	11,513	15,000
Large Aircraft Parking Positions	4	7	7
New Hangar Sites	0	1	2
Vehicle Parking Spaces	20	144+	122+
Aboveground Fuel Tanks	3	3	3
Existing Hangars Removed/# Units	6 /11	1/8	1/8

Figure 5-5: Central Terminal Area – Alternative 2



EAST LANDSIDE DEVELOPMENT CONCEPTS

The preliminary alternatives for the east landside area focus on accommodating aircraft storage (parking, hangars) and tenant commercial activities such as aircraft maintenance. The incremental development of aeronautical facilities in this area is enhanced by the existing apron, taxiway/taxilane, utilities, and surface access improvements provided in the adjacent central terminal area. The concepts provide combinations of hangar sizes and taxilane clearances designed to accommodate the sizes of aircraft (ADG I and II) commonly operating at the Airport. Several common development items appear in each of the alternatives:

- T-Hangars/Multi-Unit Hangars
- Small/Medium Conventional Hangars
- Commercial/Maintenance Hangars
- Small Airplane Tiedowns
- Small Helicopter Parking
- Vehicle Access and Parking
- New Taxilanes

Four preliminary alternatives are provided for evaluation: two options are sized exclusively for ADG I aircraft; one option is sized for ADG II aircraft (this would also accommodate smaller ADG I aircraft within the ADG II development area); and one option provides a combination of ADG I/II hangar sizes and taxilane clearances in different sections of the development area. **Table 5-3** summarizes the key features of the East Landside Area alternatives; **Figures 5-6 to 5-10** depict the East Landside Alternatives.

The controlling factor in taxilane design is the required wingtip clearance from taxilane centerline to the nearest fixed or moveable object. This equates to one-half of the taxilane object free area (TLOFA) dimension, measured outward from centerline. The FAA standard full-width TLOFA dimensions are 79 feet for ADG I and 110 feet for ADG II, which correspond to minimum clearances of 39.5 and 55 feet from a taxilane centerline to an adjacent building or parked aircraft. In general, hangars with door widths ranging from 50 to 80 feet can accommodate ADG II aircraft and are planned with ADG II taxilane access. Door widths less than 50 feet are limited to ADG I aircraft or small helicopters, and are planned with ADG I taxilane access.

Site Factors

The east landside development area is located east of the main apron and the adjacent hangars north and east of the apron. The area is triangular-shaped, which narrows significantly at its east end. The site is bordered to the north by the airport property line and Highway 18; to the south by Taxiway A and the aircraft hold area near the end of Runway 22; and to the west by the small aircraft tiedown apron and hangars. The primary development setbacks for the site are defined by clearances established for Runway 4/22 and Taxiway A, including the building restriction line (BRL) and the taxiway object free area (TOFA).

The aircraft hold area at Taxiway A1 also requires separation from adjacent landside facilities to address jet and prop blast generated by holding/taxiing aircraft. The proposed reconfiguration of Taxiway A1 from an acute angle exit to the FAA-recommended 90-degree taxiway geometry described in the airside improvements section provides an opportunity to relocate the hold area east closer to the aircraft hold line on the new Taxiway A1. Shifting the aircraft hold area east of its current location would also allow additional development flexibility in the east landside area. The relocation of the aircraft hold area adjacent to Taxiway A1 is depicted in each alternative.

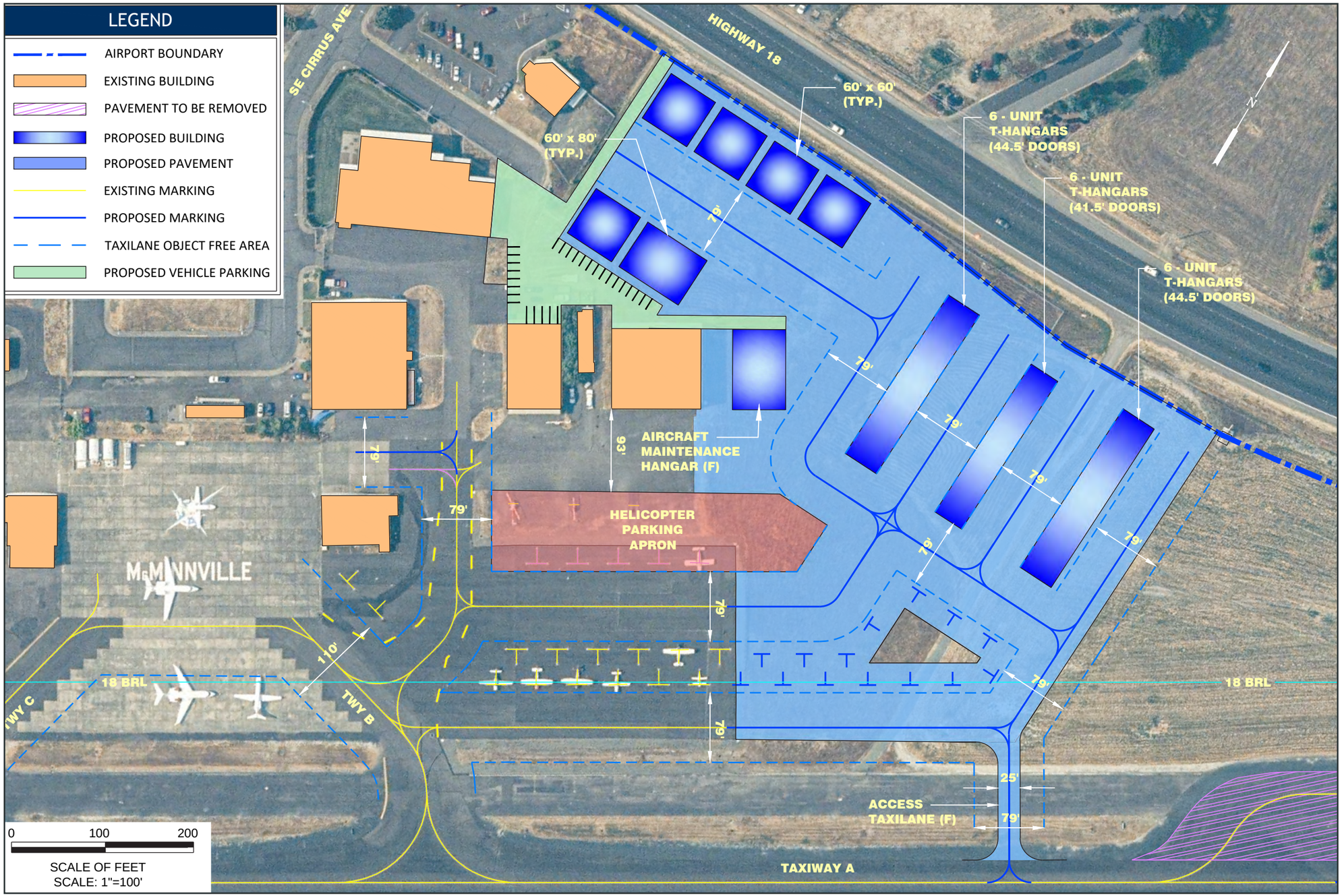
East Landside Alternative 1

East Landside Alternative 1 (Figure 5-6) provides an ADG I development that includes small aircraft storage hangars, a commercial hangar site, and expanded/reconfigured parking aprons for fixed wing aircraft and helicopters. Improvements in vehicle access and parking are proposed from the SE Nimbus Loop connection to Cirrus Avenue. The proposed development concept includes the following key features:

- **ADG I** taxilane standards and clearances are used.
- **Two existing east tiedown apron ADG I taxilanes are extended east** to provide access to the proposed hangar development areas and future small aircraft tiedowns.
- A new **East Access Taxilane** connection is provided from the development area to Taxiway A. The taxilane will improve the flow of taxiing aircraft in the east landside area and reduce congestion on Taxiway B.
- **T-Hangars (18 units)** – Two 6-unit T-Hangars with 44.5-foot doors; One 6-unit T-Hangar with 41.5-foot doors. The hangars are oriented north-south to optimize snow melt during winter conditions. The hangars are located in the eastern section of the area.
- **Maintenance hangar site** – located at the east end of existing hangar row (north of east tiedown apron). This hangar site can be developed with minimal taxilane/apron improvements.
- **Conventional hangar sites** – located in the upper section of the development area, two opposing hangar rows are served by a single ADG I taxilane. Five conventional hangars are depicted with 60-foot widths and one hangar has an 80-foot width. Actual clear door openings vary by hangar design and are typically reduced by fixed wall structures on both sides of the doors. These hangars are intended to accommodate one or more ADG I aircraft (wingspans up to 49') based on the taxilane OFA clearance provided.
- **Expanded Helicopter and Small Aircraft Parking Aprons** – the northern row of 5 small airplane tiedowns on the east apron is converted to helicopter parking in conjunction with expansion and reconfiguration of the existing tenant helicopter parking area immediately north. The expanded helicopter parking area provides space for 9 small helicopters. The small aircraft tiedown apron is expanded to the east to offset the loss of 5 tiedowns and to provide capacity to accommodate future demand and long-term reserves. As depicted, 14 new small airplane tiedowns are proposed with the east apron expansion, with a net increase of 9 small airplane tiedowns.

The proposed improvements in the east landside area are compatible with the proposed Phase 1 central terminal area improvements. The development of small aircraft hangars is intended to offset the loss of hangars in the proposed central terminal area redevelopment, and accommodate future demand for additional hangar space.

Figure 5-6: East Landside Area – Alternative 1



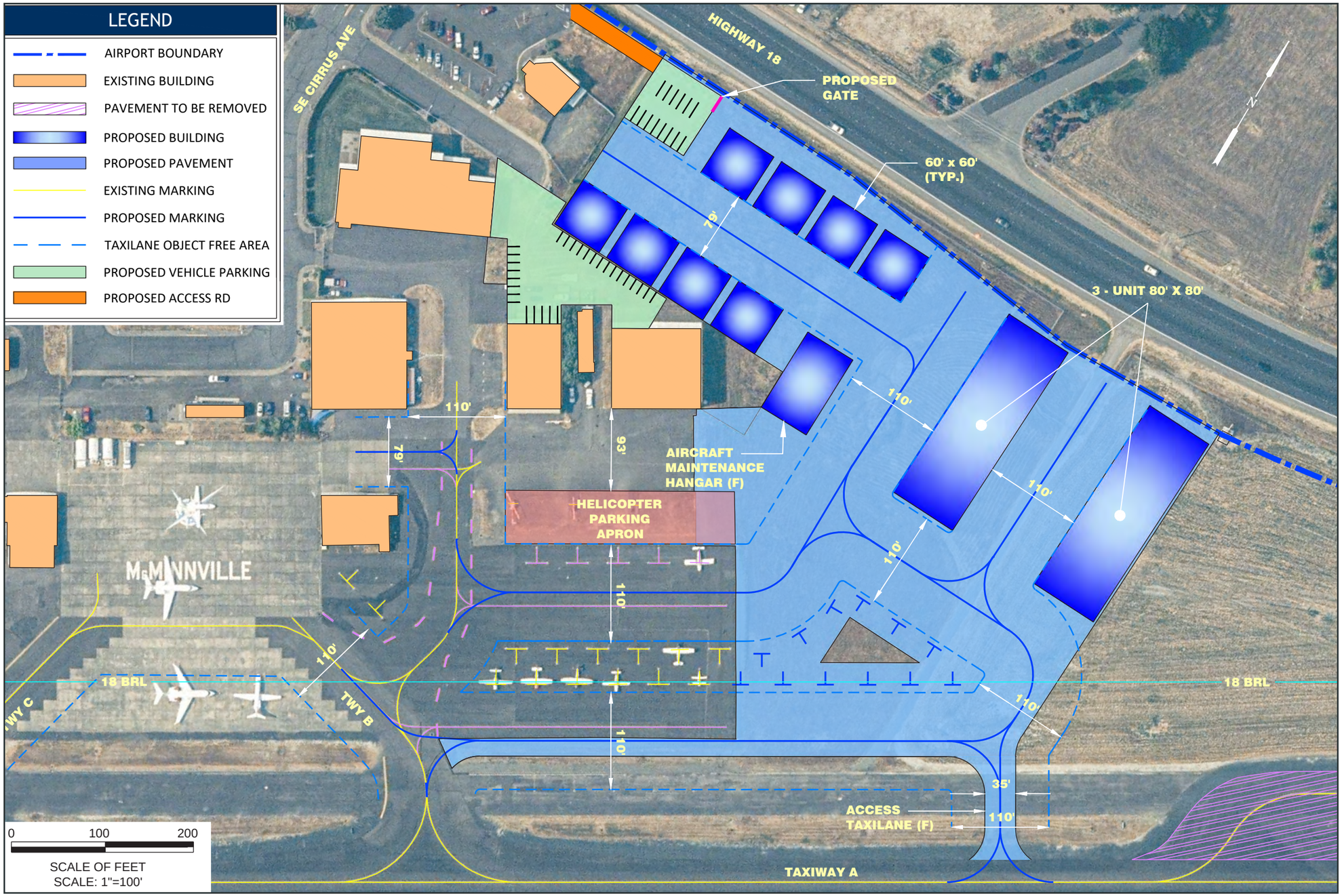
East Landside Alternative 2

East Landside Alternative 2 (Figure 5-7) provides a combination ADG I/ADG II development that includes aircraft storage hangars, a commercial hangar site, a reconfigured and expanded apron for small airplane tiedowns, and vehicle access and parking improvements. The proposed improvements are compatible with the proposed Phase 1 central terminal area improvements presented earlier. The development of small aircraft hangars is intended to offset the loss of hangars in the proposed central terminal area redevelopment, and accommodate future demand for additional hangar space.

In this concept, the east tiedown apron is reconfigured to accommodate ADG II taxilanes. This change would allow ADG II aircraft to access the east landside area from both Taxiway B and the proposed new east taxilane connection to Taxiway A. New hangar sites are proposed in the north and east sections of the area. The basic layout of hangars and aircraft parking presented in Alternative 1 is maintained with some specific changes to accommodate ADG II aircraft. The proposed development concept includes the following key features:

- **ADG II** taxilane standards and clearances are used for the aircraft parking apron and the hangars located on the east side of the development. **ADG I** taxilane clearances are provided for two adjacent rows of small conventional hangars located at the north end of the development.
- The existing **ADG I taxilanes** on the east tiedown apron are upgraded to provide ADG II OFA clearance. The north row of 5 small airplane tiedowns is eliminated to clear the taxilane OFA. The southern edge of the existing and future apron is extended 20 feet south to account for the shifted (ADG II) taxilane centerline that runs along the south side of the dual tiedown row.
- **Access Taxilane** – a new connection to Taxiway A is provided at the east end of the development area. The taxilane will improve the flow of aircraft movement in the hangar and aircraft parking areas and reduce congestion on Taxiway B.
- **Expanded Small Aircraft and Helicopter Parking Aprons** – the east tiedown apron is expanded to offset the loss of tiedowns noted above and to provide capacity to accommodate future demand and long-term reserves. 12 new small airplane tiedowns are proposed with the eastern apron expansion, with a net increase of 7 tiedowns. 1 additional small helicopter parking position is added to the east end of the existing 3-position parking row.
- **Multi-Unit Hangars (6 units)** – Two 3-unit hangars (80’ x 80’) with a common roof. The hangars are oriented north-south to optimize snow melt during winter conditions. These hangar sites are served by future ADG II taxilanes.
- **Conventional hangar sites (6 hangars)** – The layout includes two opposing rows of conventional hangars served by a single ADG I taxilane in the upper section of the development area. This layout has 8 small (60’x 60’ typ.) conventional hangar sites intended to accommodate one or more ADG I aircraft (wingspans up to 49’) based on the required taxilane OFA clearance.
- **Vehicle Parking** – a proposed vehicle parking area is depicted in the northern corner of the development with surface access provided through the adjacent airport owned non-aeronautical office parking lot. Alternatively, the proposed parking area could accommodate a hangar and additional parking could be added on the east side of the office building with direct access to SE Nimbus Loop. The parking improvements proposed south of SE Nimbus Loop in Alternative 1 are maintained.
- **Maintenance hangar site** – located at the east end of existing hangar row (near the northeast corner of the east tiedown apron), but angled to align with the northern rows of conventional hangars. The development of this hangar site requires taxilane/apron improvements.

Figure 5-7: East Landside Area – Alternative 2



East Landside Alternative 3

East Landside Alternative 3 (Figure 5-8) presents a variation on hangar layout that rotates the hangar rows and adjacent taxilanes 90-degrees to run east-west through the narrow site. ADG II taxilanes are used throughout the east landside area to facilitate movement of both large and small aircraft. As proposed, two large multi-unit hangars and two large conventional hangars with south facing doors are located along the north edge of the development area. Two small aircraft T-hangars are located in the center hangar row, with taxilane access on both sides. The reconfigured east tiedown apron presented in Alternative 2 is also used in this option. A new access taxilane connection to Taxiway A is located near the east end of the development.

As with the other east landside concepts, this alternative is compatible with the proposed Phase 1 central terminal area improvements presented earlier. This alternative includes aircraft storage hangars, commercial hangar sites, a reconfigured and expanded apron for small airplane tiedowns, new taxilane access, and vehicle access/parking improvements.

The proposed development concept includes the following key features:

- **ADG II** taxilane standards and clearances are used for the aircraft parking apron and the hangar areas.
- **Access Taxilane** – a new connection to Taxiway A is provided at the east end of the development area.
- **Expanded Small Aircraft Parking Apron** – the east tiedown apron is expanded to offset the loss of tiedowns noted above and to provide capacity to accommodate future demand and long-term reserves. 14 new small airplane tiedowns are proposed with the eastern apron expansion, with a net increase of 9 tiedowns.
- **Multi-Unit Hangars (6 units)** – Two 3-unit hangars (80’ x 80’) with a common roof.
- **Conventional hangar sites (2 hangars)** – The layout includes two conventional/maintenance hangar sites at the west end of the north hangar row. The hangars sizes (widths) can vary within the defined space, although the adjacent ADG II TLOFA clearance will limit building depths (depicted at 80’).
- **Vehicle Parking** – a new vehicle parking area is depicted adjacent to the maintenance hangars at the west end of the hangar row. Public access is provided to support commercial activities via SE Nimbus Loop.

Figure 5-8: East Landside Area – Alternative 3



East Landside Alternative 4

East Landside Alternative 4 (Figure 5-9) provides an ADG I development that includes small aircraft storage hangars, a commercial hangar site, and expanded/reconfigured parking aprons for fixed wing aircraft and helicopters. Improvements in vehicle access and parking are proposed from the SE Nimbus Loop connection to Cirrus Avenue. The proposed development concept includes the following key features:

- **ADG I** taxilane standards and clearances are used.
- **Two existing east tiedown apron ADG I taxilanes are extended east** to provide access to the proposed hangar development areas and future small aircraft tiedowns.
- **Access Taxilane** – a new connection to Taxiway A is provided at the west end of the new development area (east end of existing tiedown apron). This taxilane is located near the center of the new development area.
- **T-Hangars (24 units)** – Two 8-unit T-Hangars with 44.5-foot doors; One 8-unit T-Hangar with 41.5-foot doors. The hangars are oriented north-south to optimize snow melt during winter conditions. The hangars are located in the eastern section of the area.
- **Maintenance hangar site** – located in the upper section of the development area with a single ADG I taxilane and small apron. Surface access and vehicle parking improvements provided at the west end of the development area.
- **Conventional hangar sites** – located in the upper section of the development area. Three conventional hangars are depicted with 60-foot widths. Actual clear door openings vary by hangar design and are typically reduced by fixed wall structures on both sides of the doors. These hangars are intended to accommodate one or more ADG I aircraft (wingspans up to 49') based on the taxilane OFA clearance provided.
- **Expanded Helicopter and Small Aircraft Parking Aprons** – the northern row of 5 small airplane tiedowns on the east apron is converted to helicopter parking in conjunction with expansion and reconfiguration of the existing tenant helicopter parking area immediately north. The expanded helicopter parking area provides space for 7 small helicopters. The small aircraft tiedown apron is expanded to the east to offset the loss of 5 tiedowns and to provide capacity to accommodate future demand and long-term reserves. As depicted, 7 new small airplane tiedowns are proposed with the east apron expansion, with a net increase of 2 small airplane tiedowns.

The proposed improvements in the east landside area are compatible with the proposed Phase 1 central terminal area improvements. The development of small aircraft hangars is intended to offset the loss of hangars in the proposed central terminal area redevelopment, and accommodate future demand for additional hangar space.

Figure 5-9: East Landside Area – Alternative 4

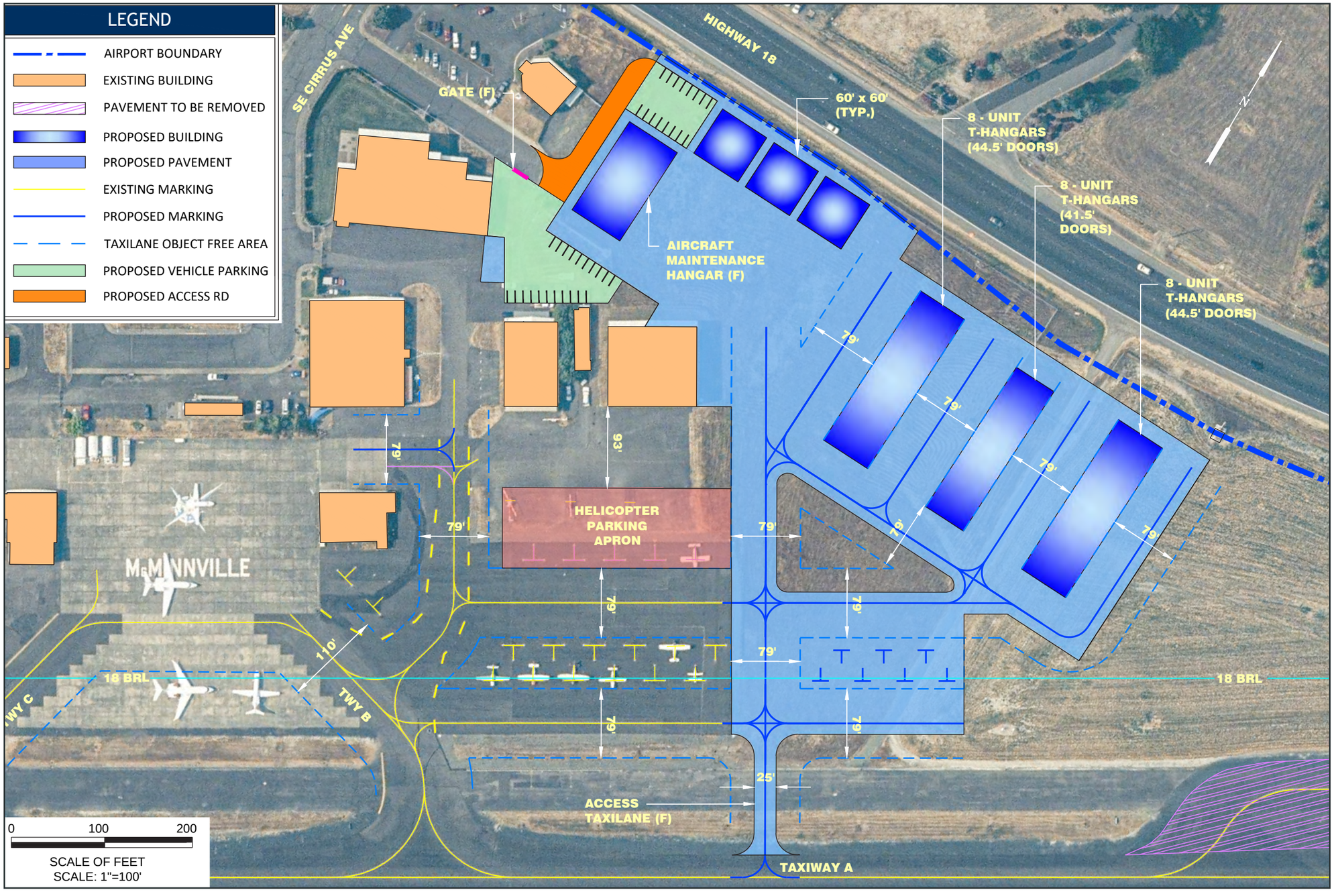


Table 5-3: Eastside Alternative Features

Development Features	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Hangar Taxilanes	ADG I taxilanes with standard TOFA clearances.	ADG I/II taxilanes with standard TOFA clearances.	ADG II taxilanes with standard TOFA clearances.	ADG I taxilanes with standard TOFA clearances.
New Conventional Storage Hangar Sites	6	8	0	3
New Commercial/ Maintenance Hangar Sites	1	1	2	1
ADG I T-Hangars	(3 – bldgs./18 units)	None	(2 – bldgs./16 units)	(3 – bldgs./24 units)
ADG II Multi-Unit Hangars	0	(2 – bldgs./6 units)	(2 – bldgs./6 units)	0
Public Road & Vehicle Parking Improvements	SE Nimbus Loop hangar access and parking	SE Nimbus Loop access to parking and hangars; secondary access and vehicle parking area adjacent to north hangars	SE Nimbus Loop access to parking and hangars; new consolidated vehicle parking area located adjacent to north hangars	SE Nimbus Loop hangar access and parking; secondary access and vehicle parking area adjacent to north hangars
Site Development Issues	Utility extensions to new development areas. Existing stormwater detention areas to be relocated; additional stormwater areas required for increased imperious surfaces	Same	Same	Same

WEST LANDSIDE DEVELOPMENT CONCEPTS

The proposed development of a new west landside area at MMV utilizes an undeveloped part of the airfield that sits northwest of the Galen McBee Airport Park. Immediately west of the future west landside area is a 200-acre site identified by the City of McMinnville for the development of an Innovation Campus. The City's website provides the project's vision: *"The Innovation Campus is intended to be high-density employment campus responding to the next generation of industrial and entrepreneurial jobs where research and development is nurtured and supported in a thoughtful and intentional campus design in partnership with product manufacturing. The campus will house class "A" office space, flex spaces, incubator spaces and manufacturing facilities. With almost 200 acres, it is one of Oregon's largest industrial sites and is strategically located on HWY 18 near the McMinnville Municipal Airport. The site has three property owner groups who have been engaged in the Innovation Campus discussions and the 3MLAP."*

The development site has the ability to be connected to the Airport's existing landside taxiway/taxilane system that currently ends near the Precision Aviation hangar and the adjacent west hangar area, which are located east of the site. However, extending the existing taxiway to the area will require relocating the existing vehicle and pedestrian access for the park, currently provided from SE Armory Way. Maintaining public access to the city park is considered essential and would be accomplished by relocating existing access to another part of the park. As proposed, the existing roadway section located south of the armory on SE Armory Way would be closed and the street vacated; a new vehicle and pedestrian access is provided to the park's west side; and the park trailhead and public parking area are relocated to the western section of the park. The option of extending taxiway access to the new landside area from the south is not considered feasible due to terrain challenges, which includes a significant drainage into the South Yamhill River that runs through the park.

Although the site's developable area is relatively small (approximately 11 acres), the new west landside area offers a unique opportunity to establish a functional connection between the Airport and the future Innovation Campus. Thoughtful, focused development of aeronautical facilities on airport land can maximize potential benefits for both the Airport and future commercial/manufacturing Innovation Campus tenants and customers. The ability to provide convenient access to aircraft facilities such as transient parking apron and hangar space presents a significant "value-added" feature, compared to most conventional industrial park developments. The development of complimentary aeronautical facilities in this area is consistent with MMV's role in supporting the local and regional economy with general aviation facilities.

Site Factors

The proposed west landside development area consists of approximately 11 acres of airport property near the northwest corner of the Airport. The site is bordered by privately-owned land to the west (planned 200-acre Innovation Campus site), privately-owned industrial land to the north, the Galen McBee Airport Park to the south and east, MMV's existing west hangar area to the east, and a steep ravine that contains a natural drainage into the South Yamill River. As noted earlier, the key to effectively connecting the new west landside area to existing airport facilities is to construct new taxiway access.

Common Design Features

It is proposed that the West Landside Area be developed to accommodate business aircraft commonly operating at the Airport included in ADG II, in addition to smaller ADG I aircraft. To achieve this, the main taxiway/taxilane, hangar, and apron dimensions will be consistent with ADG II standards. The nearest existing taxiway that connects the west hangar area to the Runway 4/22 parallel taxiway, would also be upgraded to ADG II standards. Some development of hangars and taxilanes for ADG I aircraft may also be considered within the overall development.

The proposed development options depict public access to the new development area and Galen McBee Airport Park routed from the existing road system (Cumulus Avenue) along the western boundary of the Airport. A new parking lot and (conceptual) trailhead location are relocated to the west side of the park/trail system. Options for providing public access to these facilities through the future Innovation Campus road system may also be considered, when developed. The existing park access and trailhead will be closed to accommodate a new taxiway connection.

Two preliminary west landside alternatives are provided for evaluation. These alternatives are summarized below and depicted in **Figures 5-10 and 5-11. Table 5-4** summarizes the key features of the West Landside Area alternatives.

West Landside Alternative 1

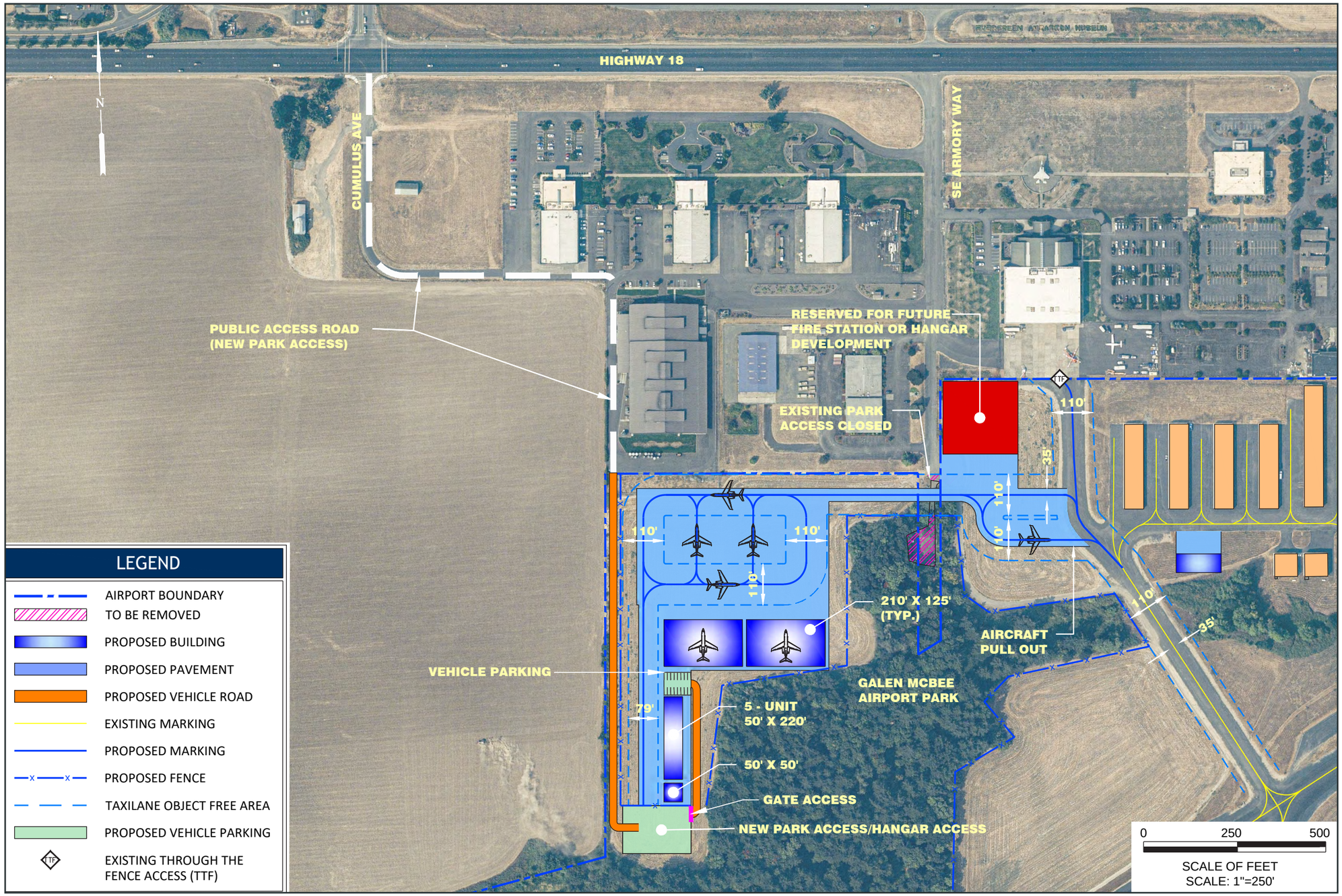
West Landside Alternative 1 (Figure 5-10) presents a conceptual layout that includes:

- Vacates existing north access road to Galen McBee Airport Park; replace with west access road
- East-west ADG II taxiway with aircraft pullout (connect west hangar area taxiway)
- ADG II Aircraft Parking Apron (2-4 transient drive-through business aircraft parking positions)
- 2 - Conventional Hangar sites - 210’ x 80’ (typ.)
- ADG I taxilane for small hangars
- 1 – 5-unit Small AC hangar site (44’ door widths)
- 1 – Small Conventional Hangar site - 50’ x 50’ (typ.)
- Public vehicle access and parking areas for park
- Tenant vehicle access and parking for aircraft hangars
- Dual purpose fire station site

The core components in this layout are formed by the new ADG II taxiway and apron, which will accommodate aircraft parking and hangars for larger business class aircraft. As noted earlier, the existing access road and vehicle parking area serving Galen McBee Airport Park must be vacated and replaced in order to construct the new access taxiway. The new access taxiway section is connected to the existing taxiway that serves the west hangar area. An aircraft pullout has been added at the connection between the new and existing taxiway. The pullout is intended to mitigate potential congestion caused by opposite-direction aircraft taxiing along the 1,600’ length of the taxiway between the new west landside area and Taxiway A, in addition to aircraft that use the existing taxiway (west hangar area and the adjacent Precision through-the-fence apron/hangar). The southern section of the development area has a narrow width that will accommodate a single ADG I taxilane and hangars with west-facing doors.

A conceptual footprint for a future fire station is depicted adjacent to SE Armory Way. The fire station is intended to be able to serve both the general public and the airport requiring access to the runway taxiway/taxilane system. Extended pavement provides access from the fire station to the proposed east west taxilane to the west development area. This area would also be capable of accommodating hangar development if the fire station is ultimately sited off airport property.

Figure 5-10: West Landside Area – Alternative 1



West Landside Alternative 2

West Landside Alternative 2 (Figure 5-11) uses the same ADG-II access taxiway, aircraft hold area, and surface access improvements proposed in Alternative 1, but modifies the new apron and hangar configurations. In Alternative 2, the size (length) of the ADG II parking row is reduced by approximately 41 feet, and is reoriented with east-west drive through parking positions. The north and south limits of the site are the north airport property line and the nearest edge of the airport park. The proposed improvements include:

- Vacate existing north access road to Galen McBee Airport Park; replace with west access road
- East-west ADG II taxiway with aircraft pullout (connect west hangar area taxiway)
- ADG II Aircraft Parking Apron (2-4 transient drive-through business aircraft parking positions)
- 2 – 3-Unit Hangar sites - 360 x 80’ (typ.) (6 hangar units total)
- ADG I taxilane for small hangars
- 2 – 6-unit Small AC hangar sites (60’ door widths) (12 hangar units total)
- Public vehicle access and parking areas for park, relocated park trailhead
- Tenant vehicle access and parking for aircraft hangars
- Dual purpose fire station site

Figure 5-11: West Landside Area – Alternative 2

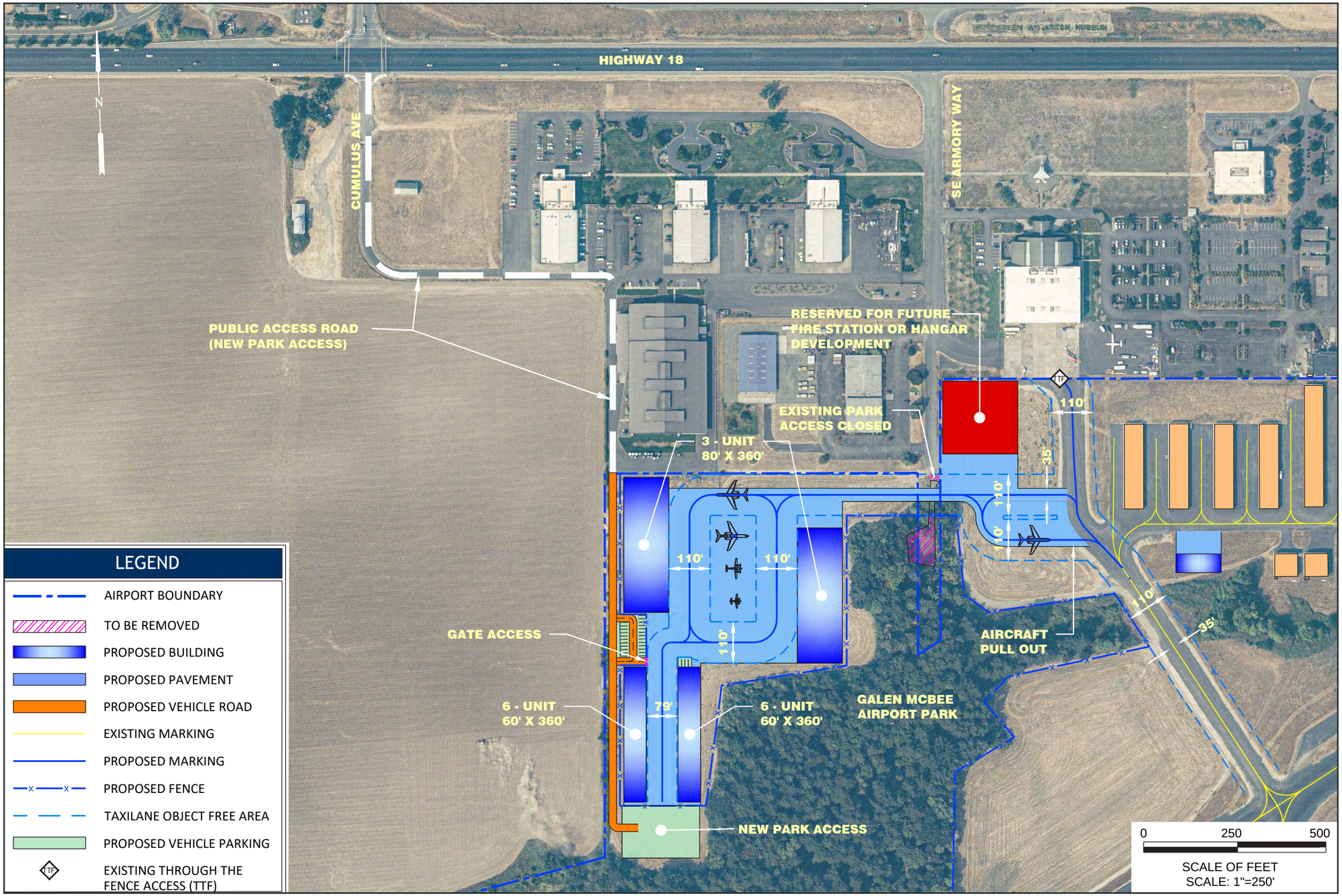


Table 5-4: West Landside Alternatives Features

Development Features	Alternative 1	Alternative 2
New Hangar Sites	(2) ADG-II Large Commercial Hangars (210' x 125' typ.) + (1) ADG-I 5-unit hangar (210' x 44') (42' doors) + (1) ADG I Conventional Hangar (50' x 50' typ.) Total: 2 ADG-II hangar units; 6 ADG-I hangar units	(2) ADG-II 3-unit Conventional Hangars (80' x 360' typ.) + (2) ADG-I 6-unit hangars (60' x 360' typ.) Total: 6 ADG-II hangar units; 12 ADG-I hangar units
Aircraft Parking	Approx. 41,728 sq ft of aircraft parking and circulation Total: 2-4 ADG-II Aircraft Parking Positions	Approx. 34,649 sq ft of aircraft parking and circulation Total: 2-3 ADG-II Aircraft Parking Positions
Taxiways/Taxilanes	Taxiway for hangar and aircraft parking apron access; taxilanes within hangar areas and apron	Same
Vehicle Parking	Approx. 14 airport-use parking spaces (does not include relocated public parking area to the new trailhead for the park)	Approx. 26 airport-use parking spaces (does not include relocated public parking area to the new trailhead for the park)
Site Development Issues	The existing public access road to the airport park conflicts with the proposed taxiway extension required to serve the west landside area. Grading and drainage (new development area) Utility extensions to new development areas	Same
Public Roads Impacts	Close and vacate the existing access road serving Galen McBee Airport Park. Replace the park access with a new road connection from Cumulus Avenue that will also serve the new west landside area.	Same

Land Use, Transportation and Environmental Issues

The preliminary development alternatives were reviewed to identify potential issues related to local site conditions and summarizes potential issues by development area. This information is intended to provide a preliminary level of screening and comparison of potential issues when comparing the alternatives. Additional evaluations will be performed as the alternatives are refined.

Table 5-5: Potential Development Factors - Land Use/Transportation/Environmental

Development Factors Alternatives	Development
Airside	Land Use: • No known issues related to land use or zoning. No changes in current designations recommended. Traffic/Transportation: • Closing and vacating a section of SE Cruickshank Road at Highway 18 will increase the surface travel distance between the north and south sections of the Airport. • Non-airport public use of SE Cruickshank Road will be affected by the ODOT plan to reduce access points to Highway 18 within the Three -Mile Lane corridor that runs north of the Airport, increasing driving distances to the nearest highway connection to the east. Environmental: • New FAA funded airfield construction projects will require NEPA environmental review. Mitigation for increased impervious surface areas, grading, drainage, stormwater collection and treatment will be determined by applicable engineering and environmental requirements. Proposed improvements located on airport property are subject to reviews related to wetlands, streams, or another critical habitat. Property: • Limited property acquisition (road ROW) is required to accommodate the proposed realignment of an existing access road near the south end of Runway 17/35. No additional property acquisition is required to accomplish the other proposed airside improvements. • Avigation easements should be acquired for any portions of existing or future Runway Protection Zones (RPZ) not owned outright by the City of McMinnville.
Central Terminal Area/Main Apron	Land Use: • No known issues related to land use or zoning. Traffic/Transportation: • Existing surface access to the area is maintained; circulation and parking improvements based on development or redevelopment of facilities. • Gate locations for new apron and hangar area access. Environmental: • New FAA funded airfield construction projects will require NEPA environmental review. Mitigation for increased impervious surface areas, grading, drainage, stormwater collection and treatment will be determined by applicable engineering and environmental requirements. Proposed improvements located on airport property are subject to reviews related to wetlands, streams, or another critical habitat. • Expanded impervious surface area (buildings, taxilanes, apron) may trigger specific surface grading and drainage requirements and may require specific water quality and stormwater management improvements. • Relocation of existing above ground fuel storage and dispensing facilities in accordance with applicable state and federal regulations. Property: • No known property issues.

Table 5-5: Potential Development Factors - Land Use/Transportation/Environmental (continued)

Development Factors Alternatives	Development
East Landside Area	Land Use: • No known issues related to land use or zoning. Traffic/Transportation: • New roadway connection to SE Nimbus Loop and SE Cirrus Drive to provide vehicle access and gate locations for new hangar area. • Development of additional vehicle parking areas may require new connections to existing airport access roads. Environmental: • New FAA funded airfield construction projects will require NEPA environmental review. Mitigation for increased impervious surface areas, grading, drainage, stormwater collection and treatment will be determined by applicable engineering and environmental requirements. Proposed improvements located on airport property are subject to reviews related to wetlands, streams, or another critical habitat. • Expanded impervious surface area (buildings, taxilanes, apron) may trigger specific surface grading and drainage requirements and may require specific water quality and stormwater management improvements. Property: • No known property issues.
West Landside Area	Land Use: • The proposed improvements maintain access and result in no net loss of function for Galen McBee Airport Park. Traffic/Transportation: • New roadway connection to Cumulus Ave to provide vehicle and pedestrian access for West Landside Area and the airport park. • Gate locations for new apron and hangar area access. Environmental: • New FAA funded airfield construction projects will require NEPA environmental review. Mitigation for increased impervious surface areas, grading, drainage, stormwater collection and treatment will be determined by applicable engineering and environmental requirements. Proposed improvements located on airport property are subject to reviews related to wetlands, streams, or other critical habitat. • Expanded impervious surface area (buildings, taxilanes, apron) may trigger specific surface grading and drainage requirements and may require specific water quality and stormwater management improvements. Property: • No known property issues.

Chapter 6

Capital Improvement Plan



Introduction

The purpose of this chapter is to present the proposed implementation program for the 2024-2044 McMinnville Municipal Airport Master Plan. The main feature of this information is the 20-year Airport Capital Improvement Program (ACIP) that was developed based on the analyses conducted in the Facility Requirements and Development Alternatives evaluations (Chapters 4 and 5).

The ACIP projects are summarized in **Table 6-1**, later in the chapter. The ACIP is organized into near term and long-term planning periods that reflect project prioritization and the City of McMinnville's ability to support the proposed financial investments.

Several factors were considered in determining project prioritization, including safety, forecast demand, the need to maintain/ replace existing airfield facilities, and financial capabilities of both the City of McMinnville and Federal Aviation Administration (FAA) to support the development program based on existing funding sources. Minor pavement maintenance items such as vegetation removal and crack filling are not included in the ACIP but will need to be undertaken by the city on an annual or semi-annual basis.

Airport Development Schedule and Cost Estimates

Cost estimates for each individual project were developed in 2024-dollars based on typical construction costs associated with the specific type of project. The project costs listed in the ACIP represent order-of-magnitude estimates that approximate design, engineering, environmental, other related costs, and contingencies. The estimates are intended only for preliminary planning and programming purposes. Specific project analysis and detailed engineering design will be required prior to project implementation to provide more refined and detailed estimates of the development costs.

These cost estimates can continue to assist management through adjustments to the 2024-dollar amounts to account for subsequent inflation as the plan is conducted in future years. This can be accomplished by converting the appropriate change in the United States Consumer Price Index (USCPI)[1] to a multiplier using the following formula:

X / I = Y

Where:
X = USCPI in any given future year
Y = Change Ratio
I = Current Index (USCPI)[2]

USCPI-U
416.441
(1982-1984 = 100)
November 2024

Multiplying the change ratio (Y) times any 2024-based cost estimate presented in this study will yield the adjusted dollar amounts appropriate in any future year evaluation. Several different CPI-based indices are available for use and any applicable index may be substituted by the airport sponsor in its financial management program.

ACIP PROJECTS

The following sections outline the recommended development program and funding assumptions for the short-term, intermediate, and long-term projects. Overall project scheduling is defined based on the facility requirements needs identified in the master plan evaluation. The anticipated staging of development projects is based on a combination of needs and development priorities.

It is recognized that actual activity levels may vary from projected levels. Therefore, the staging of development presented in the ACIP should be viewed as a general guide. The implementation of development projects should occur when demand warrants, rather than according to the estimated staging presented in this chapter. If the assumptions made in the master plan remain valid, the project prioritization reflected in the ACIP will provide a reliable guide for development. When activity deviates from projected levels, program adjustments may be made. The annual Joint Planning Conference (JPC) coordinated with the Oregon Department of Aviation (ODAV) and the Federal Aviation Administration (FAA), provides the ability to adjust the City's near term development priorities through updates of the State Capital Improvement Program (SCIP) to reflect changes in demand and to move longer term projects forward intermediate as other projects are completed.

In addition to major capital projects, the City will continue to require regular facility maintenance such as pavement maintenance, vegetation control, sweeping, lighting repair, and fuel system maintenance.

1 U.S. Consumer Price Index for All Urban Consumers (USCPI-U)

Near Term Projects (Years 1-5)

The priority projects over the initial five years of the planning period include completion of several rehabilitation projects or upgrades to existing facilities. These include installation of new fencing, lighting on a major taxiway, and several pavement projects.

The section of new fencing will extend along the north side of the Airport, from near Cruickshank Road at the east end, through the terminal area, ending near the west end of Runway 4/22, and the south side of Galen McBee Airport Park. The project includes replacement of older sections of fencing and sections of new fencing in the western section of the Airport. Standard 6-foot chain link with a 3-wire top will be installed. Automated vehicle gates will be installed as replacements for existing combination lock gates. The installation of an unlighted supplemental wind cone is included in the project to take advantage of field mobilization required for the fencing project. The wind cone will be located on the south side of Runway 4/22, near the end of Runway 4.

Edge lighting will be installed on Taxiway A and its four existing exit taxiways (A1-A4) to replace edge reflectors. Lighted airfield signage will also replace existing signs on Taxiway A. All new lighting systems will be LED.

Taxiway and taxilane pavement rehabilitation projects are planned for Taxiways A, A1-A4, and the west hangar taxilanes.

Longer Term Projects (Years 6-20)

The group of longer term projects includes several new developments that each require significant investments of local and federal funds. The development projects can be organized into several groups:

- **Terminal Area Redevelopment/Expansion** – Multiple projects are identified to reconfigure and expand the existing main apron to accommodate demand for transient large aircraft parking.
    - » The main elements focus on defining a long-term general aviation terminal/Fixed Base Operator (FBO) building site with adequate aircraft access, vehicle access, and parking. Several existing hangars will be decommissioned and removed in phases to accommodate expanded apron areas.
    - » Development of ADG II drive-through aircraft parking positions and taxilane access for business class aircraft.
    - » Several refinements were subsequently incorporated into the preliminary alternative concept, including maintaining the existing location of the aircraft fuel storage tanks. The apron abutting the south side of the tanks is reconfigured to provide dedicated aircraft (taxilane) access to the fueling area from elsewhere in the terminal area and Taxiway A. Transient large aircraft parking positions are located on either side of the north-south fuel area taxilane. The development of an electric aircraft charging area is incorporated into the central terminal area.
    - » Redevelopment options for existing terminal area leased buildings and development of new commercial and support buildings.
- **Airport Maintenance/Equipment Storage Shop** – A new shop building is planned adjacent to the expanded apron.
- **East Terminal Area - Hangar Development Area, Taxilanes, Tiedown Apron Expansion** – Projects includes extending taxilane access into the development area to accommodate future hangar construction demand. The concept includes a combination of conventional hangars and multi-unit hangars. Expansion of the east tiedown apron is planned based on future demand. Adding a new taxilane connection to the Taxiway A will improve aircraft circulation in the terminal area.
- **West Terminal Area** – Access taxiway connections, new hangar sites, transient aircraft parking apron, vehicle access and parking for aviation uses, reconfigured airport park access and trailhead. Create interface with Innovation Campus.

- **Runway 4/22 - Runway Safety Area (RSA) and Object Free Area (OFA) Improvements** – Based on the future C-II RDC, the east end of these surfaces will be cleared (airport fence and roadway) and graded to meet FAA standards. The section of Cruikshank Road that extends from the Highway 18 connection to SE Airport Road will be closed as part of the Three-Mile Lane project upgrades currently being completed in the Highway 18 corridor. The road will be vacated, although emergency access points (gates) will be maintained at the existing connections to edges of the OFA/RSA, from the adjacent roadways.
- **Other Airside Improvements** – Several runway-taxiway components are identified for future reconfiguration to meet FAA design guidance. These include replacing Taxiways A1 and A3 (acute angled connections) to Runway 4/22, with 90-degree connections, and relocating the aircraft hold area adjacent to the new Taxiway A1. The runway crossing created by the Taxiway A2 and Taxiway D connections on Runway 4/22, is identified for future relocation outside the middle-third of the runway, which is defined by FAA as a "high-energy" crossing. The north section of Taxiway D is relocated to provide more direct connection to the north end of the parallel taxiway for Runway 17/35 and the new Taxiway A2/D connection.
- **Runway Protection Zones (RPZ)** – Acquire/maintain avigation easements for portions of RPZs located off of airport property. Tree lowering/removal (ongoing) in runway inner approach areas (coinciding with RPZ).
- **Life Cycle Replacements** – Airfield lighting and visual aids, rehabilitate/reconstruct airfield pavements. Ongoing pavement maintenance.
- **Internal Access Roads** – Internal roadway extensions to improve access to the east, west and central terminal area.

Table 6-1: Capital Improvement Projects

Short Term Projects	Estimated Cost	Anticipated FAA Share (90%)	Anticipated Local Share (10%)
Install Perimeter Fencing/ Supplemental Windcone (Runway 4) - Construction	$1,143,000	$1,028,700	$114,300
Taxiway A Edge Lighting	$1,977,000	$1,779,300	$197,700
Pavement Rehab - Taxiway A and West T-Hangar Taxilanes - Environmental & Design	$180,000	$162,000	$18,000
Pavement Rehab – Taxiway A & West T-Hangar Taxilanes - Construction	$1,470,000	$1,323,000	$147,000
SHORT-TERM TOTAL (0-5 Years)	$4,770,000	$4,293,000	$477,000

Table 6-1: Capital Improvement Projects *(continued)*

Long Term Projects	Estimated Cost	Anticipated FAA Share (90%)	Anticipated Local Share (10%)
Main Apron Reconstruction/Expansion/Building Removal (Environmental/Design/Construction)	$4,998,000	$4,498,200	$499,800
East Development Area ADG - II Taxilane/Apron Expansion (Design/ Environmental/Construction)	$4,207,000	$3,786,300	$420,700
Reconfigure Main Parking Area (PH1), New Perimeter Fencing and Automated Gate (Environmental/Design/Construction)	$1,494,000	$1,344,600	$149,400
Airport Internal Access Road (West T-hangars and future airport maintenance building access)	$1,236,000	$1,112,400	$123,600
Replace Existing MALSR*	$0*	$0	$0
Fencing Realignment (OFA/RSA) (Cruickshank Rd)	$498,000	$448,200	$49,800
Grade and Compact Runway 22 RSA	$451,000	$405,900	$45,100
Avigation Easements – Rwy 4 & 22 Runway Protection Zones (RPZs)	$50,000	$45,000	$5,000
Taxiway A2 Crossing Realignment	$3,381,000	$3,042,900	$338,100
T-Hangar /Multi-Unit Hangar (East Terminal Area)	$1,500,000	$0	$0
East Tiedown Apron Fog Seal	$520,000	$468,000	$52,000
T-Hangar (East Terminal Area)	$1,200,000	$0	$0
Replace Runway 4 & 22 PAPI	$602,000	$541,800	$60,200
Tree Clearing (Runway 4 & 22)	$436,000	$392,400	$43,600
Replace Runway 4 REILs	$360,000	$324,000	$36,000
Runway 4-22 Pavement Rehabilitation	$1,900,000	$1,710,000	$190,000
East Development Area Apron / T-Hangar Taxilane (Environmental/ Design/Construction)	$3,717,000	$3,345,300	$371,700
Right-of-Way Acquisition & Realignment of S. Access Rd	$1,081,000	$972,900	$108,100
Avigation Easement – Runway 35 Runway Protection Zone (RPZ)	$50,000	$45,000	$5,000
Install Electric Aircraft Charging Stations	$0**	$0	$0
Runway 4-22 Maintenance (Markings & Lighting)	$4,325,000	$3,892,500	$432,500
Main Apron (Concrete) Rehabilitation	$949,000	$854,100	$94,900
Relocate Airport Park Access Road, Park Trailhead, Vehicle Parking	$2,242,000	$2,017,800	$224,200
T-Hangar (East Terminal Area)	$1,200,000	$0	$0
Extend Taxilane to the West Development Area & Construct Bypass Holding Apron	$4,466,000	$4,019,400	$446,600
West Terminal Area Apron, Perimeter Fencing Realignment, and Vehicle Parking Area	$7,090,000	$6,381,000	$709,000
Taxiway A Rehabilitation	$1,159,000	$1,043,100	$115,900
Taxiway D Rehabilitation	$755,000	$679,500	$75,500
Runway 17/35 Maintenance (Markings)	$1,094,000	$984,600	$109,400
A1 & A3 Reconstruction	$3,878,000	$3,490,200	$387,800
Replace Airport Beacon	$399,000	$359,100	$39,900
LONG-TERM PROJECTS TOTAL COSTS (2030-Beyond	$55,238,000	$46,204,200	$5,133,800
TOTAL PROJECT COSTS	$60,008,000	$50,497,200	$5,610,800

* *Item is procured and installed by FAA, no cost to Airport. **No cost estimate available.

Capital Funding Sources & Programs

Grants provided through the FAA Airport Improvement Program (AIP) are the primary source of funding for public use airports in the federal airport system. **Table 6-1** identifies the typical federal and local share of project costs based on current funding formulas. It is important to note that overall project eligibility for FAA funding does not guarantee availability of funding within the defined 20-year period of the master plan.

FEDERAL FUNDING

The current AIP, reauthorized in 2024, is the latest evolution of a funding program originally authorized by Congress in 1946 as the Federal Aid to Airports Program (FAAP). Other appropriations of AIP funds go to states, general aviation airports, commercial service airports, and for noise compatibility planning. Any remaining AIP funds at the national level are designated as Discretionary funds and may be used by the FAA to fund eligible projects. Discretionary funds are typically used to enhance airport capacity, safety, and/or security and are often directed to specific national priorities such as the recent program to improve runway safety areas. AIP funds can only be used for eligible capital improvement projects and may not be used to support airport operation and maintenance costs. AIP funding for eligible projects is described in FAA Order 5100.38D (Change 1), *Airport Improvement Program Handbook*.

Funds for the AIP are derived from the Airport and Airway Trust Fund, which is supported by user fees, fuel taxes, and other similar revenue sources. Currently, AIP grants cover 90% of eligible project costs for general aviation airports like McMinnville Municipal Airport.

The FAA Reauthorization Act of 2024 extends funding through fiscal year 2028. AIP funding programs for general aviation (GA) airports include:

- **AIP General Aviation Non-Primary Entitlement (NPE) Grants**: The AIP provides Non-Primary Entitlement (NPE) funds for general aviation airports based on fixed amount of $150,000 per year. The NPE funds can be carried over for up to four years, or a maximum of $600,000. Unused NPEs may be "donated" to other GA airports within the state through the ADO, or the funds revert into a national pot for reallocation among all FAA regions.
- **AIP Discretionary Grants**: The AIP provides Discretionary funds to airports for projects that have a high federal priority or to enhance safety, security, or capacity. These grants are over and above NPE funding. Discretionary grant amounts can vary significantly compared to NPE and are awarded at the FAA's sole discretion. Discretionary grant applications are evaluated based on need, the FAA's project priority ranking system, and the FAA's assessment of a project's significance within the national airport and airway system.
- **FAA Facilities and Equipment Funds**: Additional funds are available under the FAA Facilities and Equipment (F&E) program to purchase navigational aids and air safety-related technical equipment, including Airport Traffic Control Towers (ATCTs) for use at commercial service airports in the National Airport System. Each F&E project is evaluated independently using a cost-benefit analysis to determine funding eligibility and priority ranking. Qualified projects are 100% funded by the FAA, while remaining projects may be eligible for funding through the AIP or other FAA programs. In addition, an airport can apply for NAVAID maintenance funding through the F&E program for those facilities not funded through the F&E program.

FAA funding is limited to projects that have a clearly defined need and are identified through preparation of an FAA approved Airport Layout Plan (ALP). Periodic updates of the ALP are required when new or unanticipated project needs or opportunities exist that require use of FAA funds and to reflect the status of completed projects. The FAA will generally not participate in projects involving vehicle parking, utilities, building renovations, or projects associated with non-aviation development. Projects such as hangar construction or fuel systems are eligible for funding, although the FAA considers these types of projects as a much lower priority than other airfield needs.

Airport sponsors accept obligations (grant assurances) when accepting FAA AIP grants. A summary of the applicable grant assurances is provided in **Appendix E**.

STATE FUNDING

ODAV offers a variety of programs to support Oregon airports. Current programs are briefly summarized below.

Pavement Maintenance Program

The Pavement Maintenance Program (PMP) programs airfield pavement maintenance funds on established multi-year cycles. The PMP is funded by Oregon state aviation fuel tax revenues. About half of Oregon's pre-House Bill (HB) 2075 aviation fuel tax revenue (see following section) is used to fund the PMP, with the remainder used to fund the operation of Oregon's 28 state-owned airports and ODAV administrative costs.

The PMP is intended to preserve and maintain existing airfield pavements in order to maximize the useful life and economic value of the pavement. The program funds pavement maintenance and associated improvements (crack filling, repair, sealcoats, etc.), including some items not traditionally funded by FAA.

Funding for the PMP is generated through collection of aviation fuel taxes. ODAV manages the PMP through an annual consultant services contract and work is programmed on a 3-year regional rotation. The program includes a regular schedule of inspection and subsequent fieldwork.

Benefits from the PMP include:

- Economy of scale in bidding contracts.
- Federal/State/Local partnerships that maximize airport improvement funds.
- PMP is not a grant program and local match is on a sliding scale (50% - 5% required).

The PMP includes the following features:

- Review of prior year's Pavement Condition Index (PCI) reports.
- Only consider PCIs above 70.
- Apply budget.
- Limit work to patching, crack sealing, fog sealing, and slurry sealing.
- Add allowance for striping.
- Program to include approximately 20 airports per year, depending on funding levels.

Connect Oregon Program

In 2005, the Legislature created Connect Oregon, which used proceeds from lottery-backed bonds to provide grants and loans to fund non-highway transportation projects. In 2014, after the fifth installment of funding, the Legislature had provided $382 million to the program. Connect Oregon grants funds up to 80% of project costs with a 20% sponsor match and loans up to 100% of project costs.

House Bill 2075

House Bill 2075 (HR 2075) increased the tax on aircraft fuels, providing new revenues for the State Aviation Account. The previous state aviation fuel tax rate was $0.01/gallon for jet fuel (Jet-A) and $0.09/gallon for Aviation Gasoline – (AVGAS). HR 2075 increased the fuel tax on both Jet-A and AVGAS by $0.02/gallon resulting in a tax of $0.03 per gallon for Jet-A and $0.11 per gallon for AVGAS. The original aviation fuel tax revenue structure that supports PMP and ODAV operations is unchanged. The additional $0.02/gallon in revenues on Jet-A and AVGAS generated by HR 2075 will be distributed to fund a variety of aviation needs through ODAV's new Aviation System Action Program (ASAP) fund. ASAP utilizes the additional $0.02/gallon revenues generated by HR 2075 among three new programs: **COAR** - Critical Oregon Airport Relief Program; **ROAR** – Rural Oregon Aviation Relief Program; and **SOAR** – State Owned Airports Reserve Program. The programs are summarized below.

COAR – 50% of the additional fuel tax revenue is distributed as follows:

a) To assist airports in Oregon with match requirements for FAA Airport Improvement Program grants.

b) To make grants for emergency preparedness and infrastructure projects, in accordance with the Oregon Resilience Plan, including seismic studies, emergency generators, etc.

c) To make grants for:

- Services critical or essential to aviation including, but not limited to, fuel, sewer, water, and weather equipment.
- Aviation-related business development includes, but not limited to, hangars, parking for business aircraft and related facilities.
- Airport development for local economic benefit, including but not limited to, signs and marketing.

ROAR – 25% of the additional fuel tax revenue is distributed to assist commercial air service to rural Oregon.

SOAR – 25% of the additional fuel tax revenue is distributed to state owned airports for:

a) Safety improvements recommended by the Oregon State Aviation Board and local community airports.

b) Infrastructure projects at public use airports.

State Capital Improvement Program (SCIP)

The FAA's Seattle Airports District Office (ADO) in conjunction with state aviation agencies in Oregon, Washington, and Idaho utilize a coordinated "state" capital improvement program, known as the SCIP. The SCIP is the primary tool used by FAA, state aviation agencies, and local airport sponsors to prioritize funding. Airport sponsors are required to provide annual updates to the short-term project lists annually in order to maintain a current system of defined project needs. The short-term priorities identified in the master plan CIP will be incorporated into the SCIP during the next coordination meeting.

LOCAL FUNDING

The locally funded (City/tenant) portion of the project costs during the 20-year planning period is estimated to be just over $5.6 million as currently defined. Hangar and building maintenance have not been included in the FAA share of the CIP, since no FAA funding is assumed.

Portions of local matching funds are generated through airport revenues, including land leases and hangar rentals. Airport sponsors occasionally fund larger infrastructure or revenue-generating development such as hangars, through an inter fund loans or the issuance of long-term debt (municipal bonds).

Chapter 7

Airport Layout Plan



Introduction

This chapter presents the Airport Layout Plan (ALP) for the McMinnville Municipal Airport (MMV). The ALP describes and graphically depicts recommended development for the Airport based on facility needs and forecast demand. The recommendations shown on the ALP reflect the preferred alternative selected by the City of McMinnville with input provided by the Federal Aviation Administration (FAA), airport stakeholders, airport users, and members of the community. The analyses and findings of the previous chapters provided technical and policy guidance for this plan's outcome as reflected in the ALP.

The following plans make up the set of drawings commonly referred to as the ALP:

Sheet 1 – Title Sheet

Sheet 2 – Airport Data Sheet

Sheet 3 – Airport Data Sheet

Sheet 4 – Airport Layout Plan

Sheet 5 – Terminal Area Plan (Central - East)

Sheet 6 – Terminal Area Plan (West)

Sheet 7 – Airport Airspace Plan (Part 77)

Sheet 8 – Runway 4 Approach Plan & Profile

Sheet 9 – Runway 22 Approach Plan & Profile

Sheet 10 – Runway 17-35 Approach Plan & Profile

Sheet 11 – Inner Portion Runway 4-22 Approach Surface

Sheet 12 – Inner Portion Runway 17-35 Approach Surface

Sheet 13 – Runway Centerline Profile

Sheet 14 – Runway 4-22 Instrument Departure Surface

Sheet 15 – Runway 17-35 Instrument Departure Surface

Sheet 16 – On Airport Land Use Plan

Sheet 17 – Off Airport Land Use Plan

Sheet 18 – Exhibit A - Airport Property Plan

Sheet 19 – Obstruction Data Tables (1 of 3)

Sheet 20 – Obstruction Data Tables (2 of 3)

Sheet 21 – Obstruction Data Tables (3 of 3)

A brief summary of the sheets are provided below:

Title Sheet

The cover sheet serves as an introduction to the ALP drawing set. It provides the Airport's location and vicinity map and an index of the drawings. Additionally, the FAA approval letter is embedded onto the Cover Sheet, in lieu of signing the ALP and Exhibit A Sheet.

Airport Data Sheet

The Airport Data Sheet contains detailed runway and taxiway dimensions, FAA dimensional standards, wind roses, and other data that is reflected within the drawing set.

Airport Layout Plan

The ALP drawing graphically depicts existing and future airfield facilities. Future facilities are color-coded to distinguish them from existing facilities. Future facilities are represented in the airport master plan's 20-year capital improvement program (CIP) as individual projects or project groupings. Development reserves are depicted for improvements not included in the CIP.

Terminal Area Plan (Central - East)

The Terminal Area Plan provides additional details about existing and new facilities in the landside areas. The Terminal Area Plan (Central – East) focuses on the main apron area, fuel facilities, General Aviation (GA) terminal, existing/future hangar areas, and vehicle parking.

A major reconfiguration of the central and east terminal area is recommended to accommodate new facilities. The main apron will be expanded in multiple phases to the west and north to provide additional large aircraft parking areas. Multiple aging hangars will need to be removed to accommodate this expansion. Future hangar expansion to the east is depicted to accommodate for the loss in hangars and forecasted demand. The primary new central terminal area facilities include:

- Expanded large aircraft parking areas (8 drive through spaces)
- Dedicated taxilane access to aircraft fueling area
- Helicopter parking (2 parking spaces)
- Reserved parking area for electric aircraft (2 tail in spaces with a charging port)
- Expanded small aircraft tiedown apron (9 tail in parking spaces)
- Future hangar development sites

- Expanded vehicle parking
- Reserved area for new FBO facilities
- Future airport maintenance storage building

The proposed development in the central and east terminal areas is expected to accommodate current and future airport parking needs.

Terminal Area Plan (West)

The Terminal Area Plan provides additional details about existing and new facilities in the landside areas. The Terminal Area Plan (West) focuses on development opportunities related to adjacent planned development within the City of McMinnville's Innovation Campus.

Expansion to the west of the Galen Mcbee Airport Park is recommended to accommodate potential commercial demand identified in the Airport Master Plan. This expansion includes the following elements as depicted on the Airport Layout Plan:

- Taxilane expansion to the west of the Galen Mcbee Airport Park
- Future hangar development sites for large and small aircraft
- Future apron to accommodate multiple drive through parking positions (2-3 large aircraft)
- Relocated Park access
- Additional vehicle parking areas
- A new public access road
- Additional hangar development sites nested around current hangar development

Airport Airspace Plan (Part 77)

The Part 77 Airspace drawings depict the protected airspace defined for the Airport's runways in Code of Federal Regulations (CFR) Title 14, Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. The airspace plan depicts the five "imaginary surfaces" defined in Part 77.25 including the primary, transitional, approach, horizontal, and conical surfaces and documented obstacles within each surface. Part 77 surfaces should be free of built or terrain obstructions to the greatest extent possible. Objects that penetrate Part 77 surfaces may require action to mark or remove depending on their severity, location, and the feasibility of the action. The drawings are supplemented by tables detailing the obstacles with recommended dispositions. Obstacles presented on the Airspace Plan were provided by the AGIS survey data.

The physical characteristics of the Part 77 surfaces are defined by the size of aircraft using the runways and the approach capabilities of the runways. The approach slopes represent the horizontal distance required for each increment of vertical rise.

Runway 17-35 Approach Surfaces: Extend 5,000 feet from the ends of the runway primary surface. Each runway end has a visual approach surface slope of 20:1.

Runway 4-22 Approach Surfaces: Extend from ends of primary surface. Runway 4 has a 10,000-foot non-precision instrument approach slope of 34:1. Runway 22 has a precision instrument approach slope of 50:1 for 10,000 feet, then 40:1 for the remaining 40,000 feet.

Runway 17-35 Primary Surface: Based on the visual approach standards for utility runways, the primary surface is 250 feet wide and extends 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway, with the same elevation as the nearest point on the runway centerline.

Runway 4-22 Primary Surface: Based on the precision approach standards for larger than utility runways, the primary surface is 1,000 feet wide and extends 200 feet beyond each end of the runway. The primary surface is a flat plane of airspace centered on the runway, with the same elevation as the nearest point on the runway centerline.

Transitional Surface: The runway transitional surfaces extend outward and upward from the outer edges of the primary surface. The transitional surfaces have a slope of 7:1 and extend to an elevation of 150 feet above airfield elevation and connects to the runway horizontal surface.

Horizontal Surface: The horizontal surface is drawn from 10,000-foot radii that extend from both ends of the primary surface to form an oval. The horizontal surface is a flat plane of airspace with an elevation of 150 feet above the airport elevation.

Conical Surface: The conical surface extends from the outer edge of the horizontal surface at a slope of 20:1 and 350 feet above the airport elevation.

The Part 77 Airspace Plan depicts obstacles in the conical, horizontal, primary, and transitional surfaces for each runway. Obstruction tables and recommended dispositions are provided on sheets 19-21.

Runway 4 Approach Plan & Profile

The Approach Surface Plan and Profile drawing depicts detailed plan and profile views of the existing/future approach surfaces and approach protection surfaces for Runway 4. The drawing identifies penetrating obstacles and non-penetrating obstacles (provided for reference only) for the 34:1 approach and the 20:1 approach protection surfaces.

Runway 22 Approach Plan & Profile

The Approach Surface Plan and Profile drawing for Runway 22 depicts a detailed plan and profile view of the existing/future approach surfaces and approach protection surfaces. The drawing also identifies penetrating obstacles and non-penetrating obstacles for 50:1/40:1 approach and the 30:1 approach protection surfaces.

Runway 17-35 Approach Plan & Profile

The Approach Plan and Profile drawing depicts detailed plan and profile views of the existing/future approach surfaces and approach protection surfaces for Runway 17/35. The drawing identifies penetrating obstacles and non-penetrating obstacles (provided for reference only) for the 20:1 approach and approach protection surfaces.

Runway Centerline Profile

The Runway Centerline Profile drawing depicts a detailed profile view of the existing/future runway surfaces for Runway 17/35 and Runway 4/22. The drawing depicts elevation changes at intervals with a line depicting line of site between each runway end.

Inner Portion Runway 4-22 Approach Surface

The Inner Approach Surface drawing depicts detailed plan and profile views from the inner portion approach surfaces from the future runway ends to a position where the surface is 100 feet above the runway end. The drawings provide additional details on identifying obstructions, terrain, and other physical features within the approach surfaces. The drawings include obstructions IDs for obstructions depicted on the drawing, using the same numbering identifiers from the overall Part 77 Airspace Plan. Only obstructions 10 feet below the approach surface or higher, and traverseways, are called out on the sheet and listed in the obstruction tables at the end of the sheet set.

Inner Portion Runway 17-35 Approach Surface

The Inner Approach Surface drawing for Runway 17/35 depicts detailed plan and profile views from the inner portion approach surfaces from the future runway end to a position where the surface is 100 feet above the runway end. Obstructions, terrain, and other physical features are identified within the approach surfaces which include IDs based on the identifiers from Part 77 Airspace Plan.

Runway 4-22 Instrument Departure Surface

The Instrument Departure Surface drawing depicts plan and profile views of the departure surfaces and associated obstacles. Runway departure surfaces are defined in *AC 150/5300-13B – Airport Design, Change 1.* The departure surface originates at the future runway ends and extends out for 12,152 feet at a slope of 40:1 (1 foot of vertical for every 40 feet of horizontal distance). The surface has an inner width of 1,000 feet and an outer width of 7,512 feet. The drawing provides details on obstructions, terrain and other features as they relate departing aircraft.

Runway 17-35 Instrument Departure Surface

The instrument departure surfaces for Runway 17/35 are identical to the surfaces described above for Runway 4/22.

On Airport Land Use Plan

The On Airport Land Use Plan depicts land use categories common to general aviation airports, including:

- Airport Operations Protected Area (runway, taxiway, and protected areas)
- Aeronautical Development (aviation related development; hangars, aircraft parking, etc.)
- Aeronautical Compatible Non-Aviation Facilities (development that is compatible with the airfields aeronautical facilities)
- Runway Protection Zone (defined surfaces at runway ends)
- Public Park (Galen McBee Airport Park protected boundaries)

The land use classifications are consistent with the ALP drawing and reflect both existing and future facilities. The airport operations areas and RPZs are intended to protect the function of the runway-taxiway system. All aircraft parking and hangar development is located in the aeronautical development area. Areas suitable for aeronautical compatible non-aviation development are identified primarily at the south end of the Airport. The majority of the Airport is located within City of McMinnville land use jurisdiction (city limits), with small areas located in unincorporated Yamhill County.

Off Airport Land Use Plan

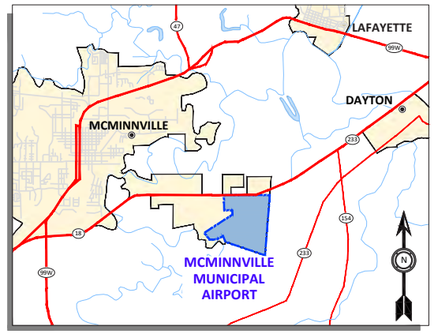
The Off-Airport Land Use Plan depicts the land use/zoning for the Airport and surrounding areas. It also identifies land that is located beneath Part 77 Surfaces and associated airspace overlay zoning districts. Land use classifications were derived from the city and county comprehensive plans and zoning districts. The City of McMinnville and Yamhill County have land use jurisdiction for the majority of the area surrounding McMinnville Municipal Airport. The majority of the surrounding land use is agricultural. However, areas within the city limits of McMinnville include a variety of commercial, industrial, and residential zoning.

Exhibit A - Airport Property Plan

The Exhibit A Property Plan depicts all property owned or controlled by the City of McMinnville that is associated with the Airport. The drawing notes the form of ownership or control (fee simple, easement, etc.) and the date of acquisition per FAA guidelines. Although a public records search was completed, some details were not available. A formal property title search or boundary survey may be required to complete the missing data. Total airport acreage is recorded as 673.

Obstructions Data Tables

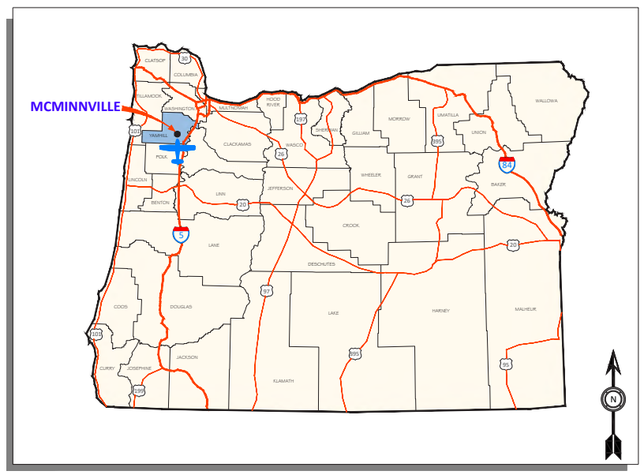
The obstacles depicted on several drawings in the ALP set are listed in tabular form on three separate drawings. The listed obstructions are organized by their respective Part 77 surface category. Each listed obstacle has location and elevation information, and a proposed disposition as identified on sheets 19-21.



VICINITY MAP



AERIAL PHOTO



LOCATION MAP

MCMINNVILLE MUNICIPAL AIRPORT (KMMV) AIRPORT LAYOUT PLAN

CITY OF MCMINNVILLE, OREGON
AIP NO. 3-41-0036-023-2023
AUGUST 2025

SHEET INDEX

NUMBER	REV. DATE	CONTENTS
1		TITLE SHEET
2		AIRPORT DATA SHEET
3		AIRPORT DATA SHEET
4		AIRPORT LAYOUT PLAN
5		TERMINAL AREA PLAN (CENTRAL - EAST)
6		TERMINAL AREA PLAN (WEST)
7		AIRPORT AIRSPACE PLAN (PART 77)
8		RUNWAY 4 APPROACH PLAN & PROFILE
9		RUNWAY 22 APPROACH PLAN & PROFILE
10		RUNWAY 17-35 APPROACH PLAN & PROFILE
11		INNER PORTION RUNWAY 4-22 APPROACH SURFACE
12		INNER PORTION RUNWAY 17-35 APPROACH SURFACE
13		RUNWAY CENTERLINE PROFILE
14		RUNWAY 4-22 INSTRUMENT DEPARTURE SURFACE
15		RUNWAY 17-35 INSTRUMENT DEPARTURE SURFACE
16		ON AIRPORT LAND USE PLAN
17		OFF AIRPORT LAND USE PLAN (WITH 2043 NOISE CONTOURS)
18		EXHIBIT A - AIRPORT PROPERTY INVENTORY MAP
19		AIRSPACE OBSTRUCTION DATA TABLES
20		AIRSPACE OBSTRUCTION DATA TABLES
21		AIRSPACE OBSTRUCTION DATA TABLES

FAA APPROVAL LETTER

DRAFT

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NO.	DATE	BY	APPR	REVISIONS

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CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

TITLE SHEET

FIGURE NO.

SHEET NO. 1 OF 21

Amended on 01.28.2026

AIRPORT DATA

		EXISTING (E)	FUTURE (F)
AIRPORT IDENTIFIER		MMV	SAME
MEAN MAX TEMPURATURE		82.7° (F)	SAME
AIRPORT ELEVATION		162.6'	SAME
AIRPORT ACREAGE		673	SAME
NAVAIDS		ILS, NDB, GPS	SAME
AIRPORT REFERENCE POINT	LAT.	N 45° 11' 40.17"	SAME
	LONG.	W 123° 08' 10.12"	SAME
MISCELLANEOUS FACILITIES		SEE NOTE 7	
MAGNETIC DECLINATION (1)		14° 47' E ± 0° 23'	0° 6' W ANNUALLY
NIPIAS SERVICE LEVEL		REGIONAL	SAME
STATE SERVICE LEVEL		URBAN CATEGORY II	SAME

1. NATIONAL GEODETIC SURVEY MAGNETIC DECLINATION CALCULATOR (HTTPS://WWW.NGDC.NOAA.GOV/GEOMAG/CALCULATORS/MAGCALC.SHTML) ACCESSED ON JULY 3, 2024

DECLARED DISTANCES

	EXISTING (E) (SEE NOTE 5)		FUTURE (F)	
	RWY 4	RWY 22	RWY 4	RWY 22
TORA	5420'	5420'	5420'	SAME
TODA	5420'	5420'	5420'	SAME
ASDA	5320	5420'	5420	SAME
LDA	5320'	5420'	5420'	SAME
	RWY 17	RWY 35	RWY17	RWY35
TORA	4340'	4340'	SAME	SAME
TODA	4340'	4340'	SAME	SAME
ASDA	4340'	4340'	SAME	SAME
LDA	4340'	4340'	SAME	SAME

APRON DIMENSIONS

	SQUARE FOOTAGE APPROX.
APRON EXISTING	397,325
APRON FUTURE	1,059,434

NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
NONE REQUIRED			

RUNWAY 4-22 DATA

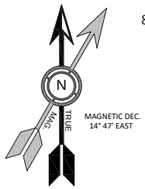
		EXISTING (E)	FUTURE (F)
RUNWAY IDENTIFICATION		4-22	SAME
RUNWAY DESIGN CODE (RDC) / RUNWAY REFERENCE CODE (RRC)		B-II-2400	C-II-2400
APPROACH REFERENCE CODE (APRC)		D-VI-4000 / D-V-4000	SAME
DEPARTURE REFERENCE CODE (DPRC)		D-IV / D-V	SAME
CRITICAL AIRCRAFT		CESSNA CITATION SOVEREIGN (CE-680)	BOMBARDIER CHALLENGER 601
RUNWAY PAVEMENT TYPE		ASPHALT	SAME
PAVEMENT STRENGTH		S-40 / D-50 / DT-80	SAME
PAVEMENT CONDITION INDEX (PCI)		90 (2023)	N/A
PAVEMENT CLASSIFICATION NUMBER (PCN)		35	SAME
RUNWAY SURFACE TREATMENT		NONE	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE		0.00%	SAME
PERCENT WIND COVERAGE		SEE WIND ROSE	
RUNWAY DIMENSIONS LENGTH AND WIDTH		5420' X 100'	SAME
DISPLACED THRESHOLD		N/A	SAME
DISPLACED THRESHOLD ELEVATION		N/A	SAME
DISPLACED THRESHOLD COORDINATES	LAT.	N/A	SAME
	LONG.	N/A	SAME
RUNWAY END COORDINATES	4	N45° 11' 30.33" W123° 08' 53.45"	SAME
	22	N45° 11' 59.31" W123° 07' 49.83"	SAME
RUNWAY END ELEVATIONS	4	160.64'	SAME
	22	160.65'	SAME
RUNWAY LIGHTING		HIRL / MALSR (RWY 22)	SAME
RUNWAY PROTECTION ZONE		SEE RUNWAY 4/22 (FAA STANDARDS) TABLE	
RUNWAY MARKING		PRECISION (RWY 22); NP (RWY 4)	SAME
14 CFR PART 77 RUNWAY CATEGORY		(PIR) LARGER THAN UTILITY	SAME
RUNWAY APPROACH SLOPE		34:1 (4) / 50:1 - 40:1 (22)	SAME
APPROACH VISIBILITY MINIMUMS		NOT LOWER THAN 1/2 OF A MILE	SAME
AERONAUTICAL SURVEY REQUIRED		AGIS (2023)	SAME
RUNWAY DEPARTURE SURFACE		TERPS 40:1	SAME
RUNWAY SAFETY AREA - RSA		SEE RUNWAY 4/22 DESIGN SURFACES TABLE	
RUNWAY OBJECT FREE AREA - OFA			
RUNWAY OBSTACLE FREE ZONE - OFZ			
THRESHOLD SITING SURFACE - TSS		SEE NOTE 8	
THRESHOLD SITING SURFACE PENETRATIONS			
APPROACH PROTECTION SURFACES (SEE NOTE 6)	4	SURFACE 4	SAME
	22	SURFACE 6	SAME
APPROACH PROTECTION SURFACES PENETRATIONS		YES	SAME
RUNWAY VISUAL AND INSTRUMENT NAVAIDS		PAPI, MALSR, HIRL	SAME
TOUCHDOWN ZONE ELEVATION (TDZE)	4	161.61'	SAME
	22	161.18'	SAME
TAXIWAY AND TAXILANE SAFETY AREA -TSA		SEE TAXIWAY/TAXILANE DATA TABLE	
TAXIWAY AND TAXILANE OBJECT FREE AREA - TOFA			
TAXIWAY AND TAXILANE SEPARATION			
TAXIWAY AND TAXILANE LIGHTING		EDGE REFLECTORS	MITL
VERTICAL DATUM		NAD88	SAME
HORIZONTAL DATUM		NAVD83	SAME

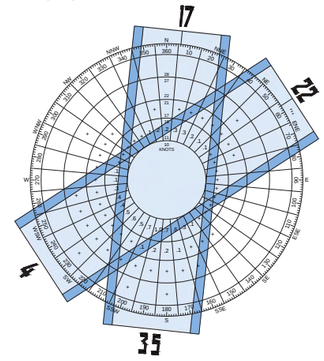
RUNWAY 17-35 DATA

		EXISTING (E)	FUTURE (F)
RUNWAY IDENTIFICATION		17-35	SAME
RUNWAY DESIGN CODE (RDC) / RUNWAY REFERENCE CODE (RRC)		A-I-VISUAL (SMALL AC)	SAME
APPROACH REFERENCE CODE (APRC) (SEE NOTE 3)		B-II-4000	SAME
DEPARTURE REFERENCE CODE (DPRC) (SEE NOTE 4)		B / II	SAME
CRITICAL AIRCRAFT		CESSNA SKYLANE (182)	SAME
RUNWAY PAVEMENT TYPE		ASPHALT	SAME
PAVEMENT STRENGTH		S-30	SAME
PAVEMENT CONDITION INDEX (PCI)		77-80 (2023)	N/A
PAVEMENT CLASSIFICATION NUMBER (PCN)		N/A	N/A
RUNWAY SURFACE TREATMENT		NONE	SAME
RUNWAY PERCENT GRADIENT / MAXIMUM GRADE		0.04%	SAME
PERCENT WIND COVERAGE		SEE WIND ROSE	
RUNWAY DIMENSIONS LENGTH AND WIDTH		4340' X 75'	SAME
DISPLACED THRESHOLD		N/A	SAME
DISPLACED THRESHOLD ELEVATION		N/A	SAME
DISPLACED THRESHOLD COORDINATES	LAT.	N/A	SAME
	LONG.	N/A	SAME
RUNWAY END COORDINATES	17	N45° 11' 56.12" W123° 07' 52.00"	SAME
	35	N45° 11' 13.52" W123° 07' 58.00"	SAME
RUNWAY END ELEVATIONS	17	160.72'	SAME
	35	162.56'	SAME
RUNWAY LIGHTING		NONE	SAME
RUNWAY PROTECTION ZONE		SEE RUNWAY 17/35 (FAA STANDARDS) TABLE	
RUNWAY MARKING		BASIC	SAME
14 CFR PART 77 RUNWAY CATEGORY		VISUAL - UTILITY	SAME
RUNWAY APPROACH SLOPE		20:1	SAME
APPROACH VISIBILITY MINIMUMS		VISUAL	SAME
AERONAUTICAL SURVEY REQUIRED		AGIS (2023)	SAME
RUNWAY DEPARTURE SURFACE		TERPS 40:1	SAME
RUNWAY SAFETY AREA - RSA		SEE RUNWAY 17/35 DESIGN SURFACES TABLE	
RUNWAY OBJECT FREE AREA - OFA			
RUNWAY OBSTACLE FREE ZONE - OFZ			
THRESHOLD SITING SURFACE - TSS		SEE NOTE 8	
THRESHOLD SITING SURFACE PENETRATIONS			
APPROACH PROTECTION SURFACES (SEE NOTE 6)	17	N/A	SAME
	35	SURFACE 2	N/A
APPROACH PROTECTION SURFACES PENETRATIONS		YES	SAME
RUNWAY VISUAL AND INSTRUMENT NAVAIDS		NONE	NONE
TOUCHDOWN ZONE ELEVATION (TDZE)	17	160.72	SAME
	35	162.56	SAME
TAXIWAY AND TAXILANE SAFETY AREA -TSA		SEE TAXIWAY/TAXILANE DATA TABLE	
TAXIWAY AND TAXILANE OBJECT FREE AREA - TOFA			
TAXIWAY AND TAXILANE SEPARATION			
TAXIWAY AND TAXILANE LIGHTING		EDGE REFLECTORS	SAME
VERTICAL DATUM		NAD88	SAME
HORIZONTAL DATUM		NAVD83	SAME

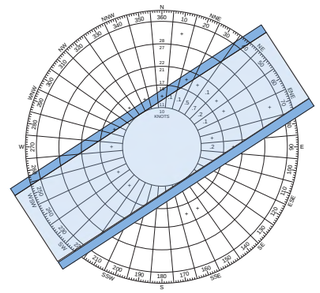
NOTES:

1. NATIONAL GEODETIC SURVEY MAGNETIC DECLINATION CALCULATOR (HTTPS://WWW.NGDC.NOAA.GOV/GEOMAG/CALCULATORS/MAGCALC.SHTML) ACCESSED ON JULY, 2024
2. AGIS SURVEY - 2023, PROVIDED RUNWAY END COORDINATES AND ELEVATIONS.
3. EXISTING PARALLEL TAXIWAY SEPARATION (240') CORRESPONDS TO B/II/4000 APRC, PER FAA GUIDELINES (5300-13B, CHANGE 1. TABLE L-1)
4. EXISTING PARALLEL TAXIWAY SEPARATION (240') CORRESPONDS TO DPRC B/II.
5. DECLARED DISTANCES PUBLISHED IN FAA CHART SUPPLEMENT (JULY 2025) FROM PREVIOUS C/D-II DESIGN STANDARDS FOR RUNWAY 4/22. NOT CURRENTLY REQUIRED FOR B-II STANDARDS.
6. APPROACH AND DEPARTURE SURFACES DEFINED BY FAA AC 150/5300-13B CHANGE 1. THESE SURFACES MAY / MAY NOT DUPLICATE THE PART 77 AND TERPS AIRSPACE SURFACES DEFINED FOR THE RUNWAY.
7. SEE SHEET 3 FOR MISCELLANEOUS FACILITIES LIST.
8. THE THRESHOLD SITING IS DEPICTED ON SHEETS 8-10, AND THE OBSTRUCTIONS ARE LISTED ON SHEETS 19-21.





ALL WEATHER WIND ROSE



IFR WIND ROSE

SOURCE:
FAA AIRPORT DATA AND INFORMATION PORTAL
STATION 726881 MCMINNVILLE MUNICIPAL AIRPORT
PERIOD OF OBSERVATIONS : 2013-2022
NUMBER OF OBSERVATIONS : 117,663

DRAFT

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RUNWAY 4/22 DESIGN SURFACES

	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH	6,620' X 300'	6,620' X 300'	7,420' X 500'	7,420' X 500'
LENGTH BEYOND RUNWAY END	600'	600'	1000'	1000'
OBJECT FREE AREA LENGTH AND WIDTH	6,620' X 800'	6,620' X 800'	7,420' X 800'	7,420' X 800'
LENGTH BEYOND RUNWAY END	600'	600'	1000'	1000'
OBSTACLE FREE ZONE LENGTH AND WIDTH	5,820' X 400'	5,820' X 400'	5,820' X 400'	5,820' X 400'
LENGTH BEYOND RUNWAY END	200'	200'	200'	200'

RUNWAY 17/35 DESIGN SURFACES

	EXISTING CONDITIONS	EXISTING STANDARD	FUTURE CONDITIONS	FUTURE STANDARD
RUNWAY SAFETY AREA LENGTH AND WIDTH	4,820' X 120'	4,820' X 120'	4,820' X 120'	4,820' X 120'
LENGTH BEYOND RUNWAY END	240'	240'	240'	240'
OBJECT FREE AREA LENGTH AND WIDTH	4,820' X 250'	4,820' X 250'	4,820' X 250'	4,820' X 250'
LENGTH BEYOND RUNWAY END	240'	240'	240'	240'
OBSTACLE FREE ZONE LENGTH AND WIDTH	4,740' X 250'	4,740' X 250'	4,740' X 250'	4,740' X 250'
LENGTH BEYOND RUNWAY END	200'	200'	200'	200'

RUNWAY 4-22/17-35 WIND COVERAGE

RUNWAY ALIGNMENT	CROSSWIND COMP. (KNOTS)	ALL-WEATHER WIND COVERAGE	VFR WIND COVERAGE	IFR WIND COVERAGE
COMBINED 4-22	10.5	96.73%	96.05%	99.10%
	13	98.49%	98.18%	99.54%
	16	99.67%	99.61%	99.89%
COMBINED 17-35	10.5	98.39%	98.06%	99.59%
	13	99.28%	99.15%	99.78%
	16	99.87%	99.86%	99.92%
ALL RUNWAYS	10.5	99.85%	99.82%	99.94%
	13	99.96%	99.96%	99.99%
	16	99.99%	99.99%	100%

NO.	DATE	BY	APPR	REVISIONS

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BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

AIRPORT DATA SHEET

FIGURE NO.

SHEET NO. 2 OF 21

Amended on 01.28.2026

MISCELLANEOUS FACILITIES LIST

NAVIGATIONAL AID	OWNERSHIP
AIRPORT BEACON	CITY
LIGHTED WIND CONE AND SEGMENTED CIRCLE	CITY
ASOS	NOAA
HIRL (RUNWAY 4/22)	CITY
MITL	NONE
LOCALIZER / GLIDESLOPE (RUNWAY 22)	FAA
REIL - (RUNWAY 4)	CITY
MALS-R - (RUNWAY 22)	FAA
PAPI - (RUNWAY 4/22)	CITY

RUNWAY 4/22 AND 17/35 (FAA STANDARDS)

RUNWAY PROTECTION ZONE (RPZ)			
	INNER WIDTH	LENGTH	OUTER WIDTH
EXISTING RWY 4 (APPR. & DEPART.)	500'	1,000'	700'
EXISTING RWY 22 (APPR.)	1,000'	2,500'	1,750'
EXISTING RWY 22 (DEPART.)	500'	1,000'	700'
FUTURE RWY 4 (APPR.)	1000'	1,700'	1,510'
FUTURE RWY 4 (DEPART.)	500'	1,700'	1,010'
FUTURE RWY 22 (APPR.)	1,000'	2,500'	1,750'
FUTURE RWY 22 (DEPART.)	500'	1,700'	1,010'
EXISTING/FUTURE RWY 17/35	250'	1,000'	450'

RUNWAY SAFETY AREA (RSA)		
	WIDTH	LENGTH BEYOND RUNWAY END & PRIOR TO THRESHOLD
EXISTING RWY 4/22	300'	600'
FUTURE RWY 4/22	500'	1,000'
EXISTING/FUTURE RWY 17-35	120'	240'

RUNWAY OBJECT FREE AREA (OFA)		
	WIDTH	LENGTH BEYOND RUNWAY END & PRIOR TO THRESHOLD
EXISTING RWY 4/22	800'	600'
FUTURE RWY 4/22	800'	1,000'
EXISTING/FUTURE RWY 17/35	250'	240'

RUNWAY OBSTACLE FREE ZONE (OFZ)		
	WIDTH	LENGTH BEYOND RUNWAY END & PRIOR TO THRESHOLD
EXISTING RWY 4/22	400'	200'
FUTURE RWY 4/22	400'	200'
EXISTING/FUTURE POFZ RWY22	800'	200'
EXISTING/FUTURE RWY 17/35	250'	200'

MODIFICATION TO DESIGN STANDARDS

APPROVAL DATE	CASE NUMBER	MODIFICATION	DESCRIPTION
"NONE REQUIRED"			

TAXIWAY/TAXILANE DATA TABLE

	EXISTING (E)		FUTURE (F)	
	CONDITIONS	STANDARDS	CONDITIONS	STANDARDS
TAXIWAY WIDTHS (A/D)	35' & 50'	25' & 35'	25' & 35'	25' & 35'
TAXILANE WIDTHS	25' & 35'	25' & 35'	25' & 35'	25' & 35'
TAXIWAY EDGE SAFETY MARGIN	5' & 7.5'	5' & 7.5'	5' & 7.5'	5' & 7.5'
TAXIWAY SAFETY AREA	49' & 79'	49' & 79'	49' & 79'	49' & 79'
TAXILANE SAFETY AREA	49' & 79'	49' & 79'	49' & 79'	49' & 79'
TAXIWAY OBJECT FREE AREA	89' & 124'	89' & 124'	89' & 124'	89' & 124'
TAXILANE OBJECT FREE AREA	VARIES	79' & 110'	79' & 110'	79' & 110'
TAXIWAY LIGHTING	EDGE REFLECTORS		MITL	
TAXIWAY MARKING	BASIC		SAME	

LEGEND

	EXISTING (E)	FUTURE (F)
BUILDINGS / HANGAR SITES		
BUILDINGS - OFF AIRPORT		N/A
RUNWAY/AIRFIELD PAVEMENT		
TO BE REMOVED	N/A	
BUILDING RESTRICTION LINE (BRL)	BRL (E)	SAME
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
APPROACH SURFACE		SAME
TAXIWAY SAFETY AREA (TSA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
AIRPORT REFERENCE POINT (ARP)		SAME
VISUAL GUIDANCE INDICATOR	(PAPI)	SAME
GROUND CONTOURS	1100	N/A
GATES		
ACCESS ROAD		
AIRCRAFT PARKING AREA / TIEDOWNS		
FUEL TANKS		SAME
FENCE	x x x	xx xx xx
THRESHOLD LIGHTS		
AIRCRAFT PARKING AREA / TIEDOWNS		
RUNWAY LIGHTS		
TAXIWAY LIGHTS		
TAXIWAY MARKING		
RUNWAY MARKING		
ILS LOCALIZER / GLIDE SLOPE CRITICAL AREA		SAME
AVIGATION EASEMENT		
TREE / PLANT / BUSH LINE		SAME
SEGMENTED CIRCLE / WIND INDICATOR		
REIL		SAME
VEHICLE PARKING		SAME
WATER / STREAM		SAME
RUNWAY VISIBILITY ZONE (RVZ)		SAME
BEACON		SAME
PRECISION OBSTACLE FREE ZONE (POFZ)		SAME

DRAFT

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SIGNATURE

CITY OF MCMINNVILLE APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
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SUITE #100
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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025

PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

AIRPORT DATA SHEET

FIGURE NO.

SHEET NO. 3 OF 21

BUILDING / FACILITY KEY

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	FBO/TERMINAL (E)	172.61'	24	AIRCRAFT STORAGE (E)	169.66'
2	AIRCRAFT STORAGE (E)	171.11'	25	AIRCRAFT STORAGE (E)	169.34'
3	AIRCRAFT STORAGE (E)	171.16'	26	AIRCRAFT STORAGE (E)	169.70'
4	AIRCRAFT STORAGE (E)	168.58'	27	AIRCRAFT STORAGE (E)	169.73'
5	AIRCRAFT STORAGE (E)	179.61'	28	PRECISION LLC (TTF) (E)	N/A
6	AIRCRAFT STORAGE (E)	193.23'	29	FUELING AREA (E)	165.12'
7	AIRCRAFT STORAGE (E)	182.32'	30	AIRPORT BEACON (E)	190.46'
8	OREGON STATE POLICE (E)	170.67'	31	GLIDE SLOPE ANTENNA (E)	205.03'
9	OFFICE BUILDING (E)	182.43'	32	LOCALIZER ANTENNA (E)	163.82'
10	AIRCRAFT STORAGE (E)	156.87'	33	APPR. LIGHT CONTROL (E)	167.38'
11	AIRCRAFT STORAGE (E)	181.56'	34	SEGMENTED CIRCLE (E)	158.64'
12	AIRCRAFT STORAGE (E)	180.04'	35	MALS-R (E)	177.23'
13	AIRCRAFT STORAGE (E)	175.38'	36	LIGHT A/C TIEDOWNS (E)	158.84'
14	AIRCRAFT STORAGE (E)	175.08'	37	A/C PARKING APRON (E)	158.78'
15	AIRCRAFT STORAGE (E)	169.60'	38	GUN RANGE (E)	137.52'
16	AIRCRAFT STORAGE (E)	168.86'	39	ASOS (E)	194.59'
17	AIRCRAFT STORAGE (E)	169.46'	40	HELICOPTER PARKING (E/F)	N/A
18	AIRCRAFT STORAGE (E)	171.10'	41	VEHICLE PARKING (F)	N/A
19	AIRCRAFT STORAGE (E)	170.10'	42	AIRPORT MAINT. BLDG.(F)	N/A
20	AIRCRAFT STORAGE (E)	170.20'	43	LIGHT A/C TIEDOWNS (F)	N/A
21	AIRCRAFT STORAGE (E)	170.39'	44	FBO/HANGAR DEV. AREA (F)	N/A
22	AIRCRAFT STORAGE (E)	169.90'	45	PILOT BUILDING (F)	N/A
23	AIRCRAFT STORAGE (E)	171.91'	46	PARK TRAILHEAD (F)	N/A

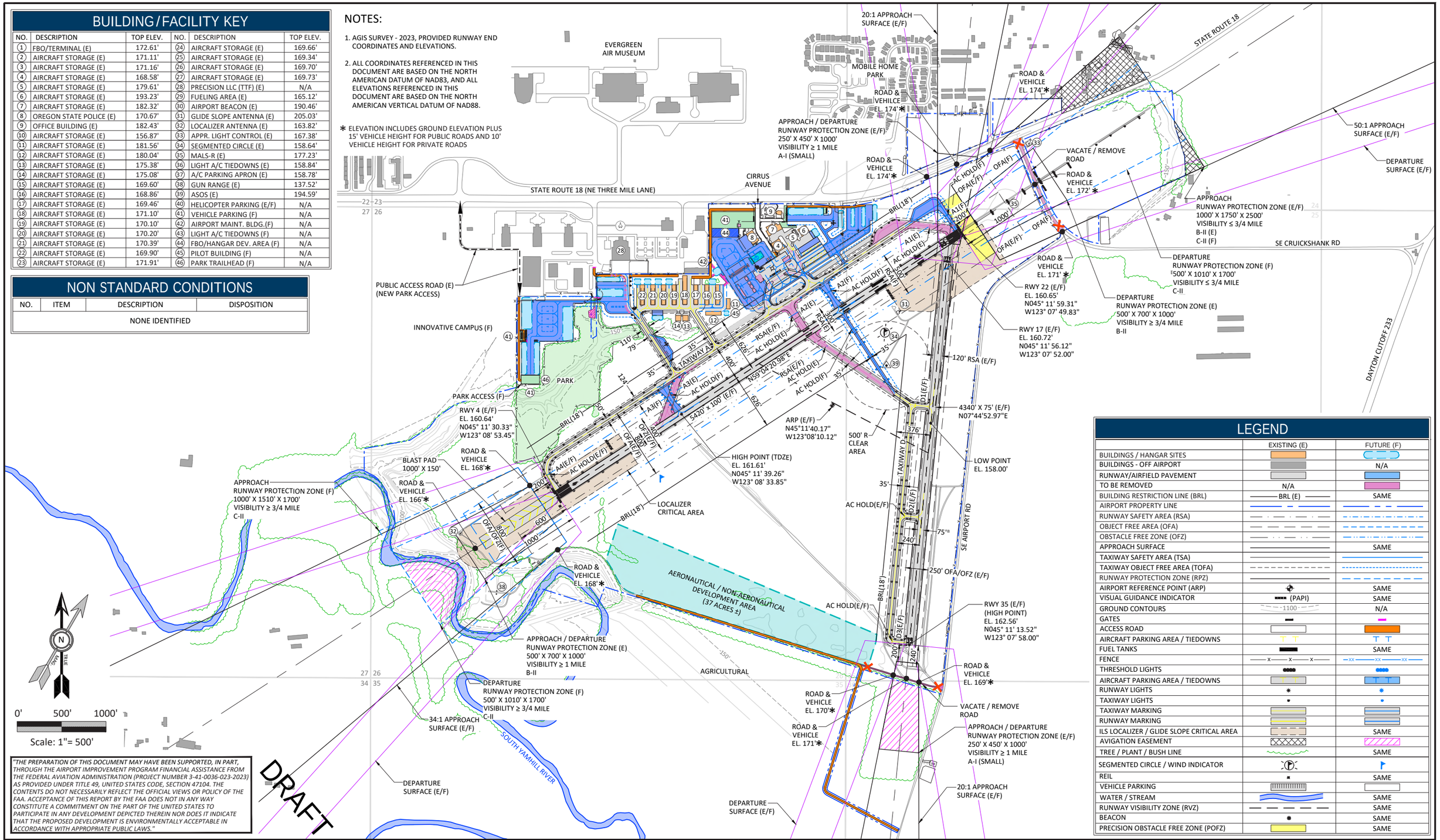
NON STANDARD CONDITIONS

NO.	ITEM	DESCRIPTION	DISPOSITION
NONE IDENTIFIED			

NOTES:

1. AGIS SURVEY - 2023, PROVIDED RUNWAY END COORDINATES AND ELEVATIONS.
2. ALL COORDINATES REFERENCED IN THIS DOCUMENT ARE BASED ON THE NORTH AMERICAN DATUM OF NAD83, AND ALL ELEVATIONS REFERENCED IN THIS DOCUMENT ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF NAD88.

* ELEVATION INCLUDES GROUND ELEVATION PLUS 15' VEHICLE HEIGHT FOR PUBLIC ROADS AND 10' VEHICLE HEIGHT FOR PRIVATE ROADS



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LEGEND

	EXISTING (E)	FUTURE (F)
BUILDINGS / HANGAR SITES		
BUILDINGS - OFF AIRPORT		N/A
RUNWAY/AIRFIELD PAVEMENT		
TO BE REMOVED	N/A	
BUILDING RESTRICTION LINE (BRL)	BRL (E)	SAME
AIRPORT PROPERTY LINE		
RUNWAY SAFETY AREA (RSA)		
OBJECT FREE AREA (OFA)		
OBSTACLE FREE ZONE (OFZ)		
APPROACH SURFACE		SAME
TAXIWAY SAFETY AREA (TSA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
RUNWAY PROTECTION ZONE (RPZ)		
AIRPORT REFERENCE POINT (ARP)		SAME
VISUAL GUIDANCE INDICATOR	(PAPI)	SAME
GROUND CONTOURS	-1100-	N/A
GATES		
ACCESS ROAD		
AIRCRAFT PARKING AREA / TIEDOWNS		
FUEL TANKS		SAME
FENCE	x x x	xx xx xx
THRESHOLD LIGHTS		
AIRCRAFT PARKING AREA / TIEDOWNS		
RUNWAY LIGHTS		
TAXIWAY LIGHTS		
TAXIWAY MARKING		
RUNWAY MARKING		
ILS LOCALIZER / GLIDE SLOPE CRITICAL AREA		SAME
AVIGATION EASEMENT		
TREE / PLANT / BUSH LINE		SAME
SEGMENTED CIRCLE / WIND INDICATOR		
REIL		SAME
VEHICLE PARKING		
WATER / STREAM		SAME
RUNWAY VISIBILITY ZONE (RVZ)		SAME
BEACON		SAME
PRECISION OBSTACLE FREE ZONE (POFZ)		SAME

NO.	DATE	BY	APPR	REVISIONS

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CITY OF MCMINNVILLE APPROVAL
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SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

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JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

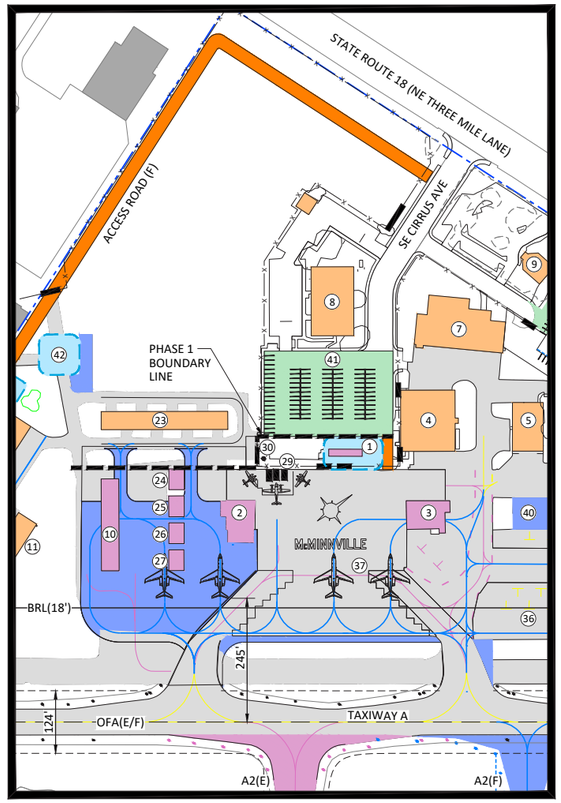
MCMINNVILLE MUNICIPAL AIRPORT

AIRPORT LAYOUT PLAN

FIGURE NO.

SHEET NO. 4 OF 21

Amended on 01 28 2026



CENTRAL PHASE 1

Scale: 1"= 150'

NOTES:

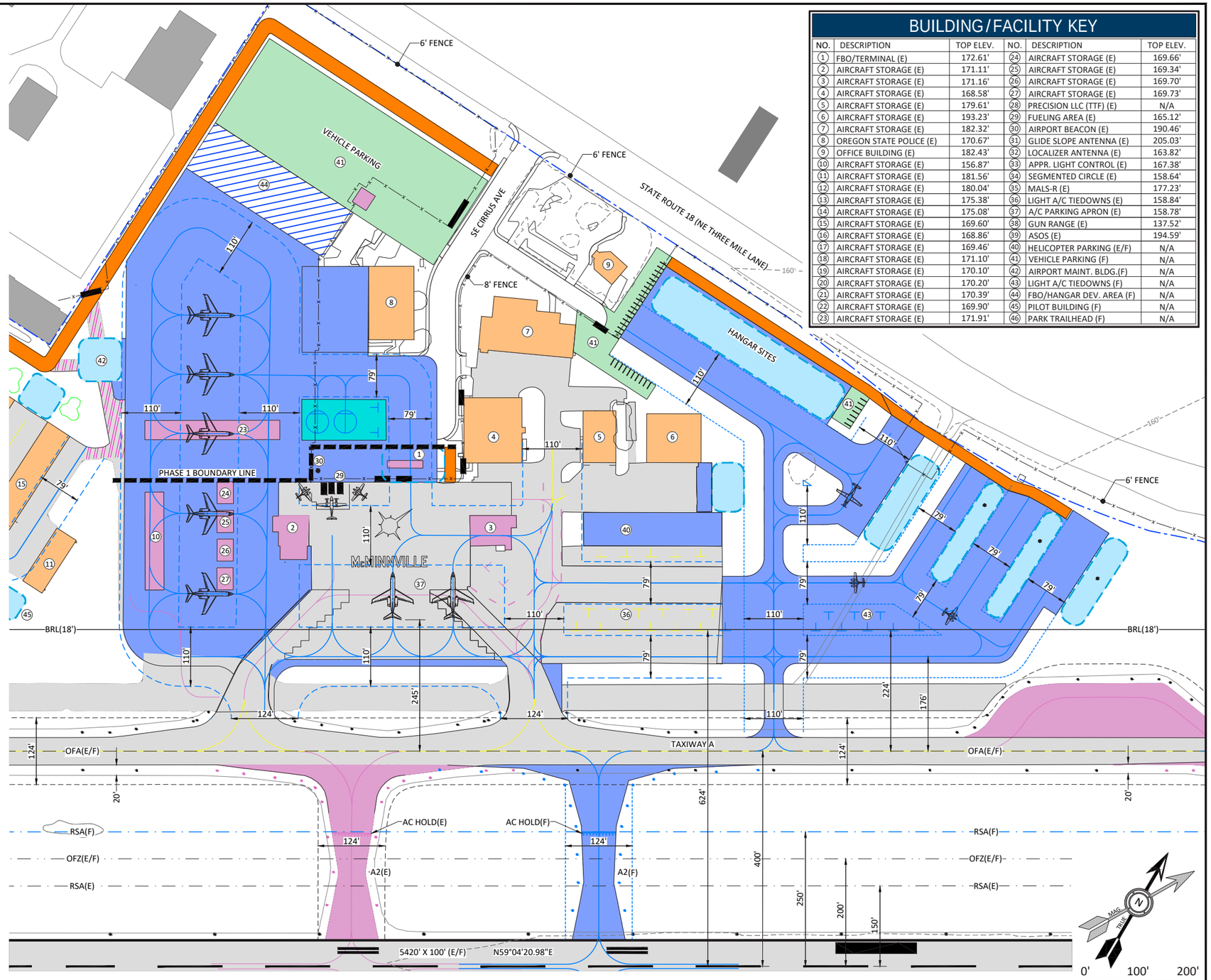
1. AGIS SURVEY - 2023, PROVIDED RUNWAY END COORDINATES AND ELEVATIONS.
2. SEE SHEET 4 FOR FULL LEGEND.
3. SEE SHEET 4FOR NON STANDARD CONDITIONS CHART.

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BUILDING / FACILITY KEY

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
1	FBO/TERMINAL (E)	172.61'	24	AIRCRAFT STORAGE (E)	169.66'
2	AIRCRAFT STORAGE (E)	171.11'	25	AIRCRAFT STORAGE (E)	169.34'
3	AIRCRAFT STORAGE (E)	171.16'	26	AIRCRAFT STORAGE (E)	169.70'
4	AIRCRAFT STORAGE (E)	168.58'	27	AIRCRAFT STORAGE (E)	169.73'
5	AIRCRAFT STORAGE (E)	179.61'	28	PRECISION LLC (TTF) (E)	N/A
6	AIRCRAFT STORAGE (E)	193.23'	29	FUELING AREA (E)	165.12'
7	AIRCRAFT STORAGE (E)	182.32'	30	AIRPORT BEACON (E)	190.46'
8	OREGON STATE POLICE (E)	170.67'	31	GLIDE SLOPE ANTENNA (E)	205.03'
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21	AIRCRAFT STORAGE (E)	170.39'	44	FBO/HANGAR DEV. AREA (F)	N/A
22	AIRCRAFT STORAGE (E)	169.90'	45	PILOT BUILDING (F)	N/A
23	AIRCRAFT STORAGE (E)	171.91'	46	PARK TRAILHEAD (F)	N/A



CENTRAL PHASE 2

Scale: 1"= 100'

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APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
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1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025

PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

TERMINAL AREA PLAN (CENTRAL - EAST)

FIGURE NO.

SHEET NO. 5 OF 21

Amended on 01 28 2026

EVERGREEN INTERNATIONAL

PUBLIC ACCESS ROAD (E)
(NEW PARK ACCESS)

SE ARMORY WAY

GATE ACCESS (F)

6' FENCE

6' FENCE

MANUAL VEHICLE SWING GATE

EXISTING PARK ACCESS TO BE CLOSED

MANUAL VEHICLE SWING GATES (E)

HANGAR SITES

HANGAR SITES

HANGAR SITES

HANGAR SITES

HANGAR SITES

HANGAR SITES

GATE ACCESS (F)

PARK ACCESS (F)

GALEN MCBEE AIRPORT PARK

TAXIWAY A

BRL(18')

OFA(E/F)

RSA(F)

OFZ(E/F)

RSA(E)

A3(E)

A3(F)

5420' x 100' (E/F)

N

MAGNETIC DEC.
14° 47' EAST
(2024 VALUE)

0' 100' 200'

Scale: 1"= 100'

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NOTES:

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2. SEE SHEET 4 FOR FULL LEGEND.
3. SEE SHEET 4 FOR NON STANDARD CONDITIONS CHART.

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BUILDING / FACILITY KEY

NO.	DESCRIPTION	TOP ELEV.	NO.	DESCRIPTION	TOP ELEV.
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19	AIRCRAFT STORAGE (E)	170.10'	42	AIRPORT MAINT. BLDG.(F)	N/A
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21	AIRCRAFT STORAGE (E)	170.39'	44	FBO/HANGAR DEV. AREA (F)	N/A
22	AIRCRAFT STORAGE (E)	169.90'	45	PILOT BUILDING (F)	N/A
23	AIRCRAFT STORAGE (E)	171.91'	46	PARK TRAILHEAD (F)	N/A

NO.	DATE	BY	APPR	REVISIONS

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CITY OF MCMINNVILLE APPROVAL

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SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

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JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

TERMINAL AREA PLAN (WEST)

FIGURE NO.

SHEET NO. 6 OF 21

Amended on 01 28 2026

PART 77 DIMENSIONAL STANDARDS (NOTE 3)

RUNWAY 4-22
LARGER THAN UTILITY PIR (EXISTING/FUTURE)
RUNWAY LENGTH (EXISTING/FUTURE) = 5,420' RUNWAY TYPE = B-II / C-II

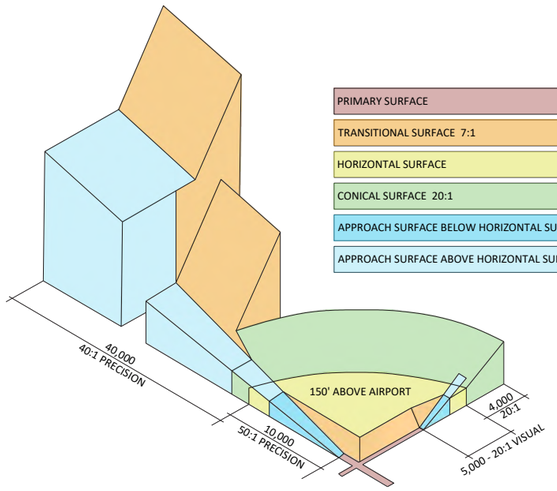
RUNWAY 4
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 4,000'
APPROACH SURFACE LENGTH = 10,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 34:1

RUNWAY 22
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 15,000'
APPROACH SURFACE LENGTH = 50,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 50:1 / 40:1

RUNWAY 17-35
UTILITY VISUAL (EXISTING/FUTURE)
RUNWAY EXISTING LENGTH = 4,430' RUNWAY TYPE = A-I (SMALL)

RUNWAY 17
PRIMARY SURFACE WIDTH = 250'
APPROACH SURFACE INNER WIDTH = 250'
APPROACH SURFACE OUTER WIDTH = 1,250'
APPROACH SURFACE LENGTH = 5,000'
RADIUS OF HORIZONTAL SURFACE = 5,000'
APPROACH SLOPE = 20:1

RUNWAY 35
PRIMARY SURFACE WIDTH = 250'
APPROACH SURFACE INNER WIDTH = 250'
APPROACH SURFACE OUTER WIDTH = 1,250'
APPROACH SURFACE LENGTH = 5,000'
RADIUS OF HORIZONTAL SURFACE = 5,000'
APPROACH SLOPE = 20:1



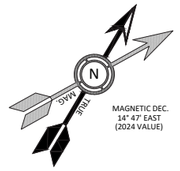
TYPICAL ISOMETRIC VIEW OF PART 77 SURFACES
(CUT ON RUNWAY CENTERLINE)

NOTES:

1. SEE SHEETS 19, 20, AND 21 FOR OBSTRUCTION TABLES.
2. DATE OF AGIS OBSTRUCTION SURVEY: 2023
3. 14 CFR, PART 77 - SAFE, EFFICIENT USE, AND PRESENTATION OF THE NAVIGABLE AIRSPACE.
4. AIRPORT OVERLAY ZONING ASSOCIATED WIT MMV IS ADOPTED BY THE CITY OF MCMINNVILLE AND YAMHILL COUNTY. CITY OF MCMINNVILLE CODE (CHAPTER 17.52); YAMHILL COUNTY CODE SECTION 907.00).

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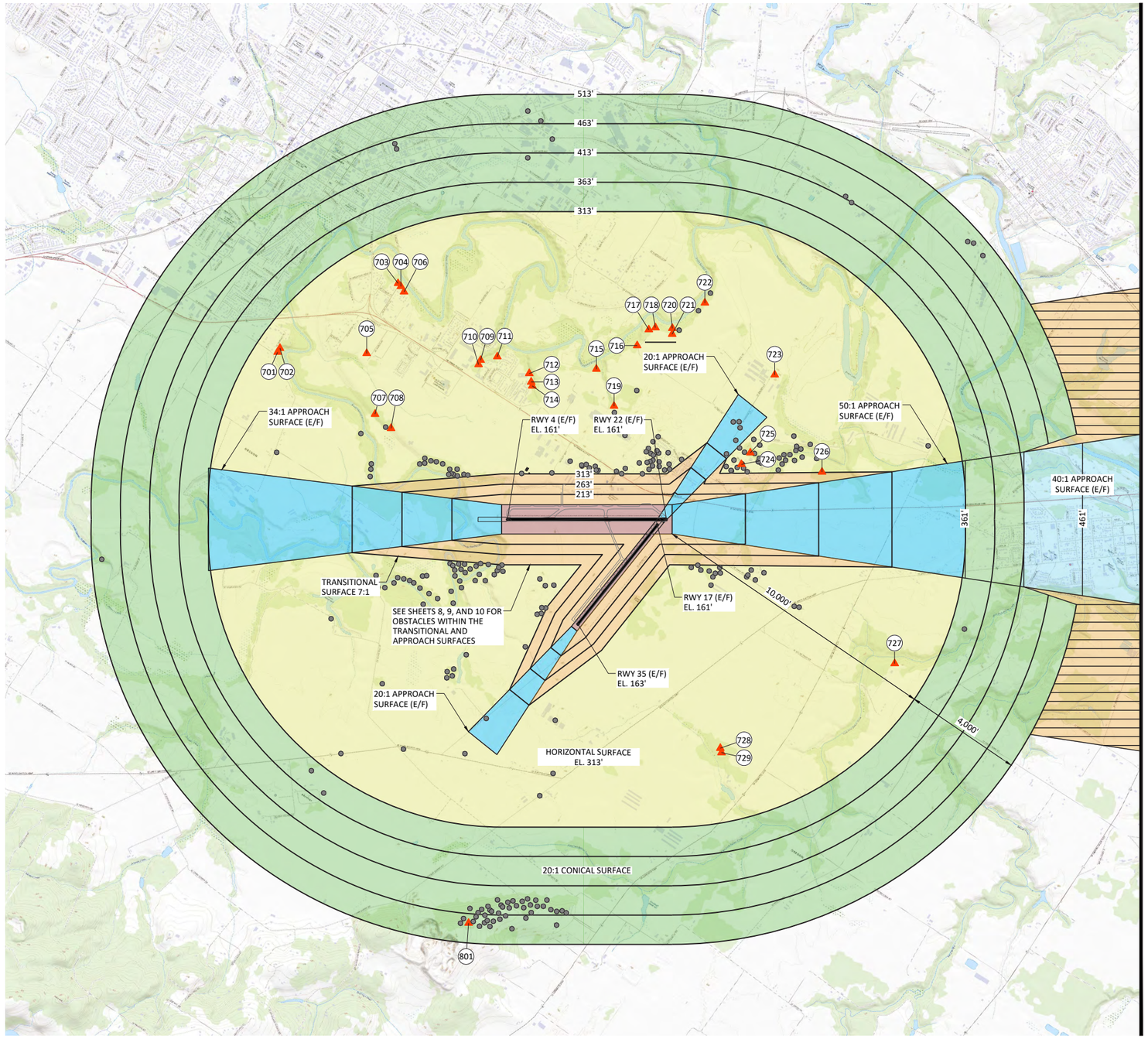
0' 2000' 4000'

Scale: 1"=2000'

AREAS OF TERRAIN PENETRATION
(NONE IDENTIFIED)

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE



SEE SHEET 9 FOR DETAIL

PART 77 PLAN VIEW

NO.	DATE	BY	APPR	REVISIONS

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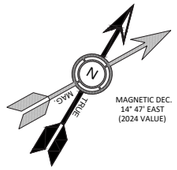
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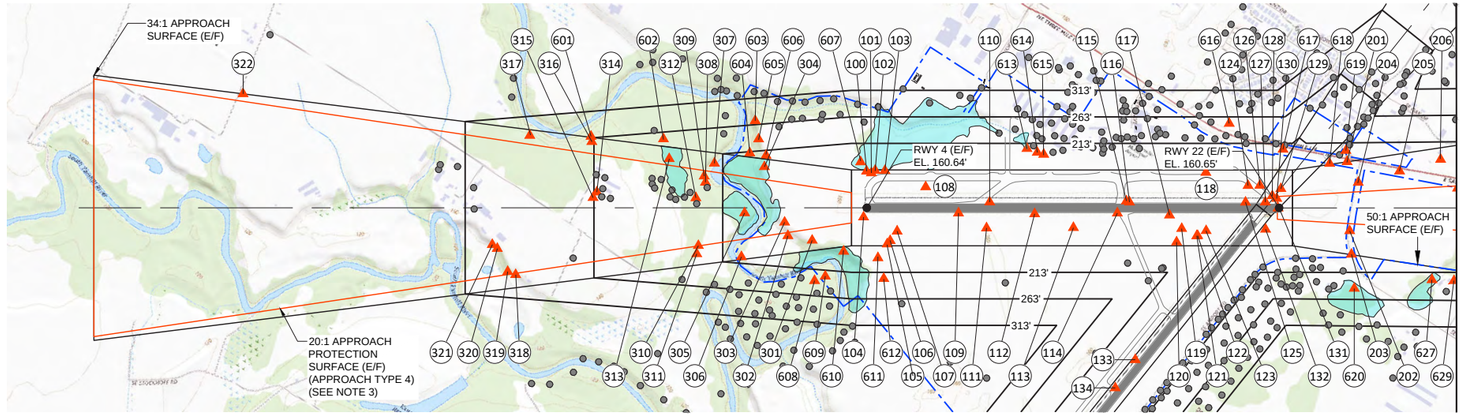
MCMINNVILLE MUNICIPAL AIRPORT

AIRPORT AIRSPACE PLAN (PART 77)

FIGURE NO.

SHEET NO. 7 OF 21





SEE SHEET 9 FOR RUNWAY 4 PLAN & PROFILE

AREAS OF TERRAIN PENETRATION (NON IDENTIFIED)

OBSTRUCTION GROUP

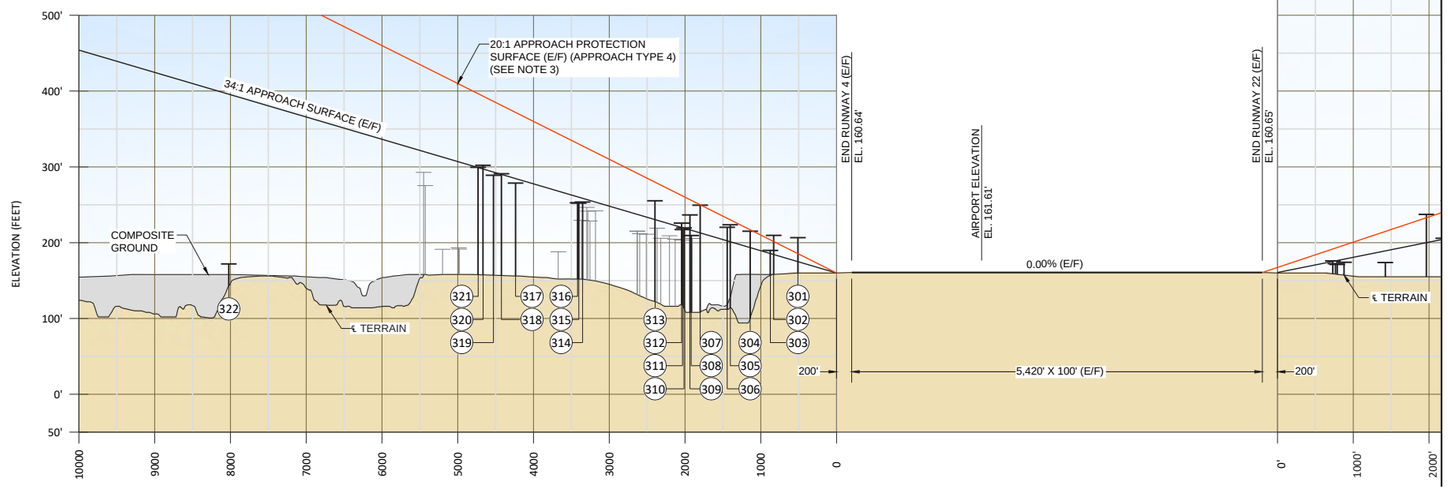
LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE

RUNWAY 4 PLAN VIEW

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'



SEE SHEET 9 FOR RUNWAY 4 PLAN & PROFILE

0' 100' 200'

SCALE OF FEET
VERTICAL SCALE 1"=100'

RUNWAY 4 PROFILE VIEW

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

NOTES:

1. SEE SHEETS 19, 20, AND 21 FOR OBSTRUCTION TABLES.
2. DATE OF AGIS OBSTRUCTION SURVEY: 2023
3. APPROACH AND DEPARTURE SURFACES DEFINED BY FAA AC 150/5300-13B CHANGE 1. THESE SURFACES MAY / MAY NOT DUPLICATE THE PART 77 AND TERPS AIRSPACE SURFACES DEFINED FOR THE RUNWAY.

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DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025

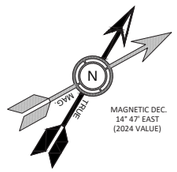
PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

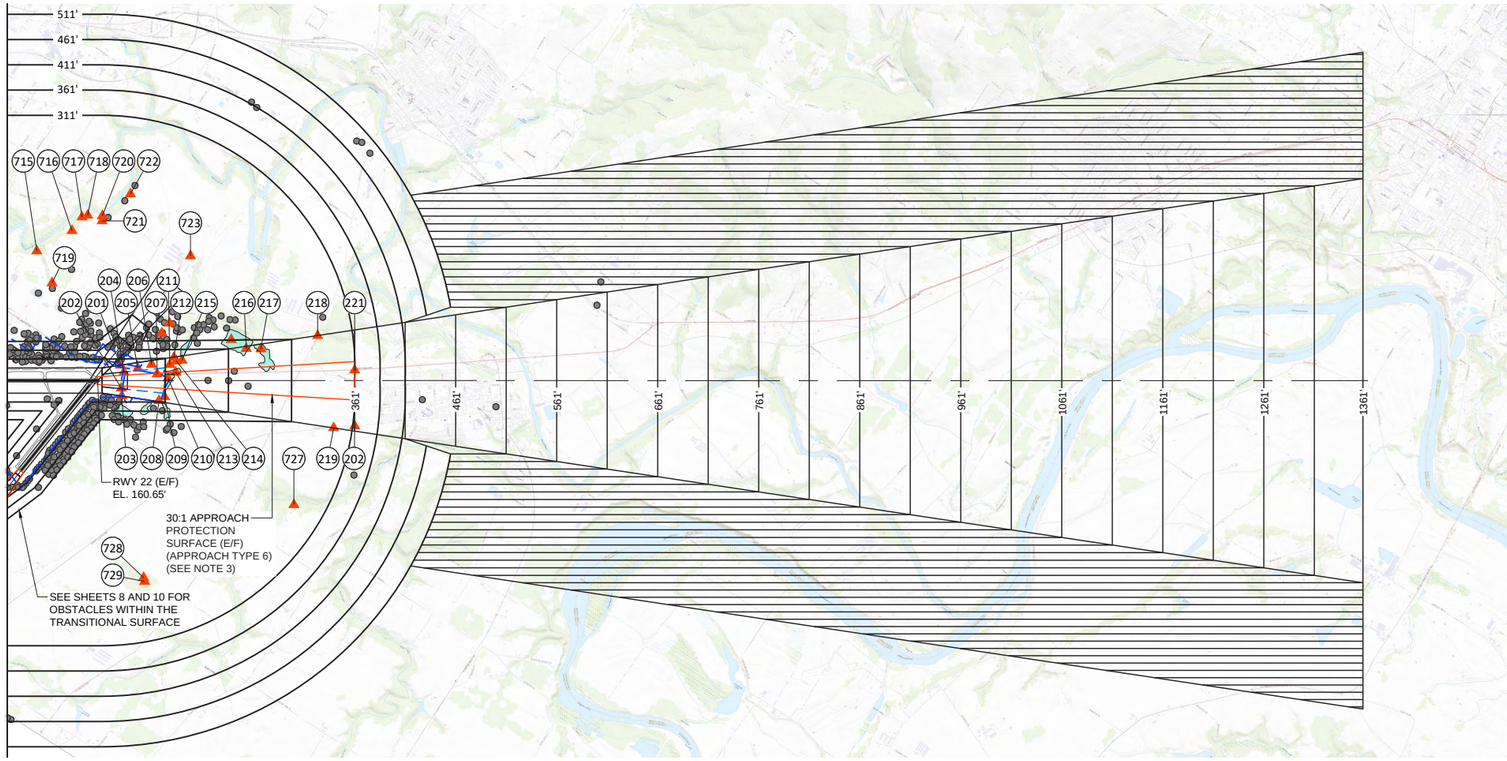
RUNWAY 4 APPROACH PLAN & PROFILE

FIGURE NO.

SHEET NO. 8 OF 21



SEE SHEET 8 FOR RUNWAY 4
PLAN & PROFILE



LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE

AREAS OF TERRAIN PENETRATION (NON IDENTIFIED)

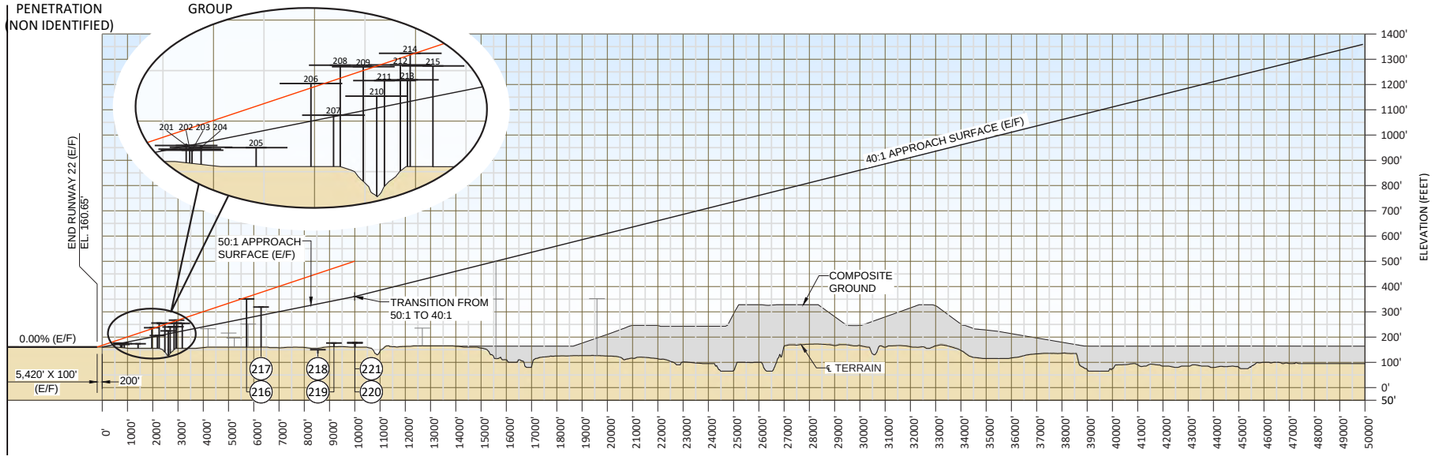
OBSTRUCTION GROUP

RUNWAY 22 PLAN VIEW

0' 3000' 6000'

SCALE 1"=3000'

SEE SHEET 5 FOR RUNWAY 4
PLAN & PROFILE



0' 300' 600'

SCALE OF FEET
VERTICAL SCALE 1"=300'

RUNWAY 22 PROFILE VIEW

0' 3000' 6000'

SCALE OF FEET
HORIZONTAL SCALE 1"=3000'

NOTES:

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1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
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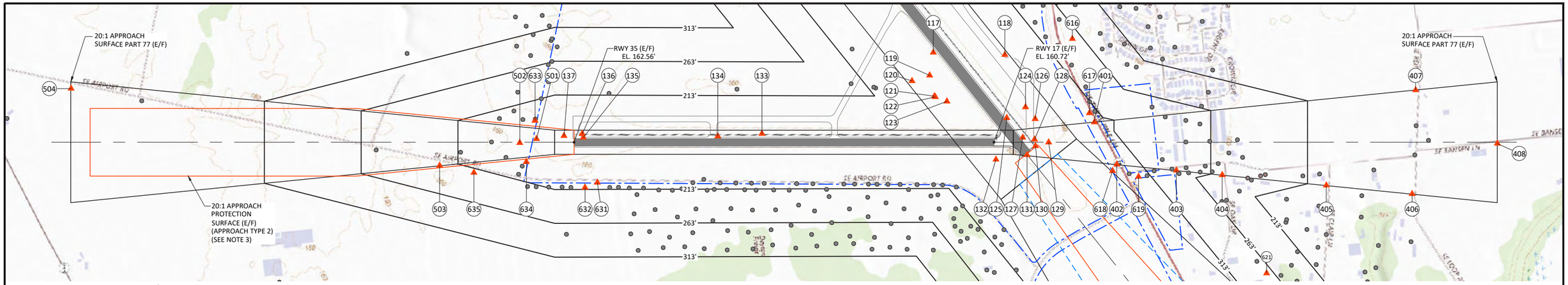
MCMINNVILLE MUNICIPAL AIRPORT

RUNWAY 22 APPROACH PLAN & PROFILE

FIGURE NO.

SHEET NO. 9 OF 21

Amended on 01 28 2026



AREAS OF TERRAIN PENETRATION (NONE IDENTIFIED)

MAGNETIC DEC. 14° 47' EAST (2024 VALUE)

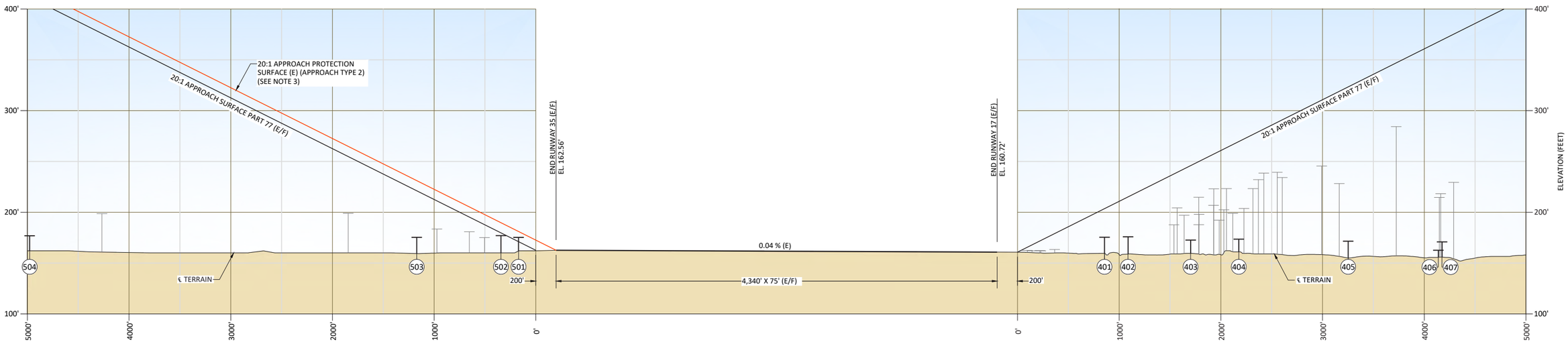
RUNWAY 17-35 PLAN VIEW

0' 500' 1000'

SCALE OF FEET
HORIZONTAL SCALE 1"=500'

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE



0' 50' 100'

SCALE OF FEET
VERTICAL SCALE 1"=50'

RUNWAY 17-35 PROFILE VIEW

0' 500' 1000'

SCALE OF FEET
HORIZONTAL SCALE 1"=500'

NOTES:

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541.322.8962 OFFICE

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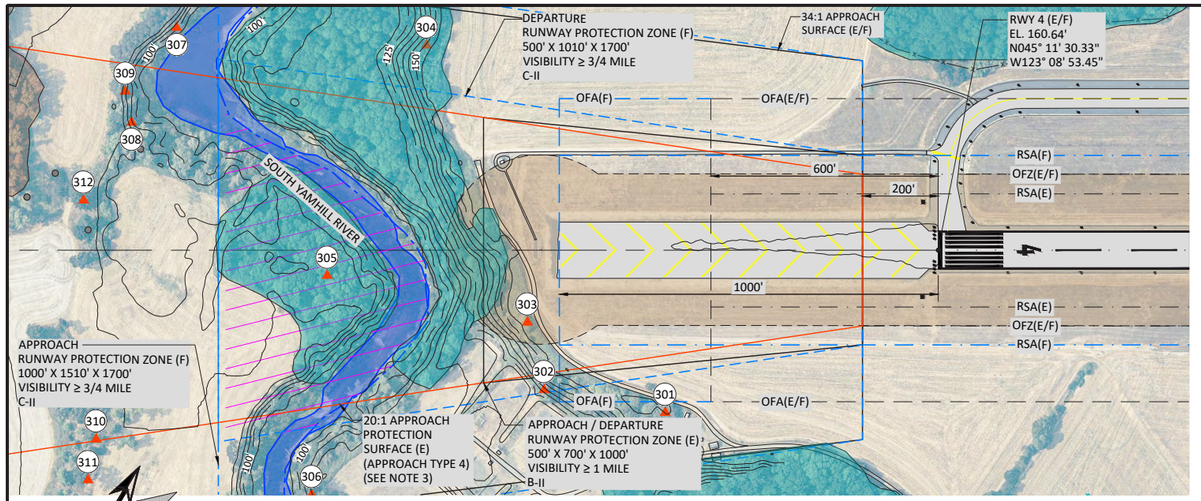
MCMINNVILLE MUNICIPAL AIRPORT

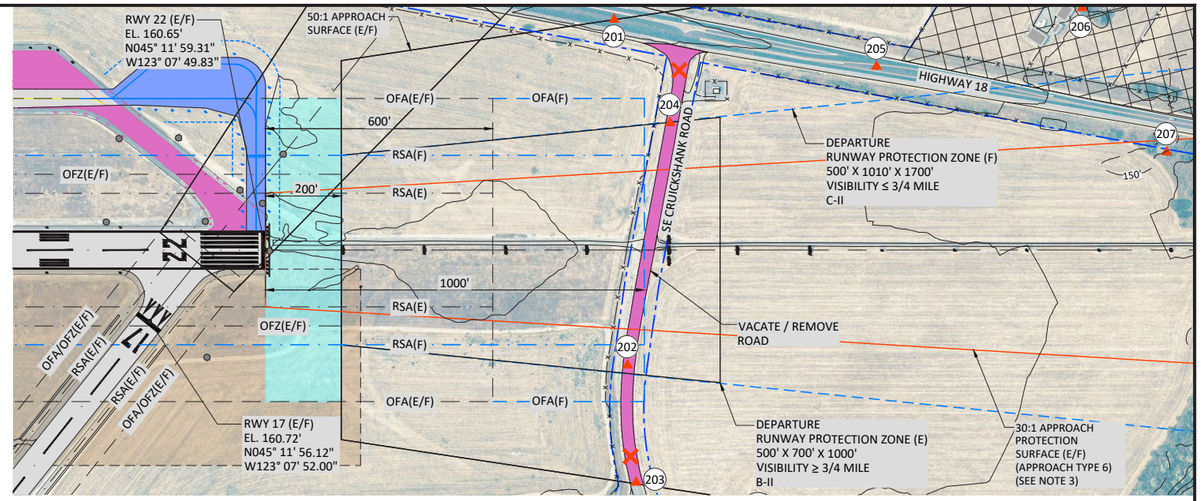
RUNWAY 17-35 APPROACH PLAN & PROFILE

FIGURE NO.

SHEET NO. 10 OF 21

Amended on 01 28 2026





MAGNETIC DEC.
14° 47' EAST
(2024 VALUE)

AREAS OF TERRAIN PENETRATION (NON IDENTIFIED)

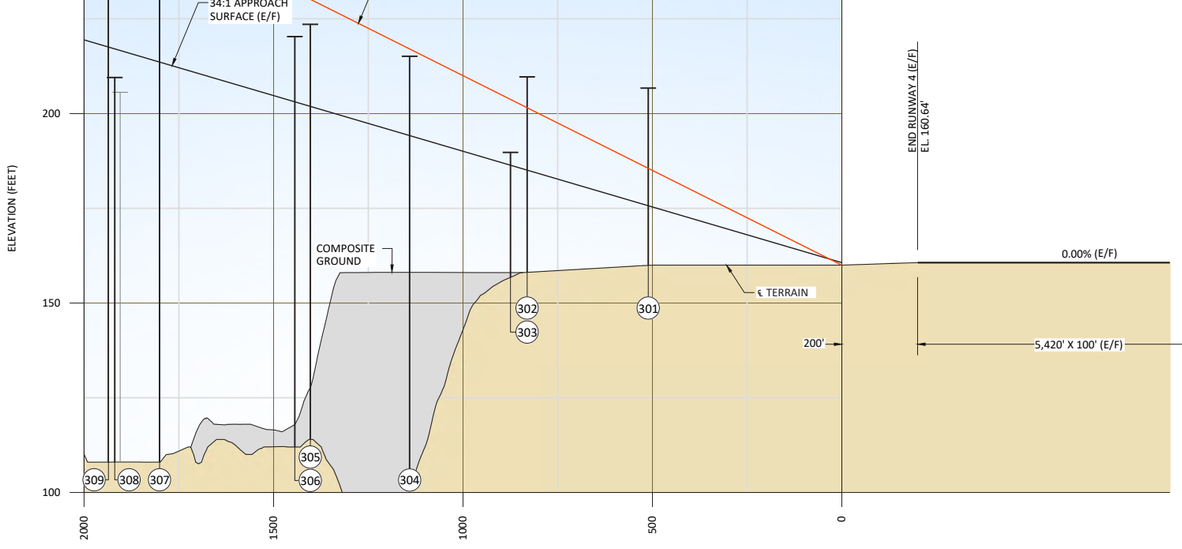
OBSTRUCTION GROUP

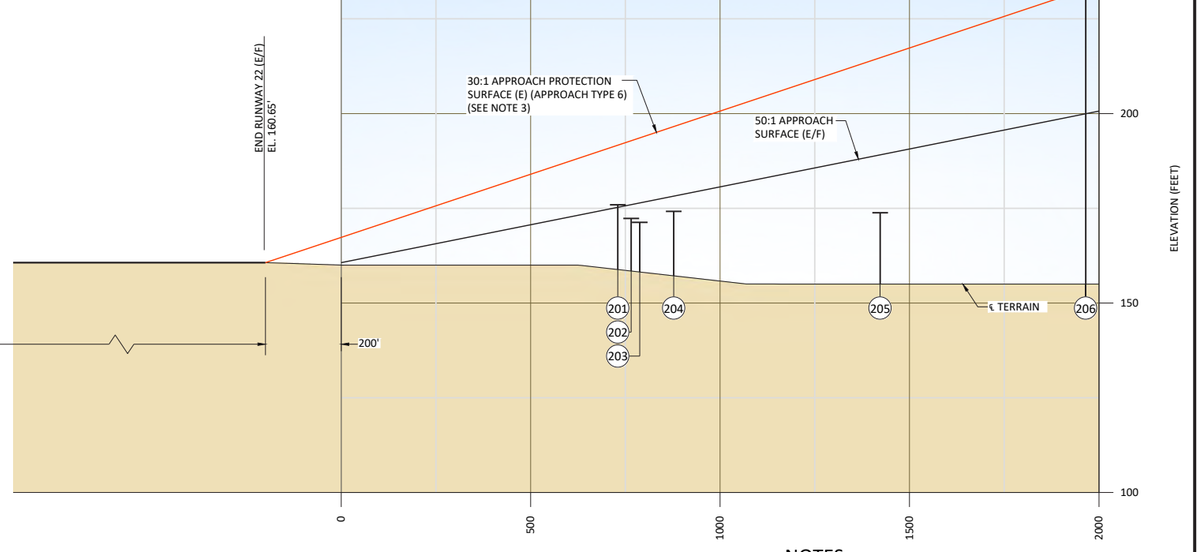
RUNWAY 4-22 PLAN VIEW

0' 200' 400'
SCALE OF FEET
HORIZONTAL SCALE 1"=200'

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE





RUNWAY 4-22 PROFILE VIEW

0' 20' 40'
SCALE OF FEET
VERTICAL SCALE 1"=20'

0' 200' 400'
SCALE OF FEET
HORIZONTAL SCALE 1"=200'

NOTES:

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541.322.8962 OFFICE

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DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

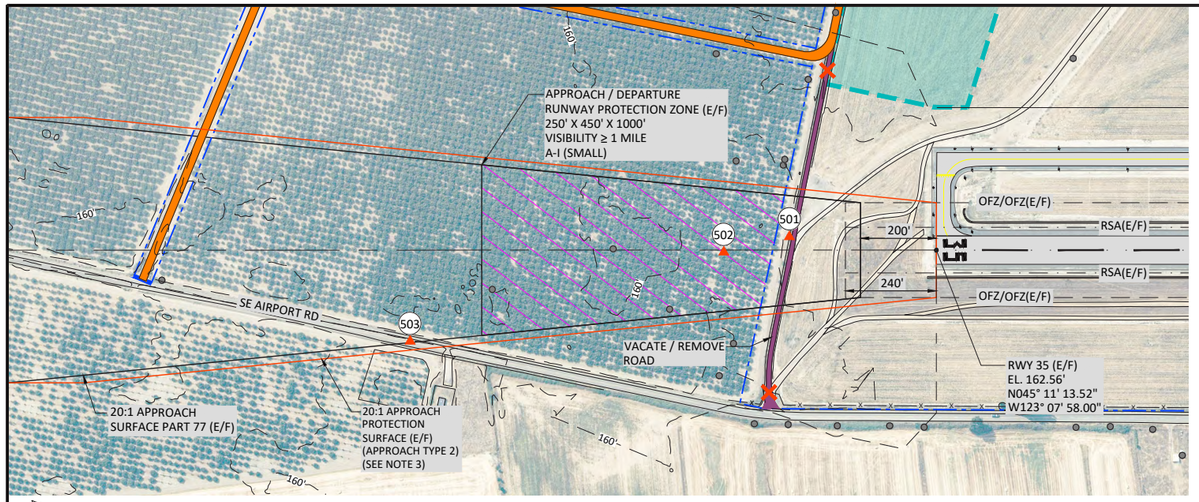
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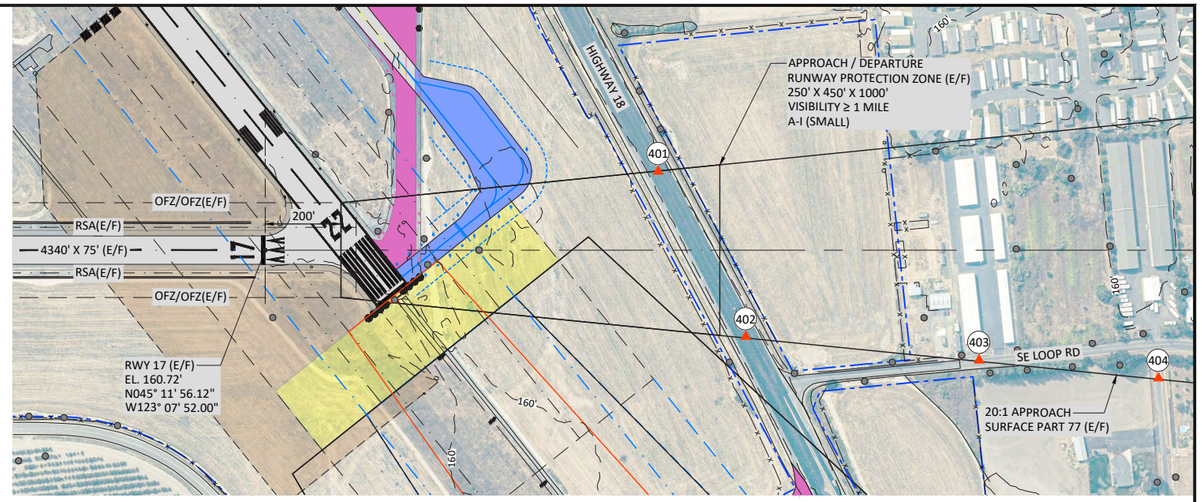
INNER PORTION RUNWAY 4-22 APPROACH SURFACE

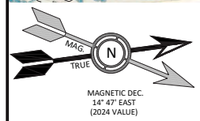
Amended on 01 28 2026

FIGURE NO.

SHEET NO. 11 OF 21







AREAS OF TERRAIN PENETRATION (NON IDENTIFIED)

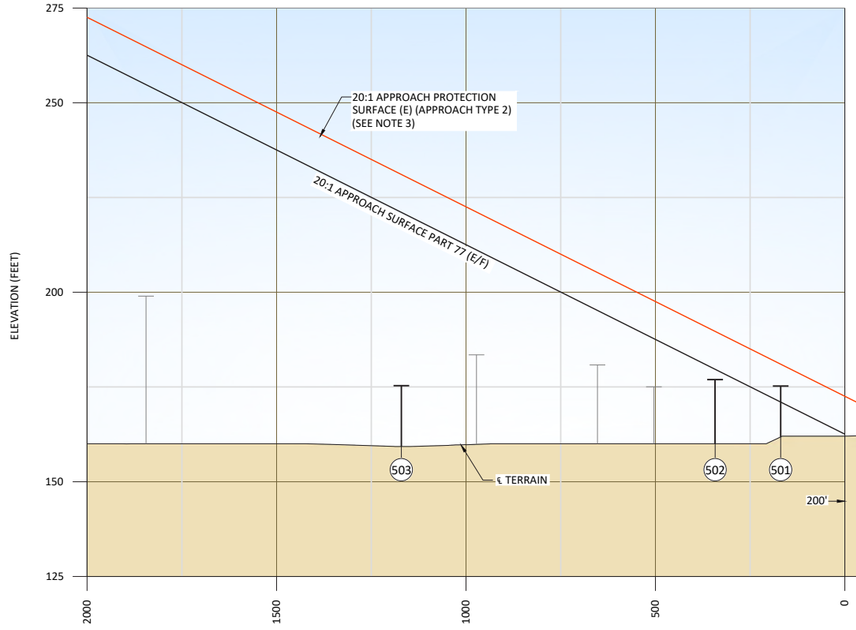
RUNWAY 17-35 PLAN VIEW

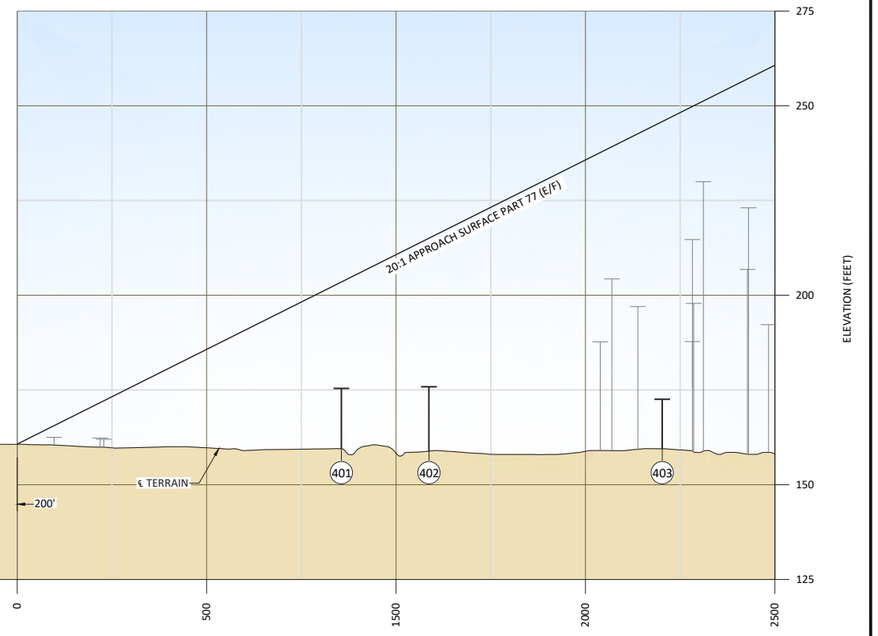
0' 200' 400'

SCALE OF FEET
HORIZONTAL SCALE 1"=200'

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE





RUNWAY 17-35 PROFILE VIEW

0' 20' 40'

SCALE OF FEET
VERTICAL SCALE 1"=20'

0' 200' 400'

SCALE OF FEET
HORIZONTAL SCALE 1"=200'

NOTES:

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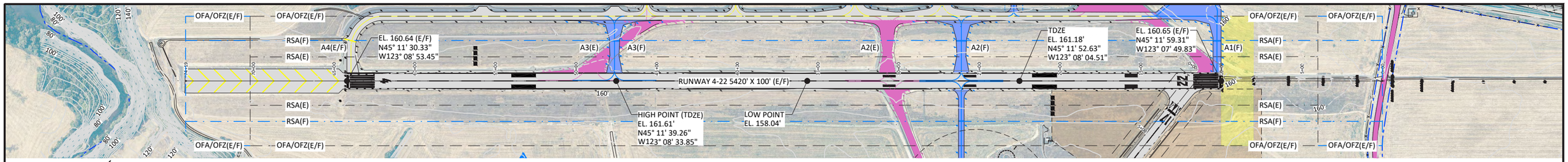
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INNER PORTION RUNWAY 17-35 APPROACH SURFACE

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FIGURE NO.

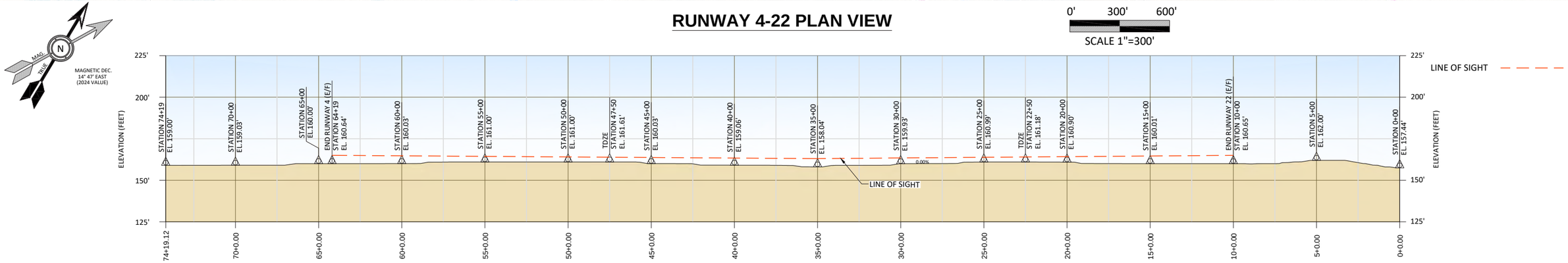
SHEET NO. 12 OF 21



RUNWAY 4-22 PLAN VIEW

0' 300' 600'

SCALE 1"=300'



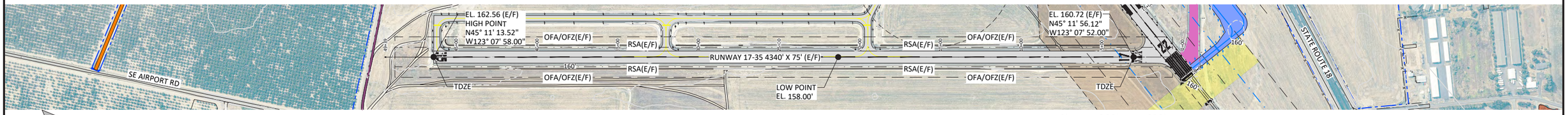
0' 30' 60'

SCALE OF FEET
VERTICAL SCALE 1"=30'

RUNWAY 4-22 PROFILE VIEW

0' 300' 600'

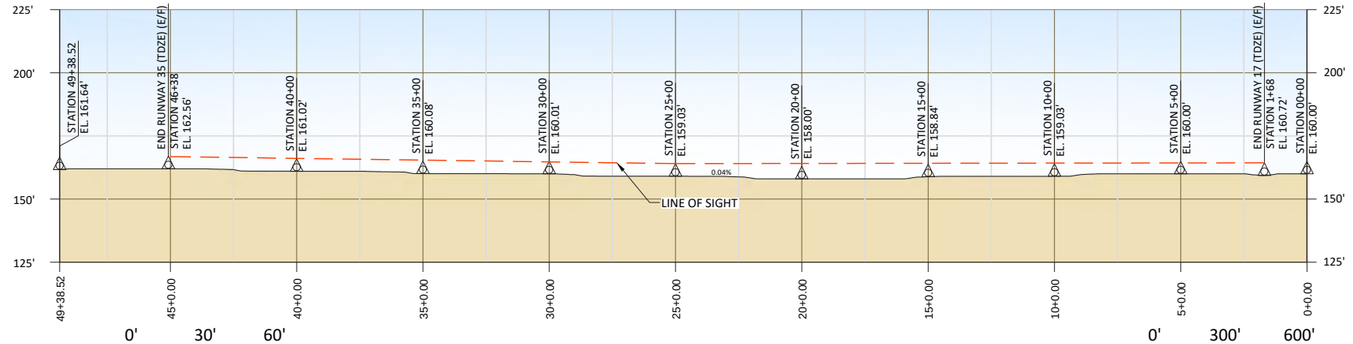
SCALE OF FEET
HORIZONTAL SCALE 1"=300'



RUNWAY 17-35 PLAN VIEW

0' 300' 600'

SCALE 1"=300'



0' 30' 60'

SCALE OF FEET
VERTICAL SCALE 1"=30'

RUNWAY 17-35 PROFILE VIEW

0' 300' 600'

SCALE OF FEET
HORIZONTAL SCALE 1"=300'

LINE OF SIGHT

NOTE:

1. DATE OF AGIS OBSTRUCTION SURVEY: 2023

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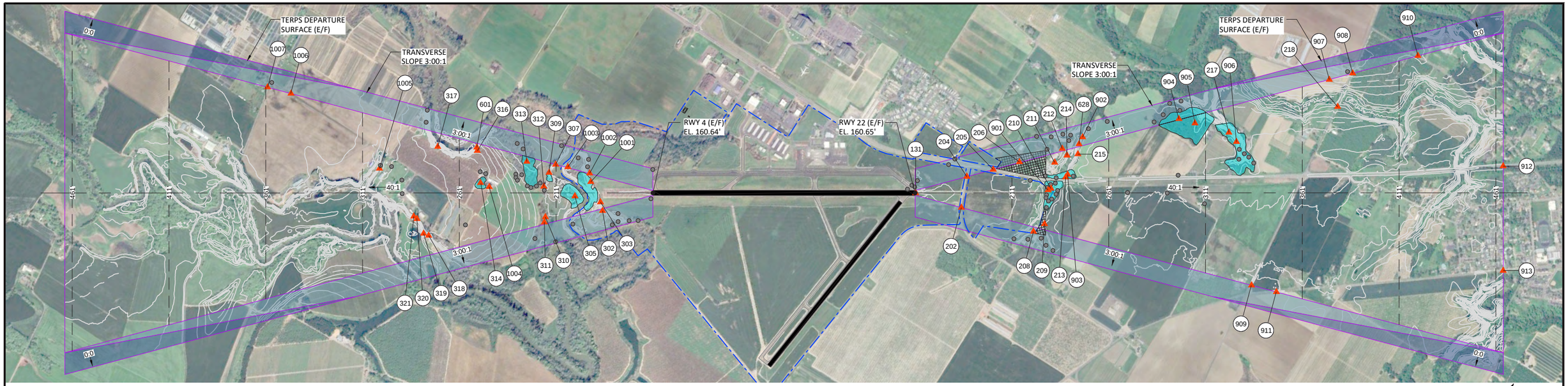
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RUNWAY CENTERLINE PROFILE

FIGURE NO.

SHEET NO. 13 OF 21

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AREAS OF TERRAIN PENETRATION (NON IDENTIFIED)

OBSTRUCTION GROUP

RUNWAY 4-22 PLAN VIEW

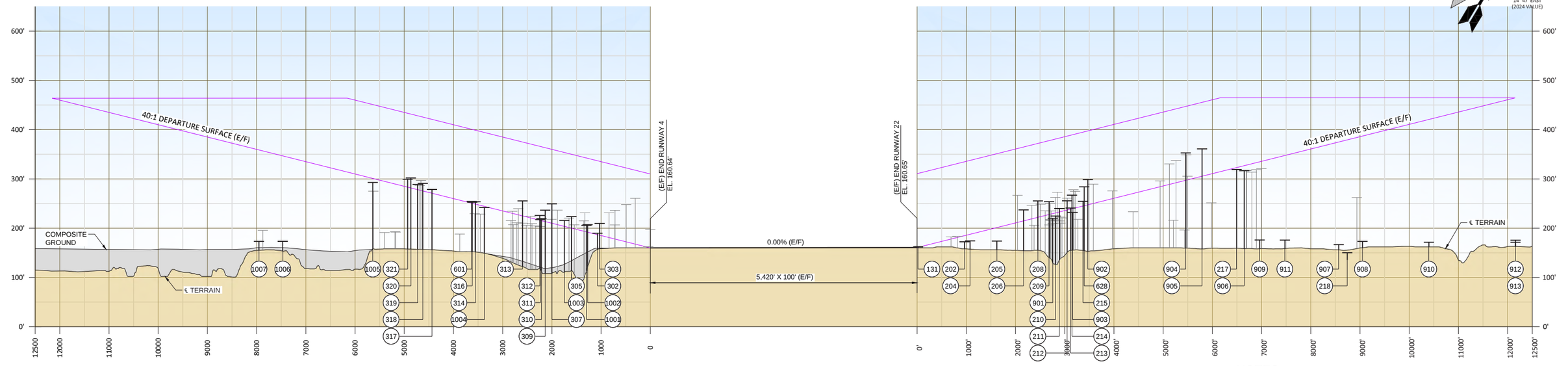
0' 1000' 2000'

SCALE 1"=1000'

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE

MAGNETIC DEC. 14° 47' EAST (2024 VALUE)



RUNWAY 4-22 PROFILE VIEW

0' 100' 200'

SCALE OF FEET
VERTICAL SCALE 1"=100'

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE 1"=1000'

NOTES:

1. SEE SHEETS 19, 20 AND 21 FOR OBSTRUCTION TABLES.
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3. INSTRUMENT DEPARTURE SURFACE PER FAA AC 150/5300-13B (TABLE 3-5).

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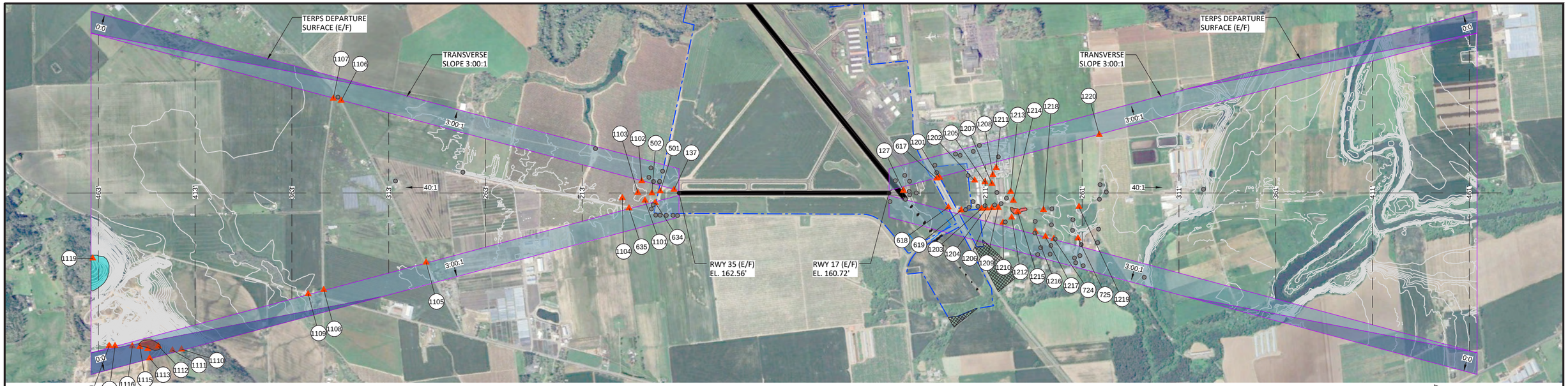
MCMINNVILLE MUNICIPAL AIRPORT

RUNWAY 4-22 INSTRUMENT DEPARTURE SURFACE

FIGURE NO.

SHEET NO. 14 OF 21

Amended on 01 28 2026



AREAS OF TERRAIN PENETRATION

OBSTRUCTION GROUP

RUNWAY 17-35 PLAN VIEW

0' 1000' 2000'

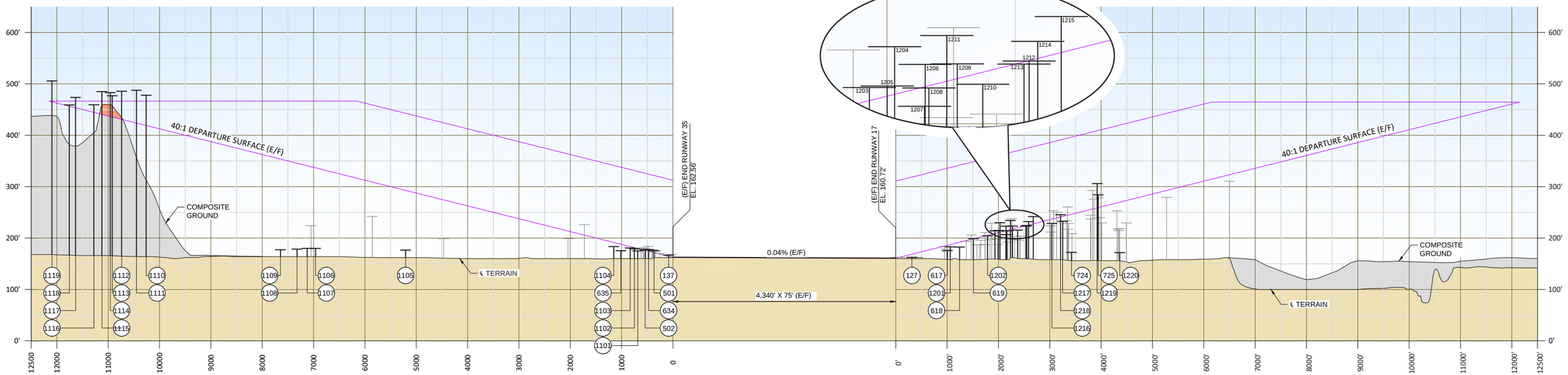
SCALE 1"=1000'

LEGEND

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- NON-LISTED OBSTACLE

MAG / TRUE

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0' 100' 200'

SCALE OF FEET
VERTICAL SCALE 1"=100'

RUNWAY 17-35 PROFILE VIEW

0' 1000' 2000'

SCALE OF FEET
HORIZONTAL SCALE
1"=1000'

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CITY OF MCMINNVILLE APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

RUNWAY 17-35 INSTRUMENT DEPARTURE SURFACE

FIGURE NO.

SHEET NO. 15 OF 21

Amended on 01 28 2026

ON AIRPORT LAND USE

- AERONAUTICAL DEVELOPMENT (APPROX. 117 ACRES)
- AERONAUTICAL OR AERONAUTICAL COMPATIBLE NON-AERONAUTICAL FACILITIES (APPROX. 111 ACRES)
- AIRPORT OPERATIONS PROTECTED AREA (APPROX. 322 ACRES)
- RUNWAY PROTECTION ZONE (APPROX. 106 ACRES)
- PUBLIC PARK (APPROX. 18 ACRES)
- EXISTING AVIGATION EASEMENT (APPROX. 11 ACRES)
- FUTURE AVIGATION EASEMENT (APPROX. 14 ACRES)

LEGEND

- AIRPORT PROPERTY LINE (EXISTING)
- AIRPORT PROPERTY LINE (FUTURE)
- —RVZ— RUNWAY VISIBILITY ZONE (RVZ)
- * SEE AIRPORT LAYOUT PLAN (SHEET 4) FOR INFRASTRUCTURE AND SAFETY BOUNDARY LEGEND.

NOTES:

1. ZONING HEIGHT RESTRICTIONS: SEE YAMHILL COUNTY - AIRPORT OVERLAY ZONE CHAPTER 17.177.
2. ON AIRPORT LAND USE IS FOR PLANNING PURPOSES ONLY AND DOES NOT RELATE TO THE CITY DESIGNATED ZONING OF GENERAL INDUSTRIAL (M2).

20:1 APPROACH SURFACE (E/F)
50:1 APPROACH SURFACE (E/F)
HIGHWAY 18
RWY 22 (E/F) EL. 160.65'
SE CRUICKSHANK ROAD
RWY 17 (E/F) EL. 160.72'
RWY 4 (E/F) EL. 160.64'
RVZ
RVZ
SE AIRPORT RD
SOUTH YAMHILL RIVER
DAYTON CUTOFF 233
34:1 APPROACH SURFACE (E/F)
RWY 35 (E/F) EL. 162.56'
20:1 APPROACH SURFACE (E/F)

N
MAGNETIC DEC. 14° 47' EAST (2024 VALUE)
MAG.
TRUE

0 500 1,000
SCALE OF FEET
SCALE: 1"=500'

DRAFT

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NO.	DATE	BY	APPR	REVISIONS

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SIGNATURE

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DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

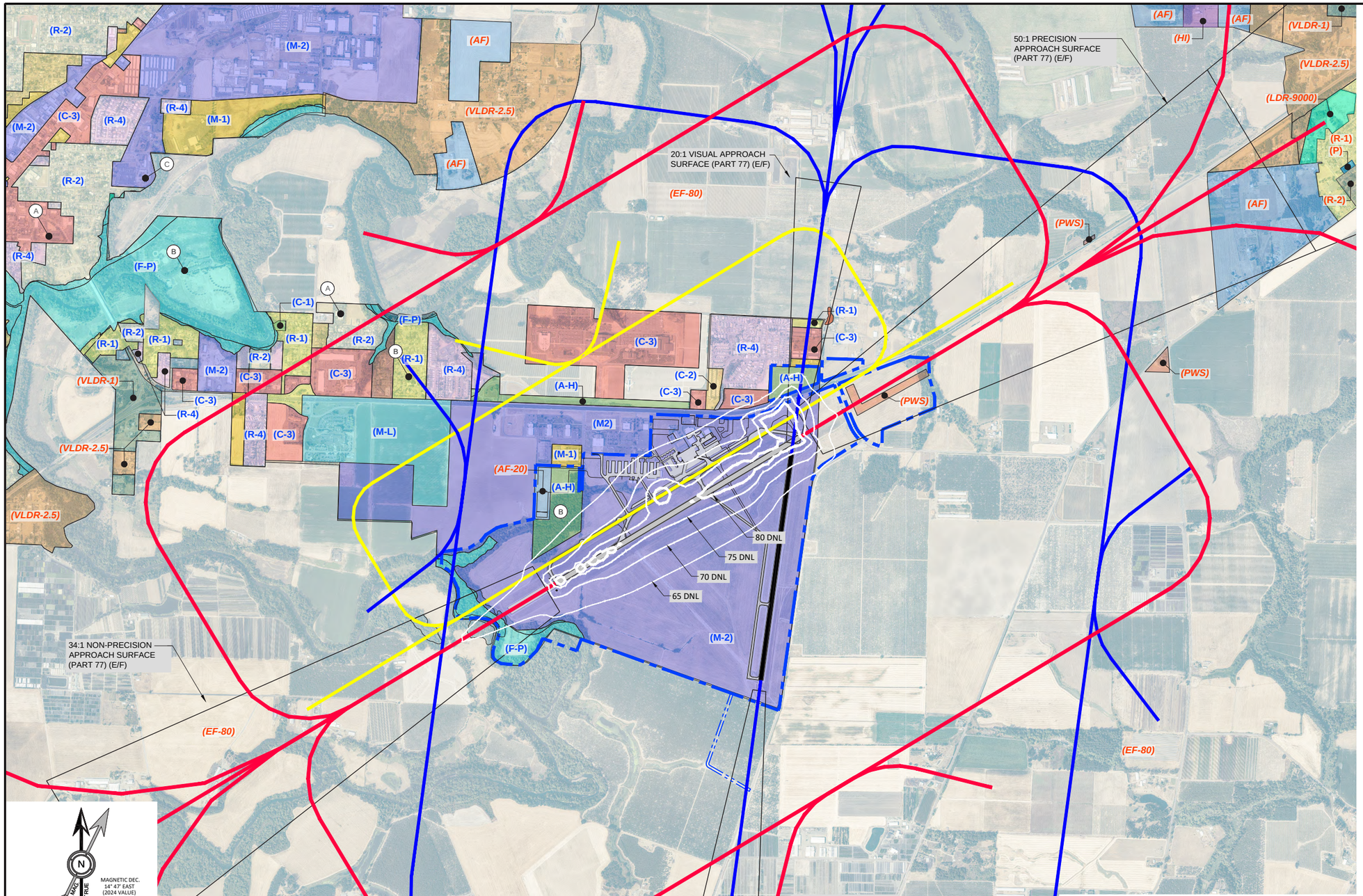
MCMINNVILLE MUNICIPAL AIRPORT

ON AIRPORT LAND USE PLAN

FIGURE NO.

SHEET NO. 16 OF 21

Amended on 01 28 2026



YAMHILL COUNTY ZONING

- EXCLUSIVE FARM USE *(EF-80)*
- PUBLIC WORKS AND SAFETY *(PWS)*
- AGRICULTURAL FORESTRY *(AF-20)*
- VERY LOW DENSITY RESIDENTIAL 1 *(VLDR-1)*
- VERY LOW DENSITY RESIDENTIAL 2.5 *(VLDR-2.5)*
- HEAVY INDUSTRIAL DISTRICT *(HI)*
- LOW DENSITY RESIDENTIAL 9000 *(LDR-9000)*

CITY OF DAYTON ZONING

- SINGLE FAMILY RESIDENTIAL (R1)
- LIMITED DENSITY RESIDENTIAL (R2)
- PUBLIC/SEMI-PUBLIC (P)

CITY OF MCMINNVILLE ZONING

- AGRICULTURAL HOLDING (A-H)
- LIMITED LIGHT INDUSTRIAL (M-L)
- LIGHT INDUSTRIAL (M-1)
- LIGHT INDUSTRIAL (M-2)
- NEIGHBORHOOD BUSINESS (C-1)
- TRAVEL COMMERCIAL (C-2)
- GENERAL INDUSTRIAL (C-3)
- LOW DENSITY RESIDENTIAL (R-1)
- LOW DENSITY RESIDENTIAL (R-2)
- MEDIUM DENSITY RESIDENTIAL (R-3)
- MEDIUM DENSITY RESIDENTIAL (R-4)
- OFFICE/RESIDENTIAL (O-R)
- FLOOD AREA (F-P)

LEGEND

- EXISTING AIRPORT PROPERTY LINE
- 4-22 FIXED WING AIRPORT TRAFFIC PATTERN
- 17-35 FIXED WING AIRPORT TRAFFIC PATTERN
- HELICOPTER TRAFFIC PATTERN
- ZONING BOUNDARY

PUBLIC FACILITY KEY

A	CHURCH
B	PARK
C	PUBLIC WORKS

NOTE:
ZONING HEIGHT RESTRICTIONS: SEE CITY OF MCMINNVILLE - AIRPORT OVERLAY DISTRICT CHAPTER 17.52.

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DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

OFF AIRPORT LAND USE PLAN (WITH 2043 NOISE CONTOURS)

FIGURE NO.

SHEET NO. 17 OF 21

EASEMENT DATA TABLE

PARCEL	EASEMENT OWNER	RECORDING INFORMATION VOL., PAGE	INTEREST	EASEMENT TYPE	ACQUISITION YEAR	PURPOSE
1	CITY OF MCMINNVILLE	UNKNOWN	FEE SIMPLE	AVIGATION	UNKNOWN	PART 77
2	CITY OF MCMINNVILLE	UNKNOWN	FEE SIMPLE	AVIGATION	UNKNOWN	PART 77
3	CITY OF MCMINNVILLE	169, 1670	FEE SIMPLE	AVIGATION	MAY. 1982	PART 77
4	CITY OF MCMINNVILLE	177, 330	FEE SIMPLE	AVIGATION	MAY. 1983	PART 77
5	CITY OF MCMINNVILLE	163, 1698	FEE SIMPLE	AVIGATION	AUG. 1981	PART 77
6	CITY OF MCMINNVILLE	163, 1698	FEE SIMPLE	AVIGATION	AUG. 1981	PART 77
7	CITY OF MCMINNVILLE	159, 641	FEE SIMPLE	AVIGATION	MAR. 1981	PART 77
8	CITY OF MCMINNVILLE	162, 2006	FEE SIMPLE	AVIGATION	JUL. 1981	PART 77
9	CITY OF MCMINNVILLE	N/A	FEE SIMPLE	AVIGATION	TO BE ACQUIRED	RPZ CONTROL
10	CITY OF MCMINNVILLE	N/A	FEE SIMPLE	AVIGATION	TO BE ACQUIRED	RPZ CONTROL

THROUGH THE FENCE ACCESS

ACCESS POINT	GRANTOR	GRANTEE	INTEREST	AGREEMENT YEAR	EXPIRATION YEAR	PURPOSE
1	CITY OF MCMINNVILLE	PRECISION	ACCESS FEE	-	-	AIRPORT ACCESS

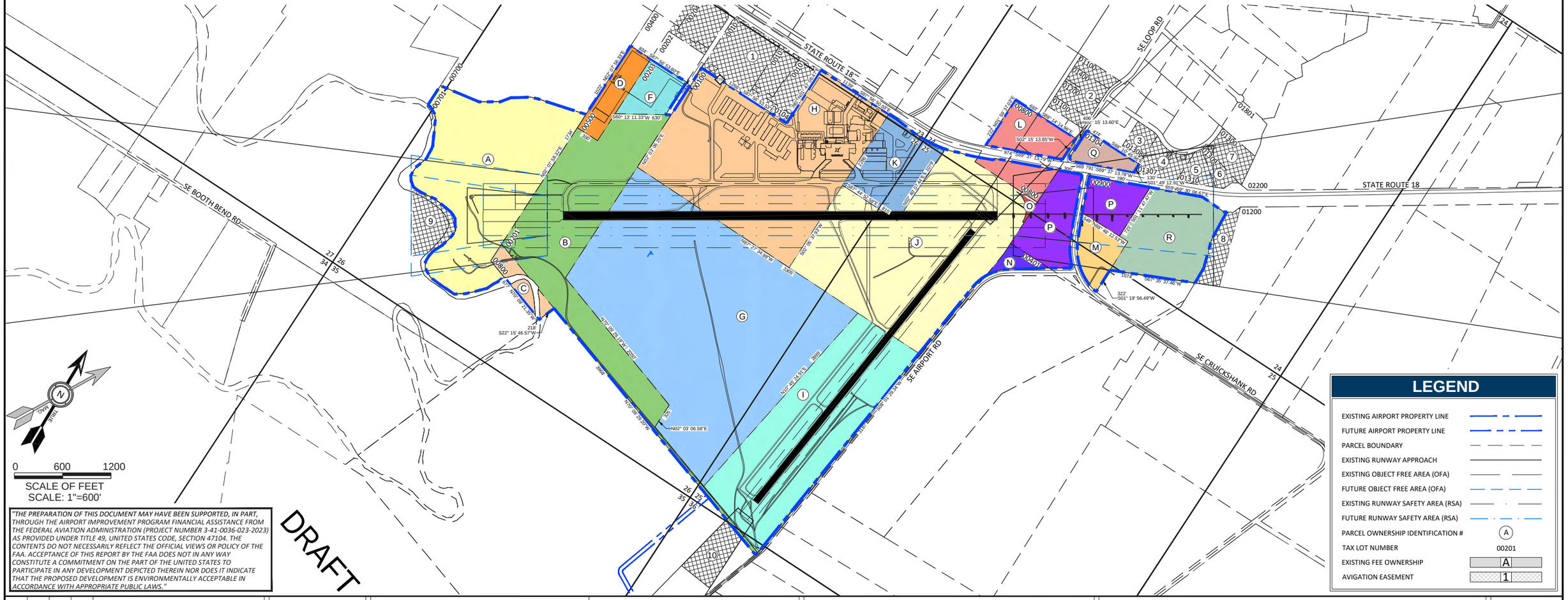
NOTES:

1. PROPERTY OWNERSHIP DATA OBTAINED FROM CITY OF MCMINNVILLE, OR PARCEL MAPPING. UPDATED PROPERTY DATA PROVIDED BY CITY OF MCMINNVILLE.

2. SEE SHEET 4 FOR FULL LEGEND.

OWNERSHIP DATA TABLE

PARCEL	LAND OWNER	ACRES	RECORDING INFORMATION VOL., PAGE	INTEREST	PREVIOUS OWNER	ACQUISITION YEAR	PURPOSE	PROJECT NO.
A	CITY OF MCMINNVILLE	69.79	167, 318	FEE SIMPLE	IVAN E & CLEO BERNARDS	JAN. 1982	AIRPORT PROPERTY	5-41-0036-03
B	CITY OF MCMINNVILLE	64.96	98, 1164	FEE SIMPLE	LULA M. ROSS	FEB. 1974	AIRPORT PROPERTY	7-41-0036-01
C	CITY OF MCMINNVILLE	5.63	172, 865	FEE SIMPLE	D.M JENSEN	SEP. 1982	AIRPORT PROPERTY	5-41-0036-03
D	CITY OF MCMINNVILLE	8.38	183, 2137	FEE SIMPLE	SHIRLEY MCDANIEL	FEB. 1984	AIRPORT PROPERTY	NONE
E	NOT USED							
F	CITY OF MCMINNVILLE	7.96	104, 120	FEE SIMPLE	LULA M. ROSS	JAN. 1975	AIRPORT PROPERTY	NONE
G	CITY OF MCMINNVILLE	159.20	119, 401	FEE SIMPLE	LULA M. ROSS	APR. 1942	AIRPORT PROPERTY	NONE
H	CITY OF MCMINNVILLE	96	119, 403	FEE SIMPLE	EDITH SHIRLEY	APR. 1942	AIRPORT PROPERTY	NONE
I	CITY OF MCMINNVILLE	68.46	119, 405	FEE SIMPLE	WILLIAM J. BOND	APR. 1942	AIRPORT PROPERTY	NONE
J	CITY OF MCMINNVILLE	91.33	118, 253	FEE SIMPLE	WM V. & CAME MAE LEBOLD	MAR. 1942	AIRPORT PROPERTY	NONE
K	CITY OF MCMINNVILLE	19.72	119, 398	FEE SIMPLE	ORLINDA & GEORGE BUTCHER	MAR. 1942	AIRPORT PROPERTY	NONE
L	CITY OF MCMINNVILLE	16.27	UNKNOWN	FEE SIMPLE	UNKNOWN	UNKNOWN	AIRPORT PROPERTY	NONE
M	CITY OF MCMINNVILLE	7.97	139, 1871	FEE SIMPLE	EDDY B. GORDON	MAY. 1979	AIRPORT PROPERTY	5-41-0036-02
N	CITY OF MCMINNVILLE	2.76	143, 1899	FEE SIMPLE	DRAMA SULLY & HAZEL WALLACE	SEP. 1979	AIRPORT PROPERTY	5-14-0036-02
O	CITY OF MCMINNVILLE	.51	046, 519	FEE SIMPLE	STATE OF OREGON	APR. 1997	AIRPORT PROPERTY	NONE
P	CITY OF MCMINNVILLE	23.09	098, 598	FEE SIMPLE	NEWTON W. FRUIT AND HORTENSE FRUIT	JAN. 1974	AIRPORT PROPERTY	7-41-0036-01
Q	CITY OF MCMINNVILLE	5.11	154, 1506	FEE SIMPLE	C.B.E. HOWARD & C.B.P. ENGEL	SEP. 1980	AIRPORT PROPERTY	5-41-0036-03
R	CITY OF MCMINNVILLE	25.86	24, 22	FEE SIMPLE	NEWTON W. FRUIT AND HORTENSE FRUIT	NOV. 1982	AIRPORT PROPERTY	5-41-0036-03
TOTAL EXISTING ACREAGE (PARCELS A- R)		673						



LEGEND

- EXISTING AIRPORT PROPERTY LINE
- FUTURE AIRPORT PROPERTY LINE
- PARCEL BOUNDARY
- EXISTING RUNWAY APPROACH
- EXISTING OBJECT FREE AREA (OFA)
- FUTURE OBJECT FREE AREA (OFA)
- EXISTING RUNWAY SAFETY AREA (RSA)
- FUTURE RUNWAY SAFETY AREA (RSA)
- PARCEL OWNERSHIP IDENTIFICATION # (A)
- TAX LOT NUMBER 00201
- EXISTING FEE OWNERSHIP A
- AVIGATION EASEMENT 1

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DATE: AUGUST 2025

PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

EXHIBIT A - AIRPORT PROPERTY INVENTORY MAP

FIGURE NO.

SHEET NO. 18 OF 21

Amended on 01.28.2026

PART 77 PRIMARY SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
100	TREE	8/23/2023	PRIMARY	158.2	38.5	196.7	160.6	36.1	TO BE REMOVED
101	TREE	8/23/2023	PRIMARY	156.6	49.7	206.3	160.6	45.8	TO BE REMOVED
102	TREE	8/23/2023	PRIMARY	156.4	73.0	229.4	160.6	68.8	TO BE REMOVED
103	TREE	8/23/2023	PRIMARY	156.0	18.7	174.7	160.7	14.0	TO BE REMOVED
104	AIRFIELD LIGHT	8/23/2023	PRIMARY	159.1	3.6	162.7	160.6	2.1	FIXED BY FUNCTION
105	TREE	8/23/2023	PRIMARY	158.7	50.0	208.7	160.7	47.9	TO BE REMOVED
106	TREE	8/23/2023	PRIMARY	157.5	34.7	192.2	160.8	31.5	TO BE REMOVED
107	TREE	8/23/2023	PRIMARY	158.3	24.0	182.3	160.8	21.5	TO BE REMOVED
108	VEGETATION	8/23/2023	PRIMARY	156.6	6.3	163.0	161.1	1.8	TO BE REMOVED
109	SIGN	8/23/2023	PRIMARY	160.0	4.6	164.6	161.5	3.2	FIXED BY FUNCTION
110	SIGN	8/23/2023	PRIMARY	160.4	3.0	163.4	161.5	1.9	FIXED BY FUNCTION
111	VEGETATION	8/23/2023	PRIMARY	159.7	4.7	164.4	161.6	2.9	TO BE REMOVED
112	VEGETATION	8/23/2023	PRIMARY	159.1	4.0	163.1	160.2	2.9	TO BE REMOVED
113	VEGETATION	8/23/2023	PRIMARY	156.2	4.7	160.9	159.1	1.8	TO BE REMOVED
114	SIGN	8/23/2023	PRIMARY	158.2	4.2	162.4	159.7	2.7	FIXED BY FUNCTION
115	VEGETATION	8/23/2023	PRIMARY	158.1	2.5	160.6	160.0	0.6	TO BE REMOVED
116	SIGN	8/23/2023	PRIMARY	158.4	2.8	161.2	160.1	1.0	FIXED BY FUNCTION
117	VEGETATION	8/23/2023	PRIMARY	159.6	2.1	161.7	161.2	0.5	TO BE REMOVED
118	SIGN	8/23/2023	PRIMARY	159.1	3.4	162.5	161.0	1.5	FIXED BY FUNCTION
119	VEGETATION	8/23/2023	PRIMARY	157.1	5.0	162.1	161.1	1.0	TO BE REMOVED
120	WINDSOCK	8/23/2023	PRIMARY	158.2	23.1	181.3	161.2	20.2	FIXED BY FUNCTION
121	NAVAID BUILDING	8/23/2023	PRIMARY	159.4	9.3	168.7	161.1	7.7	FIXED BY FUNCTION
122	NAVAID	8/23/2023	PRIMARY	159.2	47.4	206.5	161.0	45.5	TO BE REMOVED
123	VEGETATION	8/23/2023	PRIMARY	158.6	3.6	162.2	161.0	1.2	FIXED BY FUNCTION
124	SIGN	8/23/2023	PRIMARY	160.1	2.6	162.7	160.7	2.0	FIXED BY FUNCTION
125	SIGN	8/23/2023	PRIMARY	159.0	3.3	162.3	160.8	1.5	FIXED BY FUNCTION
126	SIGN	8/23/2023	PRIMARY	159.4	2.7	162.1	160.7	1.4	FIXED BY FUNCTION
127	SIGN	8/23/2023	PRIMARY	159.5	2.9	162.5	160.6	1.9	FIXED BY FUNCTION
128	SIGN	8/23/2023	PRIMARY	159.3	3.0	162.3	160.6	1.7	FIXED BY FUNCTION
129	POST	8/23/2023	PRIMARY	159.9	3.5	163.3	160.7	2.7	TO BE REMOVED
130	VEGETATION	8/23/2023	PRIMARY	159.4	2.6	162.0	160.6	1.4	TO BE REMOVED
131	AIRFIELD LIGHT	8/23/2023	PRIMARY	160.4	1.7	162.0	160.7	1.4	FIXED BY FUNCTION
132	VEGETATION	8/23/2023	PRIMARY	158.8	4.0	162.8	160.6	2.2	TO BE REMOVED
133	VEGETATION	8/23/2023	PRIMARY	158.0	3.0	161.0	159.7	1.3	TO BE REMOVED
134	AIRPORT LIGHT	8/23/2023	PRIMARY	159.3	1.6	160.9	160.4	0.5	FIXED BY FUNCTION
135	AIRPORT LIGHT	8/23/2023	PRIMARY	161.5	2.7	164.1	162.4	1.8	FIXED BY FUNCTION
136	VEGETATION	8/23/2023	PRIMARY	161.1	3.0	164.1	162.4	1.7	TO BE REMOVED
137	VEGETATION	8/23/2023	PRIMARY	162.5	4.3	166.8	162.6	4.2	TO BE REMOVED

PART 77 RUNWAY 4 APPROACH SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
301	TREE	8/23/2023	APPROACH 4	157.7	49.0	206.7	175.9	30.8	TO BE REMOVED
302	TREE	8/23/2023	APPROACH 4	129.9	79.8	209.7	185.4	24.3	TO BE REMOVED
303	TREE	8/23/2023	APPROACH 4	156.7	33.1	189.7	186.6	3.1	TO BE REMOVED
304	TREE	8/23/2023	APPROACH 4	155.5	59.6	215.1	194.5	20.6	TO BE REMOVED
305	TREE	8/23/2023	APPROACH 4	109.3	114.3	223.6	202.2	21.4	TO BE REMOVED
306	TREE	8/23/2023	APPROACH 4	93.8	126.5	220.3	203.4	16.9	TO BE REMOVED
307	TREE	8/23/2023	APPROACH 4	96.7	152.8	249.5	213.9	35.6	TO BE REMOVED
308	TREE	8/23/2023	APPROACH 4	110.0	99.5	209.5	217.4	-7.8	NO OBSTRUCTION
309	TREE	8/23/2023	APPROACH 4	113.0	123.6	236.6	217.9	18.7	TO BE REMOVED
310	TREE	8/23/2023	APPROACH 4	115.5	103.9	219.4	220.2	-0.8	NO OBSTRUCTION
311	TREE	8/23/2023	APPROACH 4	115.3	102.1	217.3	220.7	-3.4	NO OBSTRUCTION
312	TREE	8/23/2023	APPROACH 4	119.2	106.7	225.8	221.1	4.7	TO BE REMOVED

PART 77 RUNWAY 4 APPROACH SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
313	TREE	8/23/2023	APPROACH 4	115.5	139.8	255.3	231.4	23.9	TO BE REMOVED
314	TREE	8/23/2023	APPROACH 4	148.9	104.6	253.6	259.6	-6.0	NO OBSTRUCTION
315	TREE	8/23/2023	APPROACH 4	149.3	103.1	252.3	261.0	-8.7	NO OBSTRUCTION
316	TREE	8/23/2023	APPROACH 4	123.4	129.3	252.7	261.5	-8.8	NO OBSTRUCTION
317	TREE	8/23/2023	APPROACH 4	126.7	152.0	278.7	285.6	-6.9	NO OBSTRUCTION
318	TREE	8/23/2023	APPROACH 4	143.2	147.8	291.0	291.0	0.0	TO BE REMOVED
319	TREE	8/23/2023	APPROACH 4	123.0	165.9	288.9	294.1	-5.1	NO OBSTRUCTION
320	TREE	8/23/2023	APPROACH 4	148.3	153.8	302.0	298.2	3.8	TO BE REMOVED
321	TREE	8/23/2023	APPROACH 4	150.3	149.1	299.4	300.0	-0.6	NO OBSTRUCTION
322	ROAD	8/23/2023	APPROACH 4	156.9	15.0	171.9	396.8	-224.9	NO OBSTRUCTION

PART 77 RUNWAY 22 APPROACH SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
201	ROAD	8/23/2023	APPROACH 22	160.0	15.0	175.0	175.0	0.0	NO OBSTRUCTION
202	ROAD	8/23/2023	APPROACH 22	157.3	15.0	172.3	175.8	-3.4	NO OBSTRUCTION
203	ROAD	8/23/2023	APPROACH 22	156.3	15.0	171.3	176.2	-4.9	NO OBSTRUCTION
204	ROAD	8/23/2023	APPROACH 22	159.2	15.0	174.2	178.0	-3.8	NO OBSTRUCTION
205	ROAD	8/23/2023	APPROACH 22	158.8	15.0	173.8	188.9	-15.1	NO OBSTRUCTION
206	TREE	8/23/2023	APPROACH 22	155.5	81.7	237.2	199.8	37.5	TO BE REMOVED
207	TREE	8/23/2023	APPROACH 22	148.6	57.3	205.9	204.2	1.7	TO BE REMOVED
208	TREE	8/23/2023	APPROACH 22	145.1	110.2	255.3	205.5	49.8	TO BE REMOVED
209	TREE	8/23/2023	APPROACH 22	147.1	106.7	253.9	210.1	43.7	TO BE REMOVED
210	TREE	8/23/2023	APPROACH 22	136.3	88.4	224.8	212.8	12.0	TO BE REMOVED
211	TREE	8/23/2023	APPROACH 22	150.7	89.4	240.1	214.3	25.8	TO BE REMOVED
212	TREE	8/23/2023	APPROACH 22	152.1	103.5	255.6	217.5	38.1	TO BE REMOVED
213	TREE	8/23/2023	APPROACH 22	145.0	95.9	240.8	218.8	22.0	TO BE REMOVED
214	TREE	8/23/2023	APPROACH 22	138.1	129.0	267.1	219.4	47.7	TO BE REMOVED
215	TREE	8/23/2023	APPROACH 22	142.0	112.6	254.7	223.9	30.8	TO BE REMOVED
216	TREE	8/23/2023	APPROACH 22	203.6	147.4	351.0	274.8	76.2	TO BE REMOVED
217	TREE	8/23/2023	APPROACH 22	155.4	163.8	319.1	286.3	32.8	TO BE REMOVED
218	ROAD	8/23/2023	APPROACH 22	135.3	15.0	150.3	331.3	-181.0	NO OBSTRUCTION
219	ROAD	8/23/2023	APPROACH 22	161.8	15.0	176.8	344.0	-167.2	NO OBSTRUCTION
220	ROAD	8/23/2023	APPROACH 22	163.2	15.0	178.2	360.6	-182.5	NO OBSTRUCTION
221	ROAD	8/23/2023	APPROACH 22	161.6	15.0	176.6	360.6	-184.0	NO OBSTRUCTION

PART 77 RUNWAY 17 APPROACH SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
401	ROAD	8/23/2023	APPROACH 17	160.4	15.0	175.4	202.4	-27.0	NO OBSTRUCTION
402	ROAD	8/23/2023	APPROACH 17	160.8	15.0	175.8	214.0	-38.2	NO OBSTRUCTION
403	ROAD	8/23/2023	APPROACH 17	157.5	15.0	172.5	244.8	-72.3	NO OBSTRUCTION
404	ROAD	8/23/2023	APPROACH 17	158.5	15.0	173.5	268.5	-95.0	NO OBSTRUCTION
405	ROAD	8/23/2023	APPROACH 17	156.5	15.0	171.5	322.3	-150.8	NO OBSTRUCTION
406	ROAD	8/23/2023	APPROACH 17	147.6	15.0	162.6	366.6	-204.1	NO OBSTRUCTION
407	ROAD	8/23/2023	APPROACH 17	155.8	15.0	170.8	368.4	-197.6	NO OBSTRUCTION
408	ROAD	8/23/2023	APPROACH 17	158.1	15.0	173.1	410.6	-237.5	NO OBSTRUCTION

PART 77 RUNWAY 35 APPROACH SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
501	TREE	8/23/2023	APPROACH 35	160.4	14.9	175.2	172.0	3.2	TO BE REMOVED
502	TREE	8/23/2023	APPROACH 35	159.4	17.6	176.9	180.7	-3.7	NO OBSTRUCTION
503	ROAD	8/23/2023	APPROACH 35	160.4	15.0	175.4	222.2	-46.8	NO OBSTRUCTION
504	ROAD	8/23/2023	APPROACH 35	161.8	15.0	176.8	412.5	-235.7	NO OBSTRUCTION

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0036-023-2023) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

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NO.	DATE	BY	APPR	REVISIONS

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FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE

CITY OF MCMINNVILLE APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025

PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

AIRSPACE OBSTRUCTION DATA TABLES

Amended on 01 28 2026

FIGURE NO.

SHEET NO. 19 OF 21

PART 77 TRANSITIONAL SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
601	TREE	8/23/2023	TRANSITIONAL	103.6	150.9	254.5	263.1	-8.7	NO OBSTRUCTION
602	TREE	8/23/2023	TRANSITIONAL	126.1	113.6	239.8	247.2	-7.4	NO OBSTRUCTION
603	TREE	8/23/2023	TRANSITIONAL	121.6	164.7	286.4	267.8	18.6	TO BE REMOVED
604	TREE	8/23/2023	TRANSITIONAL	112.7	94.2	206.9	207.5	-0.6	NO OBSTRUCTION
605	TREE	8/23/2023	TRANSITIONAL	137.9	148.4	286.3	232.6	53.7	TO BE REMOVED
606	TREE	8/23/2023	TRANSITIONAL	149.3	81.9	231.2	200.5	30.7	TO BE REMOVED
607	TREE	8/23/2023	TRANSITIONAL	159.5	108.2	267.7	175.1	92.6	TO BE REMOVED
608	TREE	8/23/2023	TRANSITIONAL	113.0	111.3	224.2	232.4	-8.2	NO OBSTRUCTION
609	TREE	8/23/2023	TRANSITIONAL	99.0	119.6	218.6	222.4	-3.7	NO OBSTRUCTION
610	TREE	8/23/2023	TRANSITIONAL	149.1	111.6	260.6	172.8	87.8	TO BE REMOVED
611	TREE	8/23/2023	TRANSITIONAL	158.5	61.1	219.6	183.7	35.9	TO BE REMOVED
612	TREE	8/23/2023	TRANSITIONAL	158.4	97.4	255.8	223.1	32.7	TO BE REMOVED
613	TREE	8/23/2023	TRANSITIONAL	145.0	65.2	210.1	200.3	9.8	TO BE REMOVED
614	TREE	8/23/2023	TRANSITIONAL	144.9	46.9	191.8	192.9	-1.1	NO OBSTRUCTION
615	TREE	8/23/2023	TRANSITIONAL	150.4	37.7	188.1	188.8	-0.7	NO OBSTRUCTION
616	TREE	8/23/2023	TRANSITIONAL	161.1	107.9	269.0	248.2	20.8	TO BE REMOVED
617	ROAD	8/23/2023	TRANSITIONAL	160.4	15.0	175.4	199.2	-23.8	NO OBSTRUCTION
618	TREE	8/23/2023	TRANSITIONAL	158.1	24.2	182.4	171.7	10.7	TO BE REMOVED
619	TREE	8/23/2023	TRANSITIONAL	158.2	40.7	198.9	196.0	2.9	TO BE REMOVED
620	TREE	8/23/2023	TRANSITIONAL	154.9	105.5	260.5	240.3	20.1	TO BE REMOVED
621	TREE	8/23/2023	TRANSITIONAL	147.1	101.7	248.7	251.9	-3.1	NO OBSTRUCTION
622	TREE	8/23/2023	TRANSITIONAL	151.5	111.0	262.6	250.5	12.1	TO BE REMOVED
623	TREE	8/23/2023	TRANSITIONAL	155.1	80.0	235.1	214.2	20.9	TO BE REMOVED
624	TREE	8/23/2023	TRANSITIONAL	147.1	113.9	260.9	258.2	2.7	TO BE REMOVED
625	TREE	8/23/2023	TRANSITIONAL	122.7	152.2	274.9	255.3	19.6	TO BE REMOVED
626	TREE	8/23/2023	TRANSITIONAL	136.8	141.2	278.0	239.3	38.8	TO BE REMOVED
627	TREE	8/23/2023	TRANSITIONAL	144.9	122.0	266.9	222.8	44.1	TO BE REMOVED
628	TREE	8/23/2023	TRANSITIONAL	136.3	147.8	284.1	228.3	55.8	TO BE REMOVED
629	TREE	8/23/2023	TRANSITIONAL	155.1	91.3	246.3	224.0	22.4	TO BE REMOVED
630	TREE	8/23/2023	TRANSITIONAL	146.1	127.0	273.0	256.3	16.8	TO BE REMOVED
631	TREE	8/23/2023	TRANSITIONAL	158.2	97.8	256.0	204.0	52.0	TO BE REMOVED
632	TREE	8/23/2023	TRANSITIONAL	159.6	67.2	226.8	211.6	15.2	TO BE REMOVED
633	TREE	8/23/2023	TRANSITIONAL	159.8	17.5	177.2	183.7	-6.5	NO OBSTRUCTION
634	TREE	8/23/2023	TRANSITIONAL	159.2	18.3	177.6	184.4	-6.9	NO OBSTRUCTION
635	ROAD	8/23/2023	TRANSITIONAL	160.4	15.0	175.4	219.7	-44.4	NO OBSTRUCTION

PART 77 HORIZONTAL SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
701	TREE	8/23/2023	HORIZONTAL	145.3	164.9	310.2	312.6	-2.4	NO OBSTRUCTION
702	TREE	8/23/2023	HORIZONTAL	152.7	163.1	315.7	312.6	3.2	TO BE REMOVED
703	TREE	8/23/2023	HORIZONTAL	153.7	162.9	316.6	312.6	4.0	TO BE REMOVED
704	TREE	8/23/2023	HORIZONTAL	143.9	172.7	316.7	312.6	4.1	TO BE REMOVED
705	TREE	8/23/2023	HORIZONTAL	149.4	172.0	321.4	312.6	8.8	TO BE REMOVED
706	TREE	8/23/2023	HORIZONTAL	149.1	173.6	322.7	312.6	10.1	TO BE REMOVED
707	TREE	8/23/2023	HORIZONTAL	154.8	172.0	326.9	312.6	14.3	TO BE REMOVED
708	TREE	8/23/2023	HORIZONTAL	148.5	162.7	311.2	312.6	-1.4	NO OBSTRUCTION
709	TREE	8/23/2023	HORIZONTAL	155.6	159.2	314.8	312.6	2.3	TO BE REMOVED
710	TREE	8/23/2023	HORIZONTAL	156.1	165.5	321.7	312.6	9.1	TO BE REMOVED
711	TREE	8/23/2023	HORIZONTAL	156.9	162.4	319.3	312.6	6.8	TO BE REMOVED
712	TREE	8/23/2023	HORIZONTAL	156.5	162.1	318.6	312.6	6.0	TO BE REMOVED
713	TREE	8/23/2023	HORIZONTAL	155.7	174.5	330.2	312.6	17.6	TO BE REMOVED
714	TREE	8/23/2023	HORIZONTAL	156.3	163.4	319.6	312.6	7.1	TO BE REMOVED
715	TREE	8/23/2023	HORIZONTAL	156.2	160.3	316.6	312.6	4.0	TO BE REMOVED

PART 77 HORIZONTAL SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
716	TREE	8/23/2023	HORIZONTAL	135.3	183.7	319.0	312.6	6.5	TO BE REMOVED
717	TREE	8/23/2023	HORIZONTAL	141.9	174.4	316.3	312.6	3.7	TO BE REMOVED
718	TREE	8/23/2023	HORIZONTAL	144.7	168.4	313.1	312.6	0.5	TO BE REMOVED
719	TREE	8/23/2023	HORIZONTAL	153.6	156.5	310.1	312.6	-2.5	NO OBSTRUCTION
720	TREE	8/23/2023	HORIZONTAL	107.1	219.9	327.0	312.6	14.5	TO BE REMOVED
721	TREE	8/23/2023	HORIZONTAL	154.6	153.2	307.8	312.6	-4.8	NO OBSTRUCTION
722	TREE	8/23/2023	HORIZONTAL	132.0	182.9	314.9	312.6	2.4	TO BE REMOVED
723	TREE	8/23/2023	HORIZONTAL	158.0	152.5	310.5	312.6	-2.1	NO OBSTRUCTION
724	ROAD	8/23/2023	HORIZONTAL	157.1	15.0	172.1	312.6	-140.5	NO OBSTRUCTION
725	TREE	8/23/2023	HORIZONTAL	141.8	164.2	306.0	312.6	-6.6	NO OBSTRUCTION
726	TREE	8/23/2023	HORIZONTAL	155.8	196.6	352.4	312.6	39.8	TO BE REMOVED
727	TREE	8/23/2023	HORIZONTAL	146.0	168.1	314.1	312.6	1.5	TO BE REMOVED
728	TREE	8/23/2023	HORIZONTAL	147.5	177.4	324.9	312.6	12.3	TO BE REMOVED
729	TREE	8/23/2023	HORIZONTAL	151.7	173.6	325.4	312.6	12.8	TO BE REMOVED

CONICAL

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
801	TREE	8/23/2023	CONICAL	398.7	102.5	501.2	504.1	-2.9	NO OBSTRUCTION

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NO.	DATE	BY	APPR	REVISIONS

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FEDERAL AVIATION ADMINISTRATION APPROVAL
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CITY OF MCMINNVILLE APPROVAL
APPROVAL DATE: _____
SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025
PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

AIRSPACE OBSTRUCTION DATA TABLES

Amended on 01 28 2026

FIGURE NO.

SHEET NO. 20 OF 21

RUNWAY 4 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
131	AIRFIELD LIGHT	8/23/2023	DEPARTURE 4	160.4	1.7	162.0	160.9	1.2	FIXED BY FUNCTION
202	ROAD	8/23/2023	DEPARTURE 4	157.3	15.0	172.3	184.5	-12.2	NO OBSTRUCTION
204	ROAD	8/23/2023	DEPARTURE 4	159.2	15.0	174.2	187.3	-13.1	NO OBSTRUCTION
205	ROAD	8/23/2023	DEPARTURE 4	158.8	15.0	173.8	201.0	-27.2	NO OBSTRUCTION
206	TREE	8/23/2023	DEPARTURE 4	155.5	81.7	237.2	217.7	19.6	TO BE REMOVED
208	TREE	8/23/2023	DEPARTURE 4	145.1	110.2	255.3	253.9	1.5	TO BE REMOVED
209	TREE	8/23/2023	DEPARTURE 4	147.1	106.7	253.9	227.5	26.4	TO BE REMOVED
210	TREE	8/23/2023	DEPARTURE 4	136.3	88.4	224.8	230.8	-6.0	NO OBSTRUCTION
211	TREE	8/23/2023	DEPARTURE 4	150.7	89.4	240.1	232.7	7.3	TO BE REMOVED
212	TREE	8/23/2023	DEPARTURE 4	152.1	103.5	255.6	252.9	2.7	TO BE REMOVED
213	TREE	8/23/2023	DEPARTURE 4	145.0	95.9	240.8	238.4	2.5	TO BE REMOVED
214	TREE	8/23/2023	DEPARTURE 4	138.1	129.0	267.1	239.1	28.0	TO BE REMOVED
215	TREE	8/23/2023	DEPARTURE 4	142.0	112.6	254.7	244.7	9.9	TO BE REMOVED
217	TREE	8/23/2023	DEPARTURE 4	155.4	163.8	319.1	322.7	-3.6	NO OBSTRUCTION
218	ROAD	8/23/2023	DEPARTURE 4	135.3	15.0	150.3	379.0	-228.7	NO OBSTRUCTION
628	TREE	8/23/2023	DEPARTURE 4	136.3	147.8	284.1	262.1	22.0	TO BE REMOVED
901	TREE	8/23/2023	DEPARTURE 4	138.8	81.3	220.1	229.3	-9.2	NO OBSTRUCTION
902	TREE	8/23/2023	DEPARTURE 4	140.3	158.4	298.7	305.1	-6.4	NO OBSTRUCTION
903	TREE	8/23/2023	DEPARTURE 4	139.0	93.0	232.0	239.4	-7.5	NO OBSTRUCTION
904	TREE	8/23/2023	DEPARTURE 4	164.4	188.4	352.9	302.6	50.3	TO BE REMOVED
905	TREE	8/23/2023	DEPARTURE 4	271.3	89.7	361.0	305.2	55.8	TO BE REMOVED
906	TREE	8/23/2023	DEPARTURE 4	153.7	163.0	316.7	326.6	-9.9	NO OBSTRUCTION
907	ROAD	8/23/2023	DEPARTURE 4	151.8	15.0	166.8	374.6	-207.8	NO OBSTRUCTION
908	ROAD	8/23/2023	DEPARTURE 4	158.3	15.0	173.3	386.7	-213.4	NO OBSTRUCTION
909	ROAD	8/23/2023	DEPARTURE 4	161.1	15.0	176.1	334.5	-158.4	NO OBSTRUCTION
910	ROAD	8/23/2023	DEPARTURE 4	156.5	15.0	171.5	420.4	-248.9	NO OBSTRUCTION
911	ROAD	8/23/2023	DEPARTURE 4	161.0	15.0	176.0	347.3	-171.3	NO OBSTRUCTION
912	ROAD	8/23/2023	DEPARTURE 4	156.5	15.0	171.5	464.4	-292.9	NO OBSTRUCTION
913	ROAD	8/23/2023	DEPARTURE 4	160.8	15.0	175.8	464.4	-288.6	NO OBSTRUCTION

RUNWAY 22 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
302	TREE	8/23/2023	DEPARTURE 22	129.9	79.8	209.7	200.6	9.1	TO BE REMOVED
303	TREE	8/23/2023	DEPARTURE 22	156.7	33.1	189.7	187.7	2.0	TO BE REMOVED
305	TREE	8/23/2023	DEPARTURE 22	109.3	114.3	223.6	201.0	22.6	TO BE REMOVED
307	TREE	8/23/2023	DEPARTURE 22	96.7	152.8	249.5	210.9	38.6	TO BE REMOVED
309	TREE	8/23/2023	DEPARTURE 22	113.0	123.6	236.6	214.3	22.3	TO BE REMOVED
310	TREE	8/23/2023	DEPARTURE 22	115.5	103.9	219.4	216.2	3.1	TO BE REMOVED
311	TREE	8/23/2023	DEPARTURE 22	115.3	102.1	217.3	216.7	0.6	TO BE REMOVED
312	TREE	8/23/2023	DEPARTURE 22	119.2	106.7	225.8	217.0	8.8	TO BE REMOVED
313	TREE	8/23/2023	DEPARTURE 22	115.5	139.8	255.3	225.8	29.6	TO BE REMOVED
314	TREE	8/23/2023	DEPARTURE 22	148.9	104.6	253.6	249.7	3.9	TO BE REMOVED
316	TREE	8/23/2023	DEPARTURE 22	123.4	129.3	252.7	251.3	1.3	TO BE REMOVED
317	TREE	8/23/2023	DEPARTURE 22	126.7	152.0	278.7	271.8	6.9	TO BE REMOVED
318	TREE	8/23/2023	DEPARTURE 22	143.2	147.8	291.0	276.5	14.5	TO BE REMOVED
319	TREE	8/23/2023	DEPARTURE 22	123.0	165.9	288.9	279.1	9.8	TO BE REMOVED
320	TREE	8/23/2023	DEPARTURE 22	148.3	153.8	302.0	282.5	19.5	TO BE REMOVED
321	TREE	8/23/2023	DEPARTURE 22	150.3	149.1	299.4	284.2	15.2	TO BE REMOVED
601	TREE	8/23/2023	DEPARTURE 22	103.6	150.9	254.5	251.6	2.8	TO BE REMOVED
1001	TREE	8/23/2023	DEPARTURE 22	157.6	49.7	207.3	192.8	14.5	TO BE REMOVED
1002	TREE	8/23/2023	DEPARTURE 22	156.6	49.3	206.0	194.3	11.7	TO BE REMOVED
1003	TREE	8/23/2023	DEPARTURE 22	109.5	106.2	215.7	209.1	6.6	TO BE REMOVED
1004	TREE	8/23/2023	DEPARTURE 22	148.4	93.6	242.0	245.2	-3.2	NO OBSTRUCTION
1005	TREE	8/23/2023	DEPARTURE 22	142.4	150.4	292.8	301.9	-9.1	NO OBSTRUCTION
1006	ROAD	8/23/2023	DEPARTURE 22	158.4	15.0	173.4	347.6	-174.2	NO OBSTRUCTION
1007	ROAD	8/23/2023	DEPARTURE 22	158.3	15.0	173.3	359.8	-186.5	NO OBSTRUCTION

RUNWAY 17 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
137	VEGETATION	8/23/2023	DEPARTURE 17	162.5	4.3	166.8	165.3	1.5	TO BE REMOVED
501	TREE	8/23/2023	DEPARTURE 17	160.4	14.9	175.2	172.3	2.9	TO BE REMOVED
502	TREE	8/23/2023	DEPARTURE 17	159.4	17.6	176.9	176.6	0.3	TO BE REMOVED
634	TREE	8/23/2023	DEPARTURE 17	159.2	18.3	177.6	185.6	-8.0	NO OBSTRUCTION
635	ROAD	8/23/2023	DEPARTURE 17	160.4	15.0	175.4	188.5	-13.2	NO OBSTRUCTION
1101	TREE	8/23/2023	DEPARTURE 17	159.2	15.9	175.1	180.2	-5.2	NO OBSTRUCTION
1102	TREE	8/23/2023	DEPARTURE 17	159.5	19.5	179.0	181.9	-2.9	NO OBSTRUCTION
1103	TREE	8/23/2023	DEPARTURE 17	159.8	21.0	180.8	183.9	-3.1	NO OBSTRUCTION
1104	TREE	8/23/2023	DEPARTURE 17	159.4	24.1	183.5	191.9	-8.5	NO OBSTRUCTION
1105	ROAD	8/23/2023	DEPARTURE 17	161.6	15.0	176.6	293.4	-116.8	NO OBSTRUCTION
1106	ROAD	8/23/2023	DEPARTURE 17	164.9	15.0	179.9	337.1	-157.3	NO OBSTRUCTION
1107	ROAD	8/23/2023	DEPARTURE 17	164.9	15.0	179.9	341.4	-161.5	NO OBSTRUCTION
1108	ROAD	8/23/2023	DEPARTURE 17	163.4	15.0	178.4	346.2	-167.8	NO OBSTRUCTION
1109	ROAD	8/23/2023	DEPARTURE 17	162.2	15.0	177.2	354.2	-177.0	NO OBSTRUCTION
1110	TREE	8/23/2023	DEPARTURE 17	341.2	136.7	477.9	466.4	11.5	TO BE REMOVED
1111	TREE	8/23/2023	DEPARTURE 17	408.4	79.2	487.6	466.4	21.3	TO BE REMOVED
1112	TREE	8/23/2023	DEPARTURE 17	446.4	39.4	485.8	466.4	19.4	TO BE REMOVED
1113	TREE	8/23/2023	DEPARTURE 17	448.5	28.4	476.9	466.4	10.5	TO BE REMOVED
1114	TREE	8/23/2023	DEPARTURE 17	450.4	32.6	483.0	466.4	16.6	TO BE REMOVED
1115	TREE	8/23/2023	DEPARTURE 17	456.1	28.9	485.0	466.4	18.7	TO BE REMOVED
1116	TREE	8/23/2023	DEPARTURE 17	453.8	5.6	459.4	466.4	-7.0	NO OBSTRUCTION
1117	TREE	8/23/2023	DEPARTURE 17	431.6	42.1	473.8	455.1	18.7	TO BE REMOVED
1118	TREE	8/23/2023	DEPARTURE 17	431.5	27.6	459.1	457.1	2.0	TO BE REMOVED
1119	TREE	8/23/2023	DEPARTURE 17	394.7	110.9	505.7	465.5	40.2	TO BE REMOVED

RUNWAY 35 DEPARTURE SURFACE OBSTRUCTIONS

OBSTACLE ID	DESCRIPTION	SURVEY DATE	SURFACE	GROUND ELEVATION (FT)	AGL (FT)	TOP HEIGHT (FT)	SURFACE HEIGHT (FT)	PENETRATION (FT)	DISPOSITION
127	SIGN	8/23/2023	DEPARTURE 35	159.5	2.9	162.5	168.1	-5.6	NO OBSTRUCTION
204	ROAD	8/23/2023	DEPARTURE 35	159.2	15.0	174.2	312.6	-138.4	NO OBSTRUCTION
617	ROAD	8/23/2023	DEPARTURE 35	160.4	15.0	175.4	185.4	-10.0	NO OBSTRUCTION
618	TREE	8/23/2023	DEPARTURE 35	158.1	24.2	182.4	191.3	-9.0	NO OBSTRUCTION
619	TREE	8/23/2023	DEPARTURE 35	158.2	40.7	198.9	198.0	0.8	TO BE REMOVED
724	ROAD	8/23/2023	DEPARTURE 35	157.1	15.0	172.1	245.9	-73.8	NO OBSTRUCTION
725	TREE	8/23/2023	DEPARTURE 35	141.8	164.2	306.0	258.3	47.7	TO BE REMOVED
1201	TREE	8/23/2023	DEPARTURE 35	158.4	24.5	183.0	187.3	-4.4	NO OBSTRUCTION
1202	TREE	8/23/2023	DEPARTURE 35	160.2	44.1	204.3	204.9	-0.6	NO OBSTRUCTION
1203	TREE	8/23/2023	DEPARTURE 35	157.6	56.5	214.1	208.5	5.6	TO BE REMOVED
1204	TREE	8/23/2023	DEPARTURE 35	157.8	72.2	230.0	210.9	19.0	TO BE REMOVED
1205	TREE	8/23/2023	DEPARTURE 35	159.9	54.8	214.7	210.2	4.5	TO BE REMOVED
1206	TREE	8/23/2023	DEPARTURE 35	157.7	65.4	223.1	213.9	9.1	TO BE REMOVED
1207	TREE	8/23/2023	DEPARTURE 35	160.6	46.2	206.8	213.9	-7.1	NO OBSTRUCTION
1208	TREE	8/23/2023	DEPARTURE 35	159.4	54.5	213.9	214.3	-0.4	NO OBSTRUCTION
1209	TREE	8/23/2023	DEPARTURE 35	157.7	65.6	223.3	217.1	6.2	TO BE REMOVED
1210	TREE	8/23/2023	DEPARTURE 35	155.6	59.8	215.4	219.5	-4.2	NO OBSTRUCTION
1211	TREE	8/23/2023	DEPARTURE 35	159.6	74.7	234.3	216.1	18.3	TO BE REMOVED
1212	TREE	8/23/2023	DEPARTURE 35	156.4	68.1	224.4	224.0	0.4	TO BE REMOVED
1213	TREE	8/23/2023	DEPARTURE 35	159.1	64.2	223.2	223.6	-0.3	NO OBSTRUCTION
1214	TREE	8/23/2023	DEPARTURE 35	158.6	73.5	232.0	224.9	7.1	TO BE REMOVED
1215	TREE	8/23/2023	DEPARTURE 35	157.1	84.6	241.7	227.2	14.5	TO BE REMOVED
1216	TREE	8/23/2023	DEPARTURE 35	157.6	70.7	228.4	236.2	-7.9	NO OBSTRUCTION
1217	TREE	8/23/2023	DEPARTURE 35	157.5	75.0	232.5	241.5	-9.1	NO OBSTRUCTION
1218	TREE	8/23/2023	DEPARTURE 35	158.0	87.5	245.4	240.5	5.0	TO BE REMOVED
1219	TREE	8/23/2023	DEPARTURE 35	156.3	128.0	284.2	258.8	25.4	TO BE REMOVED
1220	ROAD	8/23/2023	DEPARTURE 35	156.8	15.0	171.8	269.5	-97.7	NO OBSTRUCTION

DRAFT

"THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0036-023-2023) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING.
0" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL

APPROVAL DATE: _____

SIGNATURE

CITY OF MCMINNVILLE APPROVAL

APPROVAL DATE: _____

SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN
DATE: AUGUST 2025		PROJECT NO: 40228.011.01	

MCMINNVILLE MUNICIPAL AIRPORT

AIRSPACE OBSTRUCTION DATA TABLES

Amended on 01 28 2026

FIGURE NO.

SHEET NO. 21 OF 21

Appendix A

Cultural Resources Overview

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E-mail: ainw@ainw.com
Web: www.ainw.com

MEMO

Date: October 6, 2023

To: Samantha Peterson, Aviation Planner/Project Manager, Century West Engineering

From: Kelley Prince Martinez, M.S., R.P.A., Assistant Project Manager/Supervising Archaeologist
Tara Seaver, M.S., Architectural Historian
Jason A. Cowan, M.A., R.P.A., Senior Archaeologist

Re: McMinnville Municipal Airport
City of McMinnville and Yamhill County, Oregon
Cultural Resources Review
AINW Report No. 5092

INTRODUCTION

The City of McMinnville (City) intends to update the Airport Master Plan for the McMinnville Municipal Airport, which will provide a long-term outlook for airport improvements. The McMinnville Municipal Airport (study area) is in Sections 23 through 27 and 36, Township 4 South, Range 4 West, Willamette Meridian, in Yamhill County, Oregon (Figures 1 and 2). The City retained Century West to complete the Airport Master Plan update. Century West contracted with Archaeological Investigations Northwest, Inc. (AINW), to conduct a cultural resources review of the 673-acre study area, which will be used to provide information and recommendations that can be incorporated into the updated Airport Master Plan.

Records examined during this background review indicate that the airport became operational in 1942, and that there are 12 structures within the study area that were built more than 50 years ago. Four structures are pre-1950: the two 1946 Quonset hangars, the 1943 terminal apron, and the 1942 triangle-shaped runways. Four cultural resource studies have been conducted within, or partially overlap with, the study area, and one archaeological isolate was identified within the study area (Figure 2; Buchanan and Fagan 2007).

If individual projects are proposed in association with the Airport Master Plan, compliance-level cultural resource investigations are recommended. This includes conducting archaeological surveys where ground disturbance is proposed outside of previously investigated areas, documenting historic resources (i.e., buildings or structures more than 50 years old) on one or more Oregon State historic property inventory forms prior to changes to these built resources, and determining cultural resource eligibility for listing in the National Register of Historic Places (NRHP) in consultation with the Federal Aviation Administration (FAA) and the Oregon State Historic Preservation Office (SHPO).

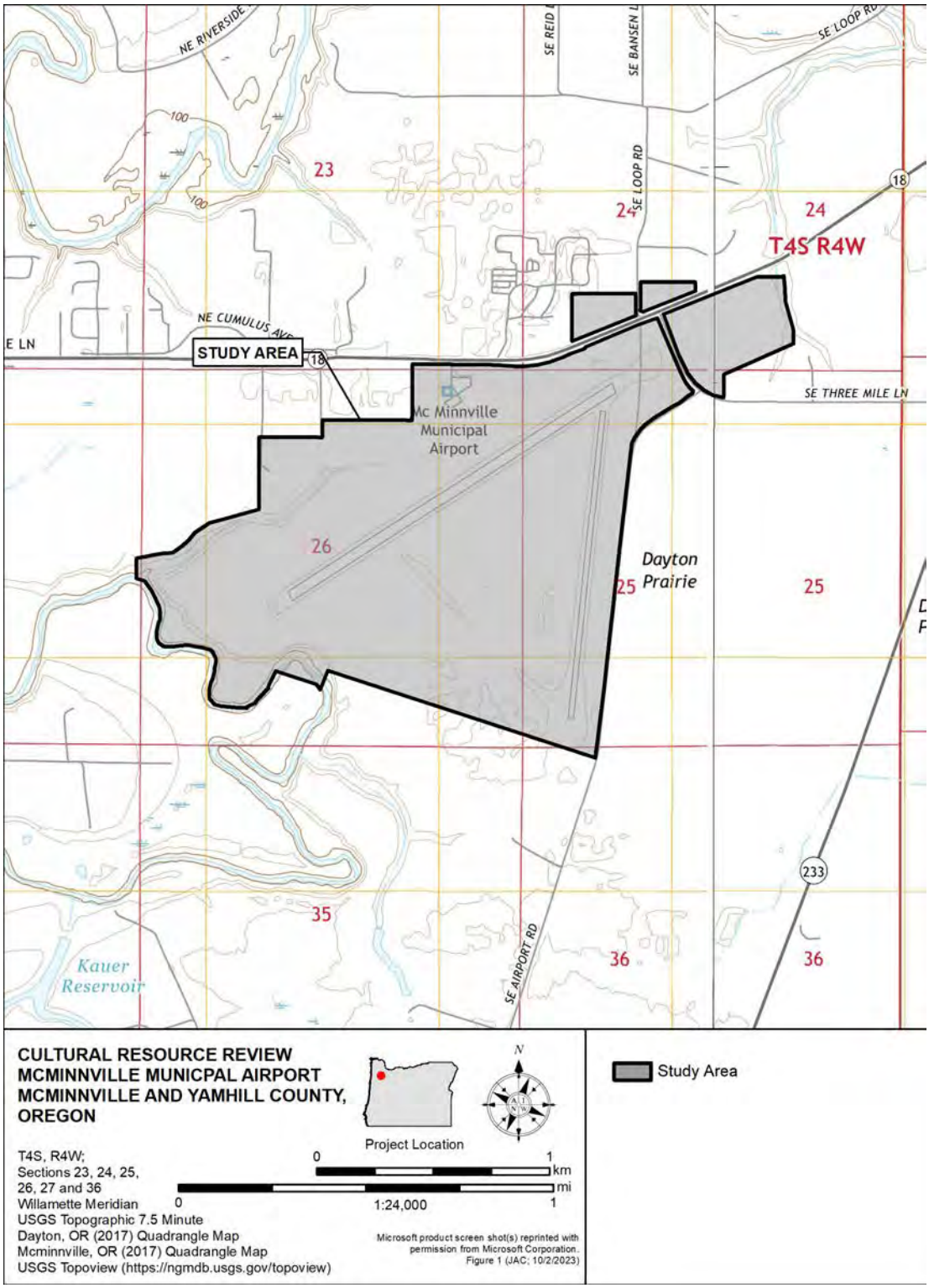


Figure 1. Location of the McMinnville Municipal Airport study area in McMinnville and Yamhill County, Oregon.

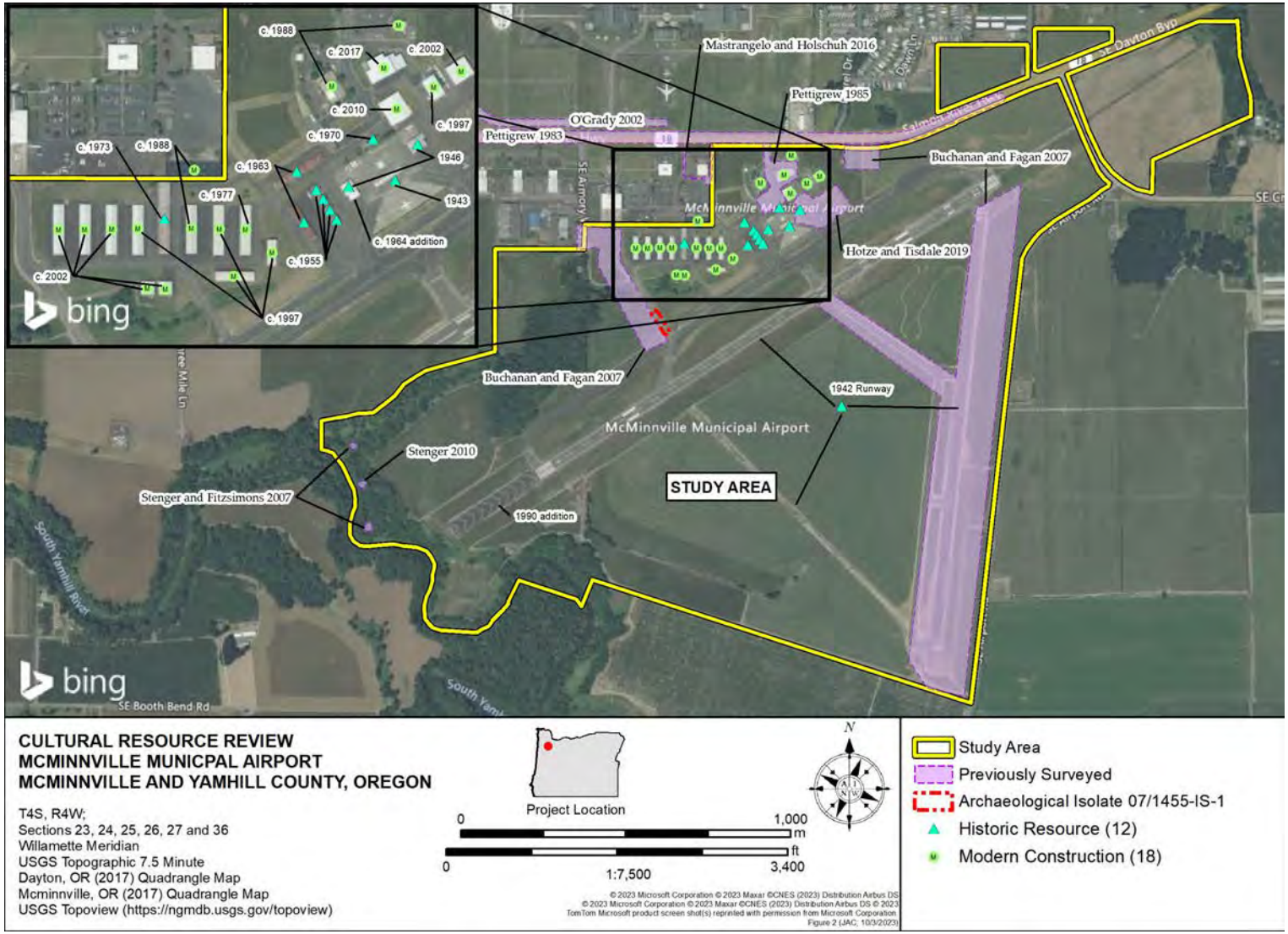


Figure 2. Aerial overview of the McMinnville Municipal Airport study area.

BACKGROUND REVIEW

AINW reviewed available records online using the Oregon Archaeological Records Remote Access (OARRA) database administered by SHPO to determine if archaeological resources have been recorded or if archaeological surveys have been completed within or near the study area. Historical maps of the area, local Yamhill County historic resource inventories, aerial photography, and primary historical sources were also examined.

The McMinnville Mammoth Site is within the southwestern portion of the study area on the east bank of the South Yamhill River. The paleontological site consists of the partial remains of a mammoth and extinct species of bison (*Bison antiquus*). The mammoth remains date to approximately 46,400 years ago; the bison remains have not been dated. No archaeological component has been identified in association with the McMinnville Mammoth Site (Stenger 2010; Stenger and Fitzsimons 2007).

Historic-Period Maps and Documents

Euroamerican settlement in Yamhill County began in the 1840s and 1850s after United States Congress passed the 1850 Donation Land Act (Juntunen et al. 2005:106-107). Yamhill County was the second of four original districts established by the Oregon Provisional Legislature in 1843 (Oregon Secretary of State 2023).

Among the early setters to arrive in the area was Walter T. Newby. In 1853, Newby constructed a grist mill near the current location of Third Street. The mill later played a key role in the establishment of the future townsite (Gunness 1976:47). Two years later, in 1855, he donated five acres of his own land to plat the townsite of McMinnville, naming it after his hometown of McMinnville, Tennessee (Gunness 1976:47). The townsite was incorporated in 1876, and by 1880, over 147 families had settled in the town. In 1888, the Yamhill County Seat was removed from Lafayette and granted to McMinnville (Yamhill County Historical Society 1976).

Agriculture has been the dominant industry in Yamhill County since the mid-nineteenth century (Karow and Lutz 2017). In the early years of Euroamerican settlement, cattle and horse grazing, and subsistence farming were the main agricultural pursuits (Karow and Lutz 2017). By 1900, row crops such as wheat and hay were replaced by pear, cherry, and walnut orchards (Karow and Lutz 2017; Yamhill County 2001). There is also documentation of cranberry production in 1909 (Karow and Lutz 2017). Agriculture continues to play a vital role in the region's economy (Century West Engineering 2004).

The first recorded land survey of Township 4 South, Range 4 West dates to 1852 and shows the airport property overlapping with the Donation Land Claims (DLC) of John and Mary White, and Clarinda and Reuben Harris (General Land Office [GLO 1852]). The 1852 map depicts a plowed field and a structure associated with the White DLC in the northeast corner of Section 26 (GLO 1852). Like many early pioneers, John and Mary White departed from Missouri and travelled across the continent on the Oregon Trail, before they arrived in McMinnville in 1850 (State of Oregon 2023). By 1860, the airport property overlaps with five separate DLCs, including the John and Mary White, Clarinda and Reuben Harris, Ellen and Darling Smith, Isaiah John, and Absalom Meredith claims (GLO 1860).

The McMinnville Municipal Airport originated as a military airfield to train pilots and aircrews of the United States Army Air Forces during World War II (Century West Engineering 2004; Hotze and Tisdale 2019). The airport was acquired by the City of McMinnville in 1942, and a formal opening was held on September 5, 1946 (*Herald and News* 1946).

The McMinnville Municipal Airport is first depicted in historic-period aerial photographs that date to the early 1950s. The photographs show the triangle-shaped runway and Quonset hangars that were constructed by the federal government (Atley 1983; Historic Aerials 2023a). Since circa 1955, the boundaries of the city-owned property have been expanded multiple times, and numerous hangars and other types of administrative buildings have been added to the property and are leased by private companies (Century West Engineering 2004).

Previous Cultural Resource Studies

A review of records available on OARRA shows that four cultural resource studies have been conducted within or partially overlap the study area, and one archaeological isolate has been previously recorded in the study area. An additional five cultural resource studies and one archaeological isolate are within 1.6 kilometer (km) (1.0 mile [mi]) of the study area. The archaeological isolates and studies within and adjacent to the current study area are described below.

Cultural Surveys

Four cultural resource studies have been conducted within or partially overlap the study area (Buchanan and Fagan 2007; Hotze and Tisdale 2019; Pettigrew 1983, 1985), and an additional six cultural resource studies have been conducted within 1.6 km (1 mi) within the study area (Baker 2015; Bard and McClintock 2008; Hatz 2001; Mastrangelo and Holschuh 2016; O'Grady 2002; Wilt 2002).

- An archaeological survey was conducted for a road widening project along Oregon Route 18 (OR 18). The survey partially overlaps the northeastern portion of the study area (Figure 2). No archaeological resources were identified during the pedestrian survey, and no subsurface testing was conducted (Pettigrew 1983).

- An archaeological survey was conducted within the study area for the construction of access roads to connect airport facilities with OR 18 to the north. The project was in the north-central portion of the current study area (Figure 2). No archaeological resources were identified during the pedestrian survey, and no subsurface testing was conducted (Pettigrew 1985).

- A cultural resource survey was conducted within the study area for runway, taxiway, and hanger construction and improvements (Buchanan and Fagan 2007). The 30-acre project Area of Potential Effects (APE) consisted of three locations within the study area (Figure 2). A pre-contact isolate was identified in the central portion of the study area on the ground surface and in shovel tests (Buchanan and Fagan 2007). The isolate (07/1455-IS-1) is detailed in the Archaeological Resources section of this report.

- A cultural resource survey was conducted within the study area for apron and taxiway improvements. The 2.4-acre project APE was in the north-central portion of the study area (Figure 2). As most of the project APE was paved and crossed by several buried utilities, shovel testing was not conducted. No archaeological resources were identified during the pedestrian survey (Hotze and Tisdale 2019).

- A cultural resource survey was conducted for the installation of a telecommunications facility immediately northeast of the current study area (Figure 2). A pedestrian survey and the excavation of one shovel test was conducted for the study. No archaeological resources were identified during the pedestrian survey or shovel testing (Mastrangelo and Holschuh 2016).

- An archaeological survey for the construction of a frontage road and intersection was conducted on the north side of OR 18 approximately 155 meters (508 feet) northwest of the study area (Figure 2). The nearest shovel test was excavated approximately 0.41 km (0.25 mi) to the north of the current study area. No archaeological resources were identified during the pedestrian survey or shovel testing (O'Grady 2002).

- A cultural resource survey was conducted for a pipe storage yard for a linear proposed liquified natural gas pipeline project approximately 0.56 km (0.35 mi) east of the study area. No archaeological resources were identified during the pedestrian survey, and no shovel testing was conducted within the portion of the project within 1.6 km (1 mi) of the current study area (Bard and McClintock 2008).

- A cultural resource survey for the construction of residential rental units was conducted approximately 0.93 km (0.53 mi) northwest of the study area. An archaeological isolate (ISO-1) was identified as a result of shovel testing for the project (Wilt 2002). The isolate is detailed in the Archaeological Resources section of this report.

- An archaeological survey was conducted for a wetland restoration project approximately 1.6 km (1 mi) north of the study area. No archaeological resources were identified during the pedestrian survey, and no subsurface testing was conducted (Hatz 2001).

- An archaeological survey was conducted for a proposed solar farm approximately 1.6 km (1 mi) south of the study area. No archaeological resources were identified during the pedestrian survey, and shovel testing for the project (Baker 2015).

Archaeological Resources

One archaeological isolate is within the study area, and one archaeological isolate is within 1.6 km (1 mi) of the study area.

- Archaeological isolate 07/1455-IS-1 was identified in the north-central portion of the study area. The isolate consisted of five lithic flakes identified on the ground surface and two lithic flakes identified within the plow zone in the upper 20 centimeters (cm) (8 inches [in]) of two shovel

tests. The isolate was determined to be not eligible for listing in the NRHP (Buchanan and Fagan 2007).

- Pre-contact archaeological isolate ISO-1 was identified approximately 1.06 km (0.65 mi) northwest of the study area in the upper 20 cm (8 in) of three shovel tests. The isolate consisted of one cryptocrystalline silicate (CCS) flake, one basalt flake, and one CCS biface fragment identified within the plow zone. The isolate is unevaluated for listing in the NRHP (Wilt 2002).

Built Environment

The McMinnville Municipal Airport is a grouping of airport hangars, taxiways, aprons, runways, administrative, and office buildings located in McMinnville and Yamhill County, Oregon. The McMinnville Municipal Airport was originally constructed as a national defense project during World War II; it was acquired fee title by the City of McMinnville in 1942 (Century West Engineering 2004). The triangle-shaped runways, terminal apron, and two Quonset hangars to the east and west of the fuel storage are the oldest resources on the airport property, and they were constructed between circa 1942 and 1946 as part of the original airport development (Century West Engineering 2004). Between circa 1946 and circa 1990, the runways were extended and paved multiple times (*Medford Mail Tribune* 1953; Morton 1970; *Statesman Journal* 1975; *The News-Review* 1946). Circa 1990, a paved override was constructed at the north end of Runway 4-22, the northeastern-most runway, and several of the taxiways were extended (Century West Engineering 2004; Millikan 1988). The extant Fixed Base Operator building dates to circa 1970 (Historic Aerials 2023a, 2023b).

Since it was established, the acreage of the city-owned property has been expanded and developed multiple times (Griffith 1968; Newton 1972; *Statesman Journal* 1970; *The Capital Journal* 1972). Private T-hangars to the west of the fuel storage area were constructed between circa 1955 and circa 2002 (Historic Aerials 2023c, 2023d, 2023e, 2023f). The remaining buildings on the city-owned property are modern and were constructed between circa 1988 and circa 2002 (Historic Aerials 2023d, 2023f, 2023g).

The McMinnville Municipal Airport was previously evaluated in the 1983 City of McMinnville Historic Resources Survey, and it was previously recommended eligible for listing in the NRHP (Atley 1983). However, the 1983 evaluation did not apply the NRHP Criteria for Evaluation, and it was not an assessment of the seven aspects of integrity included in the documentation.

At least four other historic-period buildings operate in association with the McMinnville Municipal Airport, but they are owned by other airport businesses including the Army Air National Guard and Evergreen Aviation. These structures include a 1970 hangar, a 1970 office building, a 1975 armory building, and at least one other office or administrative building that dates to circa 1973 (*Statesman Journal* 1970; Stone 1975). These buildings are located to the north and the west of the runway and T-Hangars. In 1990, the Evergreen Aviation and Space Museum was established to the north of the McMinnville Airport on the north side of SE Three Mile Lane.

Summary and Recommendations

AINW completed a cultural resource review for the McMinnville Municipal Airport project. The review found that the airport became operational in 1942 and was originally constructed as a national defense project during World War II. There are 12 structures within the study area that were built more than 50 years ago. Four cultural resource studies have been conducted within the study area, and one archaeological isolate (07/1455-IS-1) is located within the study area.

AINW recommends that compliance-level cultural resource investigations be conducted if projects are proposed in association with the Airport Master Plan. This includes conducting archaeological surveys with subsurface testing in areas that have not been previously surveyed where ground disturbance is proposed; documenting buildings and structures more than 50 years old in the study area on Oregon State historic property inventory forms prior to changes to the built resources; and determining eligibility for listing in the NRHP in consultation with the FAA and SHPO for cultural resources within project footprints. AINW also recommends that in the case of a federal nexus, the McMinnville Municipal Airport be investigated for its potential to meet the minimum eligibility requirements for listing in the NRHP as a historic property to assist in compliance with Section 106 of the National Historic Preservation Act and to meet current reporting standards of SHPO.

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Appendix B

Environmental Review

Final

MCMINNVILLE MUNICIPAL AIRPORT

Airport Master Plan Environmental Overview

Prepared for
Century West Engineering Corporation

November 2023

ESA

Final

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TABLE OF CONTENTS

Airport Master Plan Environmental Overview

Page

LOCATION **4**

AIR QUALITY **5**

BIOLOGICAL RESOURCES **5**

General Terrestrial and Aquatic Species Habitat **5**

Federally-Protected Species, Critical Habitat, and Essential Fish Habitat **6**

State-Protected Species **12**

Migratory Bird Treaty Act **12**

CLIMATE **13**

COASTAL RESOURCES **13**

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) **14**

FARMLAND **15**

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION **15**

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS **16**

Socioeconomics **16**

Environmental Justice **16**

Children's Environmental Health and Safety Risks **17**

NATURAL RESOURCES AND ENERGY SUPPLY **17**

VISUAL RESOURCES **17**

WATER RESOURCES **18**

Wetlands **18**

Surface Waters **18**

Floodplains **21**

Water Quality **21**

Groundwater **22**

National Wild and Scenic Rivers **22**

REFERENCES **23**

List of Figures

Figure 1. Streaked Horn Lark Use Areas 2013-2017
Figure 2. NRCS Soils Map
Figure 3. National Wetland Inventory Map
Figure 4. Delineated Wetlands
Figure 5. FEMA Flood Hazard Layer
Figure 6. Municipal Groundwater Wells

List of Tables

Table 1. Listed Species that Could Potential Occur in the Vicinity of MMV
Table 2. Migratory Bird Habitat at MMV
Table 3. NRCS Farmland Classification

Acronyms and Abbreviations

Airport	McMinnville Municipal Airport
CO	Carbon Monoxide
DPS	Distinct Population Segment
DOT	Department of Transportation
EFH	Essential Fish Habitat
EJSCREEN	Environmental Justice Screening and Mapping Tool
EPA	U.S. Environmental Protection Agency
ESU	Evolutionarily Significant Unit
F	degrees Fahrenheit
FAA	Federal Aviation Administration
FBO	Fixed Based Operator
FEMA	Federal Emergency Management Agency
HUC	Hydrologic Unit Code
IPaC	Information for Planning and Consulting
MBTA	Migratory Bird Treaty Act
MSA	Magnuson-Stevens Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHD	National Hydrography Dataset
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NOx	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NWI	National Wetlands Inventory
O3	Ozone
PAHs	polycyclic aromatic hydrocarbons
Pb	Lead
PCBs	polychlorinated biphenyls
PCE	tetrachloroethene
PM10 and PM2.5	particulate matter
SO2	Sulfur Dioxide
TCE	trichloroethene
TMDL	Total Maximum Daily Load
TRI	Toxic Release Inventory
TSDF	treatment, storage, and disposal facility
USFWS	U.S. Fish and Wildlife Service

AIRPORT MASTER PLAN

Environmental Overview

This Environmental Overview was prepared building off of previous environmental work completed for the McMinnville Municipal Airport (MMV) and readily available information. The purpose of this Environmental Overview is to describe the environmental conditions of MMV and identify any known or potential environmental conditions or issues that could be affected by proposed development at the airport. The contents and organization of this Environmental Overview are based on the National Environmental Policy Act (NEPA) Environmental Impact Categories outlined in Federal Aviation Administration (FAA) Order 1050.1F Environmental Impacts: Policies and Procedures, including:

- Air Quality.
- Biological Resources (including fish, wildlife, and plants).
- Climate.
- Coastal Resources.
- Department of Transportation Act, Section 4(f).
- Hazardous Materials, Solid Waste, and Pollution Prevention.
- Natural Resources and Energy Supply.
- Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risk.
- Visual Resources.
- Water Resources (including wetlands, floodplains, surface waters, water quality, stormwater, groundwater, and wild and scenic rivers).

LOCATION

The MMV airport is located at 4000 SE Cirrus Avenue within McMinnville's city limits in Yamhill County, Oregon. The airport property is approximately 650 acres in size and has an average elevation of 158 feet above mean sea level. MMV is bordered by Highway 18 and private properties to the north; SE Airport Road to the east; the South Yamhill River to the south; and agricultural land, Galen McBee Airport Park, and light industrial property to the west. The project

area is within Sections 25 and 26 of Township 4 South, Range 4 West, of the Willamette Meridian.

AIR QUALITY

Local air quality is generally described by the concentration of various pollutants in the atmosphere. The significance of a pollution concentration is determined by comparing it to state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for six criteria pollutants: ozone (O3), carbon monoxide (CO), sulfur dioxide (SO2), nitrogen oxide (NOx), particulate matter (PM10 and PM2.5), and lead (Pb).

Based on both federal and state air quality standards, a specific geographic area can be classified as either an "attainment," "maintenance," or "non-attainment" area for each pollutant. The threshold for non-attainment designation varies by pollutant. MMV is located in a portion of Yamhill County, Washington, that attains NAAQS (Oregon Department of Environmental Quality 2023a).

BIOLOGICAL RESOURCES

Biological resources are valued for their intrinsic aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats. Categories of biological resources evaluated in this document include:

- General terrestrial and aquatic plant and animal species habitat (non-listed).
- Federally-protected species, critical habitat, and Essential Fish Habitat.
- State-protected species.
- Migratory birds.

General Terrestrial and Aquatic Species Habitat

Vegetation at MMV consists predominantly of grasses grown for hay production or seed with some weedy herbaceous species along the edges of fields. The airport has fields that have been farmed for years and are tilled annually. Typical vegetation at the airport includes fescue, bentgrass and Queen Anne's lace in the graveled shoulders along Runway 4-22. Few trees or shrubs are present, with the exception of a small wooded area that is part of Airport Park at the northwest end of Runway 4–22.

The topography of the airport is relatively flat with a general overall slope from southeast to northwest toward a drainage ditch that outlets to the South Yamhill River. The natural topography

of the airport property has been altered from historic conditions through grading for the existing airport improvements.

The South Yamhill River is west of the Airport. The most common salmonid in the South Yamhill River is cutthroat trout (non-listed) (Empfield, 2001). The basin is also stocked with hatchery rainbow trout for recreational purposes. Common warm water fish include bass, crappy, sunfish, and bullhead catfish. Habitat conditions in the lower Yamhill River are poor (as a result of downcutting and simplified channel; lack of canopy, high summer temperatures, low dissolved oxygen).

Federally-Protected Species, Critical Habitat, and Essential Fish Habitat

Federally-Protected Species

U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) are charged with overseeing the requirements of the *Endangered Species Act*, specifically Section 7, which sets forth requirements for consultation to determine if a proposed action "may affect" a federally endangered or threatened species. If an agency determines that an action "may affect" a federally protected species, then Section 7(a)(2) requires the agency to consult with the agencies to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any federally-listed endangered or threatened species, or result in the destruction or adverse modification of critical habitat. **Table 1** lists species protected under the Endangered Species Act that potentially occur in the vicinity of MMV.

Marbled Murrelet

The marbled murrelet is a seabird that breeds in coastal mature and old-growth forests during the spring and early summer, and otherwise resides in the open ocean and large embayments during the remainder of the year (USFWS 2023a). The closest suitable nesting habitat is located over 20 miles to the west in the Coast Range. The marbled murrelet is unlikely to occur at or near MMV because there is no old-growth forest or open ocean in the vicinity.

Northern Spotted Owl

Northern spotted owls require large tracts of mature, old-growth forests for essential life functions such as breeding, wintering, and foraging (USFWS 2023b). There is no old-growth forest or similar habitat in or near MMV. The closest suitable nesting habitat is located over 20 miles to the west in the Coast Range. The northern spotted owl is unlikely to occur at or near MMV because there is no old-growth forest in the vicinity.

Table 1.
Listed Species that Could Potential Occur in the Vicinity of MMV

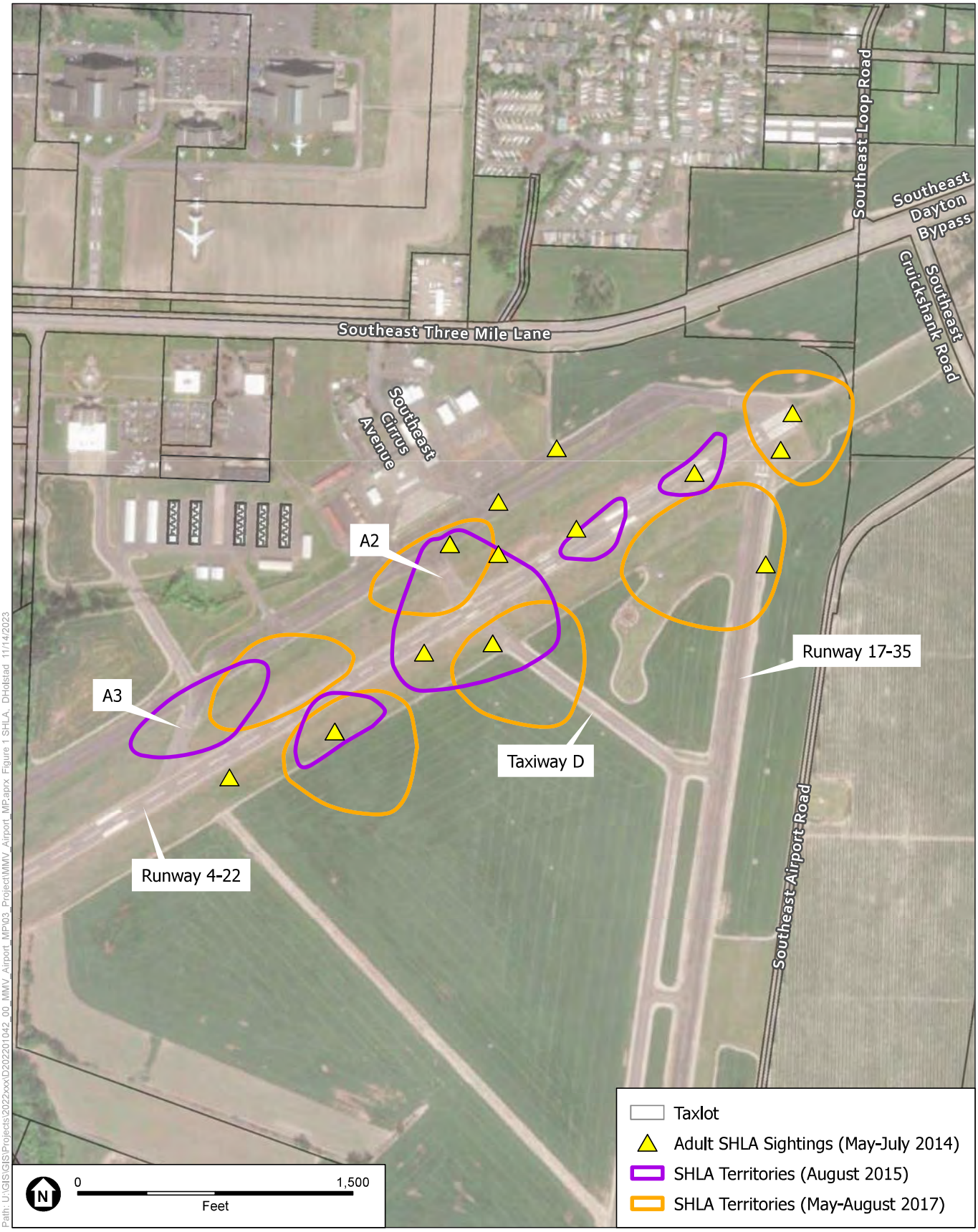
Species Common Name (*Scientific Name*)	Federal Listing and Critical Habitat Status
ANIMALS	
Marbled murrelet (*Brachyramphus marmoratus*)	Listed as **Threatened** in 1992. Revised Critical Habitat **Designated** in 2011. No designated critical habitat at MMV.
Northern spotted owl (*Strix occidentalis caurina*)	Listed as **Threatened** in 1990. Critical Habitat **Designated** in 1992. No designated critical habitat at MMV.
Streaked Horned Lark (*Eremophila alpestris strigata*)	Listed as **Threatened** on October 3, 2013. Critical Habitat **Designated** in 2013. No designated critical habitat at MMV.
Fender's Blue Butterfly *(Icaria icariodes fender)*	Listed as **Endangered** on January 25, 2000. Critical habitat **Designated** in 2006. No designated critical habitat at MMV.
Monarch Butterfly (*Danaus plexippus)*	Listed as **a Candidate** species on December 17, 2020.
PLANTS	
Willamette daisy (*Erigeron decumbens var. decumbens*)	Listed as **Endangered** in 2000. Critical Habitat **Designated** in 2006. No designated critical habitat at MMV.
Kincaid's lupine (*Lupinus sulphureus ssp. kincaidii*)	Listed as **Threatened** in 2000. Critical Habitat **Designated** in 2006. No designated critical habitat at MMV.
Nelson's checker-mallow (*Sidalcea nelsoniana*)	Listed as **Threatened** in 1993. Critical Habitat has not been designated for this species.
FISH	
Steelhead trout (*Oncorhynchus mykiss*), Upper Willamette River (UWR) Distinct Population Segment (DPS)	Listed as **Threatened** in March 1999, with Threatened status reaffirmed in August 2011. Critical Habitat **Designated** in September 2005. The South Yamhill River is designated as Critical Habitat.

SOURCE: USFWS 2023

Streaked Horn Lark

Streaked horned larks are known to breed and winter at the McMinnville Airport (Moore 2015b, 2015c; Environmental Science Associates 2018a). The majority of Airport property provides marginal habitat for the streaked horned lark. However, the 10- to 15-foot-wide gravel shoulders along the two runways, taxiways, and portions of nearby grass-seed field provide the right mix of bare ground and herbaceous cover preferred by breeding streaked horn larks. Known nesting habitat is present within the grass-seed fields, as well as along the gravel shoulder margins. From surveys conducted along Runway 4-22 from 2014-2018, five breeding territories were documented (Environmental Science Associates 2018a). All known breeding territories have been located along Runway 4-22 or along adjoining taxiways (Moore 2015b, 2015c; Environmental Science Associates 2018a) (**Figure 1**)[1].

[1] The entire airport has not been surveyed for streaked horn larks. Surveys conducted in 2017 and 2018 were along Runway 4-22 and adjacent taxiways. It is likely there are additional breeding territories at MMV than are shown on Figure 1.



SOURCE: Parcels: Yamhill County, 2023; Site Data: ESA

MMV Airport Master Plan

Figure 1
Streaked Horned Lark Use Areas 2013-2017
McMinnville Airport

ESA

Other habitat features not directly related to nesting include the paved runways and taxiways and their edges, in which they use to maintain territorial boundaries and for foraging. These areas correspond to where vegetation is generally ruderal and composed of pasture species, and is maintained through mowing and herbicide treatment. Ongoing disturbance from vegetation management, along with from small mammal diggings, creates suitable habitat suitable for streaked horned lark nesting (i.e., vegetation cover is less than 80 percent) (USFWS 2023c).

Fender's Blue Butterfly

The distribution of Fender's blue butterfly is restricted to the Willamette Valley, Oregon, where it currently occupies 32 sites in Yamhill, Polk, Benton, and Lane counties (USFWS 2023d). It is typically found in native upland prairies with well drained soils, dominated by red fescue (*Festuca rubra*) or Idaho fescue (*F. idahoensis*). It uses three species of lupine as larval food plants, and requires their presences for reproduction; these species include Kincaid's lupine (*Lupinus sulphureus kincaidii*), sickle-keeled lupine (*L. albicaulis*), and spur lupine (*L. arbustus*) (USFWS 2023d). The airport has underling poorly drained soils (Natural Resource Conservation Service [NRCS] 2023), which causes the site to be poorly suited to support native lupines (they prefer well drained soils) (NPSO 2018). Vegetation at MMV consists predominantly of grasses grown for hay production or seed with some weedy herbaceous species along the edges of fields. The airport has fields that have been farmed for years and are tilled annually. Typical vegetation at the airport includes fescue, bentgrass and Queen Anne's lace. Given the disturbed environment, poorly drained soils, and active vegetation management it is unlikely that the plants species are present to a degree to support Fender's blue butterfly.

Monarch Butterfly

The western North American population of the monarch butterfly has been declining over the last 20 years. Primary factors that influence the populations' resiliency including availability of milkweed and nectar resources (losses as well as gains from conservation efforts), loss and degradation of overwintering habitat, insecticides, and effects of climate change. The monarch butterfly is dependent on milkweed plants. Adult monarchs feed on the nectar of many flowers during breeding and migration, but they can only lay eggs on milkweed plants. Additionally, milkweed is required for developing caterpillars and is the only plant they can eat. As adults, they seek nectar-rich plants in addition to milkweed, such as blazing star, goldenrod, Culver's root and asters. Monarchs living west of the Rocky Mountain range in North America primarily overwinter in California. Although the vegetation at the airport has been altered and disturbed, there is the potential for native milkweed and other native nectar-rich plants to be present that can support monarchs.

Willamette Daisy

Willamette daisy occurs in flooded bottomland prairies as well as well-drained upland prairies on alluvial soils of the Wapato, Bashaw, and McAlpin series (USFWS 2008a). These soils do not occur at the airport (**Figure 2)**. The airport has underling poorly drained soils (NRCS 2023), which causes the site to be poorly suited to support Willamette daisy. This species is currently known to exist at only 18 sites in the Willamette Valley, almost all of which are situated on bottomlands (USFWS 2008a). No bottomlands or well drained upland prairies are present at the

airport despite it being located within the Lower Yamhill River basin. It is unlikely that the Willamette daisy occurs at the airport given the soils associated with this species are not present, and the soils that do exist are poorly drained.

Nelson's Checkermallow

Within the Willamette Valley, Nelson's checker-mallow most frequently occurs in Oregon ash (*Fraxinus latifolia*) swales and meadows with wet depressions, or along streams, and primarily in open areas with little or no shade (USFWS 2008d). It is found at sites with seasonally wet soils and within a hydrologic regime (e.g. saturated soils or standing water until June) (NRCS 2010). It occurs on various soil types, but is often found on heavy, poorly draining alluvial clays with hydric characteristics, such as those present at the airport (NRCS 2010). Intact native swales and depressions are absent from the airport due to long-term and ongoing site disturbances; however, disturbed swales and depressions are present, as are wetlands. This species is known to occur in similarly managed, disturbed sites located at neighboring airports within the Willamette Valley.

Steelhead Trout, Upper Willamette River DPS

The UWR steelhead trout DPS includes all naturally spawned anadromous steelhead populations below natural and manmade impassable barriers in the Willamette River and its tributaries upstream of Willamette Falls to the Calapooia River (inclusive). Critical habitat for this species has been designated and includes the South Yamhill River.

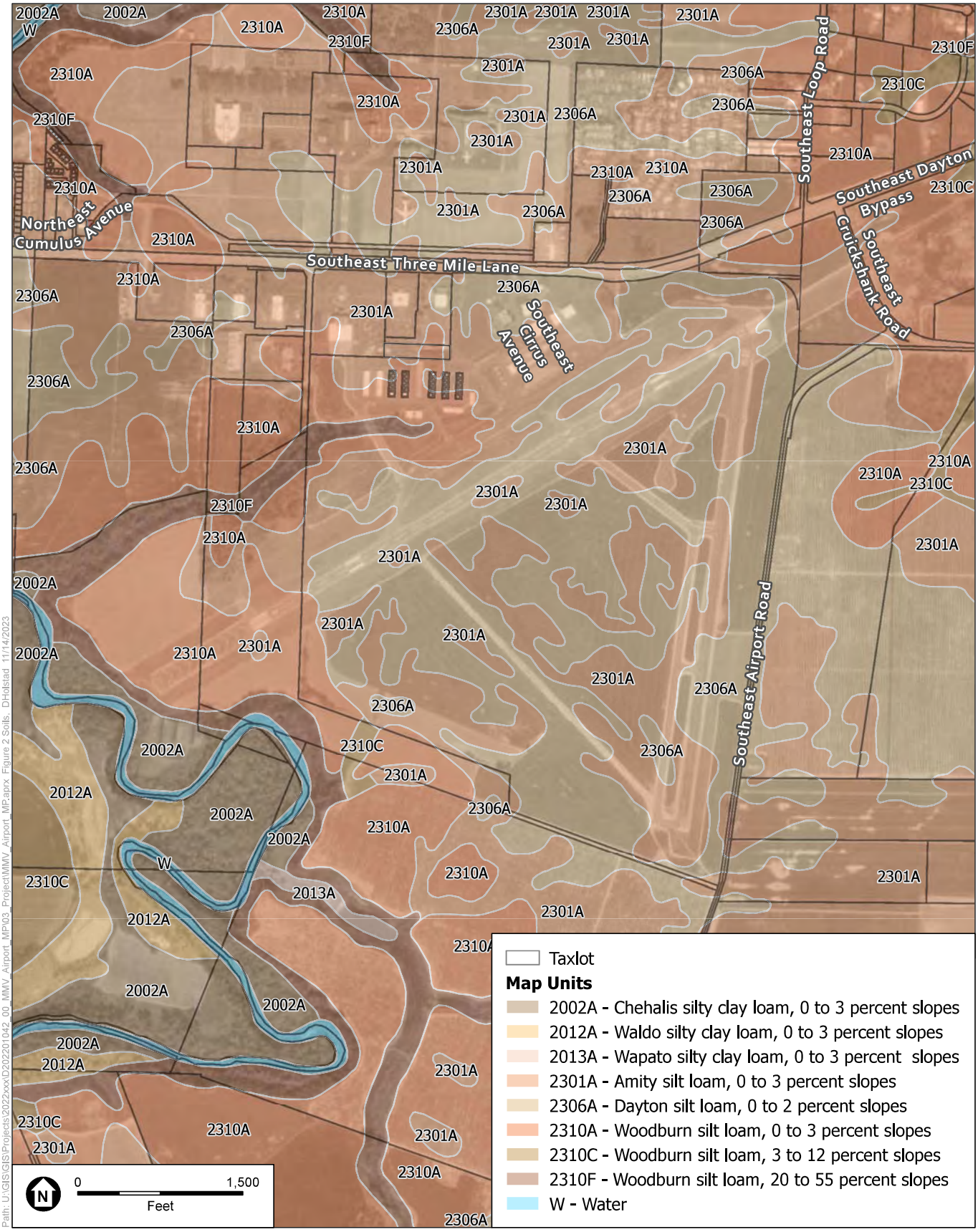
The lower South Yamhill River is mapped as rearing and migration habitat for UWR Chinook salmon and steelhead (StreamNet, 2023). Juvenile salmon may rear in the project vicinity, but no salmonids were detected in the basin during surveys in the 1980s (Empfield, 2001) and there are no regular fish population surveys in the South Yamhill River. Steelhead are known to spawn and rear in Agency Creek in the upper South Yamhill Watershed where water temperatures are cooler and instream habitat is less altered than the lower watershed (Bash and Ishii, 2002).

Critical Habitat

There is no designated critical habitat on the airport for any terrestrial species. Critical habitat for steelhead trout UWR DPS includes the South Yamhill River.

Essential Fish Habitat

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-297), requires federal agencies to consult with the NMFS on activities that may adversely affect Essential Fish Habitat (EFH). EFH for relevant federally managed commercial fish species protected by the MSA is found in the South Yamhill River for Pacific Salmon which includes Chinook salmon and Coho salmon (NOAA Fisheries 2022b).



SOURCE: Parcels: Yamhill County, 2023; Soils: NRCS SSURGO, 2023

MMV Airport Master Plan

Figure 2
NRCS Soil Map Units
McMinnville Airport

State-Protected Species

Species listed under the Oregon Endangered Species Act that could occur within the vicinity of the airport include:

- Marbled murrelet, State Endangered
- Northern spotted owl, State Threatened
- Willamette daisy, State Endangered
- Kincaid's lupine, State Threatened

Habitat requirements and the probability of these species occurring at the airport are discussed above.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS. Protected MBTA resources generally include native birds and their active nests and young. Under the requirements of the MBTA, all project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project.

Table 2 lists the Birds of Conservation Concern protected under the Migratory Brid Treaty Act of 1918 (MBTA, U.S. Code [U.S.C.] §§ 703-712) that could potentially occur in the vicinity of the project area (USFWS 2023). Suitable breeding habitat occurs in the project area for six of the species of migratory birds listed as Birds of Conservation Concern.

TABLE 2.
MIGRATORY BIRD HABITAT AT MMV

Species	Breeding Season	Nesting Habitat Requirements	Probability of Presence in the Project Area
Evening grosbeak	May 15 – Aug 10	Mixed conifer forests, but will used broadleaved trees for nesting and	May 22 – Jul 31
Wrentit	Mar 7 – Aug 15	Dense low growth, shrubby areas	May
Olive-sided	May 20 – Aug 31	Breeds in coniferous forests.	May - Aug
Rufous hummingbird	April 15 – Jul 15	Mixed pine/oak and oak forests. Nests are built in shrubs or conifers.	Mar – Aug

SOURCE: USFWS 2023

The nesting season for migratory birds occurs between March 1 and September 15. The U.S. Department of Interior's legal opinion on the MBTA states, *"the take [killing] of birds resulting from an activity is not prohibited by the Migratory Bird Treaty Act when the underlying purpose of that activity is not to take birds"* (December 2017). The small wooded area that is part of Airport Park is suitable breeding habitat for the migratory birds listed as Birds of Conservation Concern in Table 2.

CLIMATE

The climate in McMinnville is mild. McMinnville gets some kind of precipitation, on average, 143 days per year. Precipitation is rain, snow, sleet, or hail that falls to the ground. National Oceanic and Atmospheric Administration (NOAA) data from 2014 to 2022 indicates coldest temperatures occur in December and January when the average daily low is 22 degrees Fahrenheit (F) average daily high is 35 degrees F (NOAA 2022). The highest temperatures are in July and August when the average daily high is 85 degrees F and the average low is 53 degrees F (NOAA 2022). The average annual precipitation is 43 inches. The *wetter season* lasts from *October* to *May*, with a greater than *31%* chance of a given day being a wet day. The month with the most wet days in McMinnville is *November*, with an average of *16 days* with at least *0.04 inches* of precipitation. The *drier season* lasts from *May* to *October*. The month with the fewest wet days in McMinnville is *July*, with an average of *2 days* with at least *0.04 inches* of precipitation.

Increasing concentrations of greenhouse gas (GHG) in the atmosphere affect global climate (Intergovernmental Panel on Climate Change 2014, U.S. Global Change Research Program 2009). FAA Order 1050.1F determines the need for and establishes the extent of the greenhouse gas (GHG) assessment required for airport-related actions and projects. GHGs include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), and increasing concentrations of them in the atmosphere affect global climate. Anthropogenic (i.e., man-made) sources of GHG emissions are primarily associated with the combustion of fossil fuels, including aircraft and construction vehicle fuels. The Airport does not have a baseline for GHG emissions or a facility-specific plan.

The EPA has developed interim guidelines that estimate the social cost of carbon emissions that can be used for assessing GHG emission on a project-specific basis. The social cost of carbon is the cost of the economic damages or losses that result from emitting one extra ton of carbon dioxide into the atmosphere. It reflects the effects of climate change on human outcomes and indicates how much it is worth to us today to avoid the damage that is projected for the future.

COASTAL RESOURCES

MMV is 40 miles inland from the Pacific Ocean, outside of the Coastal Zone Management Area.

DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

Section 4(f) of the Department of Transportation (DOT) Act provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a historic site, public park, recreation area, or waterfowl and wildlife refuge of national, state, regional, or local importance unless there is no feasible and prudent alternative to the use of such land, and the project includes all possible planning to minimize harm resulting from the use. The following list summarizes the nearest properties of each type that may be protected under Section 4(f) of the DOT Act.

- Properties Listed on the National Register of Historic Places:
    - There are no properties listed on the National Register of Historic Places on or adjacent to the Airport. There are several historical sites in McMinnville, including the McMinnville Historic District, approximately 3 miles northwest of the airport (NPS 2023).
- Recreation Areas:
    - There are no recreation areas within 20 miles of the airport.
- Wildlife Refuge:
    - There are no National Wildlife Refuges within 20 miles of the airport.
- Locally Owned Park:
    - Galen McBee Airport Park is located in the northwest area of the MMV, on airport property.
- Other Considerations – School Playgrounds. Publically-owned school playgrounds, running tracks, ball fields, etc. also provide substantial walk-on recreational opportunities for the surrounding community and may qualify as Section 4(f) properties. The project sponsor must coordinate with the officials with jurisdiction in order to assess whether the property should be considered under Section 4(f).
    - There are no schools within a mile radius of the airport.
- Other Considerations – Cemeteries. Cemeteries would only be considered Section 4(f) properties if they are determined to be on or eligible for the NR as historic sites deriving significance from association with historic events, from age, from the presence of graves of persons of transcendent importance, or from distinctive design features.
    - There are no cemeteries within a mile radius of the airport.

FARMLAND

The soil series mapped by NRCS on MMV are shown on **Figure 2**. The NRCS Farmland Classification are show in Table 3.

The interior airfield and a portion of undeveloped area (identified as Areas C and D on the Airport Layout Plan) are in agricultural production. These areas are leased to grow grasses for hay production or seed. These fields that have been farmed for years and are tilled annually. According to the City, there are no drain tiles in fields; therefore, areas mapped with Wapato and Amity would not be considered prime farmland.

TABLE 3.
NRCS FARMLAND CLASSIFICATION

Soil Series	Farmland Classification
Chehalis silty clay loam	Prime Farmland
Waldo silty clay loam	Farmland of Statewide Importance
Wapato silty clay loam	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
Amity silt loam	Prime farmland if drained
Dayton silt loam	Farmland of statewide importance
Woodburn silt loam 0 to 3 percent	Prime farmland
Woodburn silt loam 3 to 12 percent	Farmland of statewide importance
Woodburn silt load 20 to 55 percent	Not prime farmland

SOURCE: NRCS 2023

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate the use, storage, transport, and disposal of hazardous materials. According to the EPA's EJSCREEN, there are no superfund or brownfield sites in the blockgroup (EPA 2023a). There are also no hazardous waste, treatment storage or disposal facilities within the blockgroup (EPA 2023a).

MMV has both aviation gasoline and jet fuel available for sale. The airport has two above ground storage tanks. The FBO also operates a fuel truck for aviation gas. The tanks and fueling facilities are located near the northwest corner of the terminal apron.

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

Population and Housing

The Airport is in Blockgroup 410710306013 (EPA 2023a). The blockgroup has a population of 462 people (EPA 2023a). There 189 households in the blockgroup that are 58 percent owner occupied (EPA 2023a).

Highway 18 abuts the airport on the north. Across the highway (to the north) is a manufactured home subdivision located to the northeast, in the City's Mult-Family Residential zone.

Employment

The blockgroup has an unemployment rate of 14 percent; the state average is 6 percent (EPA 2023a).

Economics

MMV is categorized as a Business/High Activity General Aviation airport in the Oregon Aviation System, which means the airport accommodates a substantial level of business aviation activity in addition to a broad range of general aviation activities.

An economic impact analysis prepared as part of the 2020 Oregon Aviation Plan using 2016 data estimated the economic contribution of 97 Oregon airports to the statewide economy (Jviation 2020). Direct on-airport impacts estimated in the Oregon Aviation Plan analysis included those associated with airport administration and airport tenants. Secondary economic effects, also referred to as multiplier effects, represent additional economic activity supported elsewhere in the state economy. Secondary effects supported by tenants and businesses at the airport include supply chain purchases made from other businesses in the region and consumer spending from the business' employees (Jviation 2020). General aviation operations at the Airport accounted for approximately 13,200 visitors who arrived in the area via aircraft. The total combined direct output stemming from all on-airport aviation-related tenants, capital improvements and visitor-related expenditures was estimated at $162.4 million (Jviation 2020). On airport tenants and visitors accounted for nearly 701 direct jobs with an estimated direct payroll of $47.7 million (Javiation 2020).

Environmental Justice

The blockgroup consists of 46 percent are low income and 33 percent are people of color (EPA 2023a).

Children's Environmental Health and Safety Risks

There are no schools within a mile radius of the airport.

NATURAL RESOURCES AND ENERGY SUPPLY

The developed areas of the airport have water, sewer, and electrical services. Sewer is provided by the City of McMinnville, and water and electrical services are provided by McMinnville Water and Light. Northwest Natural Gas maintains natural gas lines along Highway 18.

VISUAL RESOURCES

Light emissions include airport lights, which may be seen from beyond the airport property. MMV currently has existing navigational aids including the following:

- Rotating beacon.
- Lighted windsock.
- Runway end identifier lights (REIL) on Runway 4.
- High Intensity Runway Lighting (HIRL) on Runway 4-22.
- Runway End Identifier Lights (REILs) on Runway 4.
- Precision Approach Path Indicators (PAPI) system on Runways 4 and 22.
- Medium intensity approach lighting system with runway alignment indicator lights (MALSR) on Runway 22.

Sources of light emissions surrounding the Airport vary greatly, from more well-lit areas of commercial and industrial uses to lightly lit residential areas to mostly unlit areas of adjacent forested areas. Aircraft operations currently occur at the Airport and are visible in the airspace flying at various altitudes. Typical operations include aircraft arrivals, departures, and overflights.

There are no federal, state, or local (City of McMinnville) protected or designated visual resources within 2 miles of the Airport. This includes scenic roadways/byways, Wild and Scenic Rivers, National Scenic Areas, scenic easements, trails, or Section 4(f) properties.

The existing views from the airport are primarily large expanses of agricultural land to the east, west and south. North of the airport is Highway 18. Development north of Highway 18 includes a mobile home park and the Evergreen Aviation and Space Museum.

WATER RESOURCES

Wetlands

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the Clean Water Act. Wetlands are defined in Executive Order 11990, Protection of Wetlands, as "*those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonably saturated soil conditions for growth and reproduction."*

National Wetlands Inventory (NWI) mapping within the vicinity of the Airport is shown on **Figure 3**. Previous wetland delineations conducted at the Airport on shown on **Figure 4**.

The South Yamhill River is west of the Airport. An intermittent riverine wetland flows from the west edge of main apron to west is the South Yamhill River.

Two wetlands were delineated on the east side of the main apron in 2018 (Environmental Science Associates 2018b). No other wetlands have been delineated on the airport.

Surface Waters

The airport is located within the Lower Yamhill River basin, Hydrologic Unit Code (HUC) 1709000804. The airport property boundary runs along the South Yamhill River for a portion of the west side. The North Yamhill River joins the South Yamhill River about 8 miles downstream of the airport to form the Yamhill River, a tributary of the Willamette River. The South Yamhill River is listed on EPA's 303(d) list as water quality limited for bacteria and other microbes, low oxygen, and high temperature (EPA 2023b).



SOURCE: Parcels: Yamhill County, 2023; Wetlands: USFWS NWI, 2023

MMV Airport Master Plan

Figure 3
National Wetland Inventory
McMinnville Airport

ESA



Path: U:\GIS\GIS\Projects\2022xxx\D202201042_00_MMV_Airport_MP\03_Project\MMV_Airport_MP.aprx Figure 4 Wetlands_DHolstad 11/14/2023

SOURCE: Parcels: Yamhill County, 2023; Site Data: ESA

MMV Airport Master Plan

Figure 4
Surveyed Wetlands
McMinnville Airport

ESA

Floodplains

Executive Order 11988, Floodplain Management, directs federal agencies to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. The land adjacent to the South Yamhill River is designated as a Special Flood Hazard Areas (**Figure 5**).

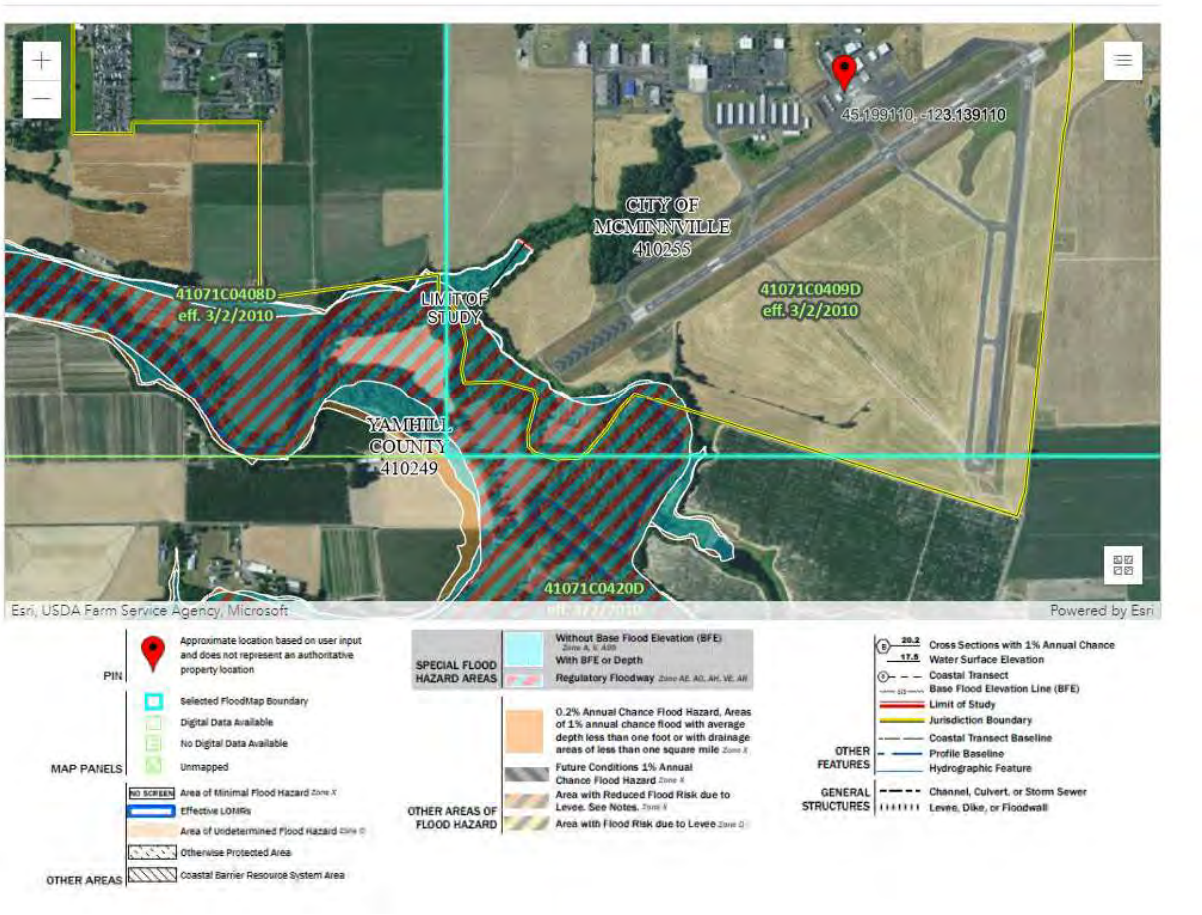


Figure 5. FEMA Flood Hazard Layer

Water Quality

The airport relies on a combination of infiltration and stormwater management infrastructure (inlets, storm pipe, and manholes) for site drainage. Directly adjacent to the runways and taxiways are bioswales that allow for treatment of stormwater and subsurface infiltration. Buried beneath the surface, along these pavement edges, exists a system of perforated underdrains. The underdrains were installed to allow for the conveyance of subsurface stormwater. These underdrains connect to the storm drain system, which also collects surface runoff via inlets, and transports the stormwater to the west. Generally, MMV has been graded to avoid the collection of surface waters, in an effort to avoid the creation of waterfowl habitat. There is, however, a drainage ditch that runs from the western half of Runway 4-22. This drainage receives the storm drain system conveyance and runs west, beneath a crossing taxiway, through the adjacent drainage in Airport Park and discharges to the South Yamhill River.

Groundwater

There are no sole source aquafers in the vicinity of the Airport (EPA 2023c).

There are four groundwater wells (YAMH 53393, YAMH 55102 , YAMH 53392, YAMH 55101) located east of MMV along SE Airport Road that supply municipal water to the cities of Dayton and Lafayette (Oregon Water Resources Department 2023). The municipal water wells are indicated by the blue dots on **Figure 6.**

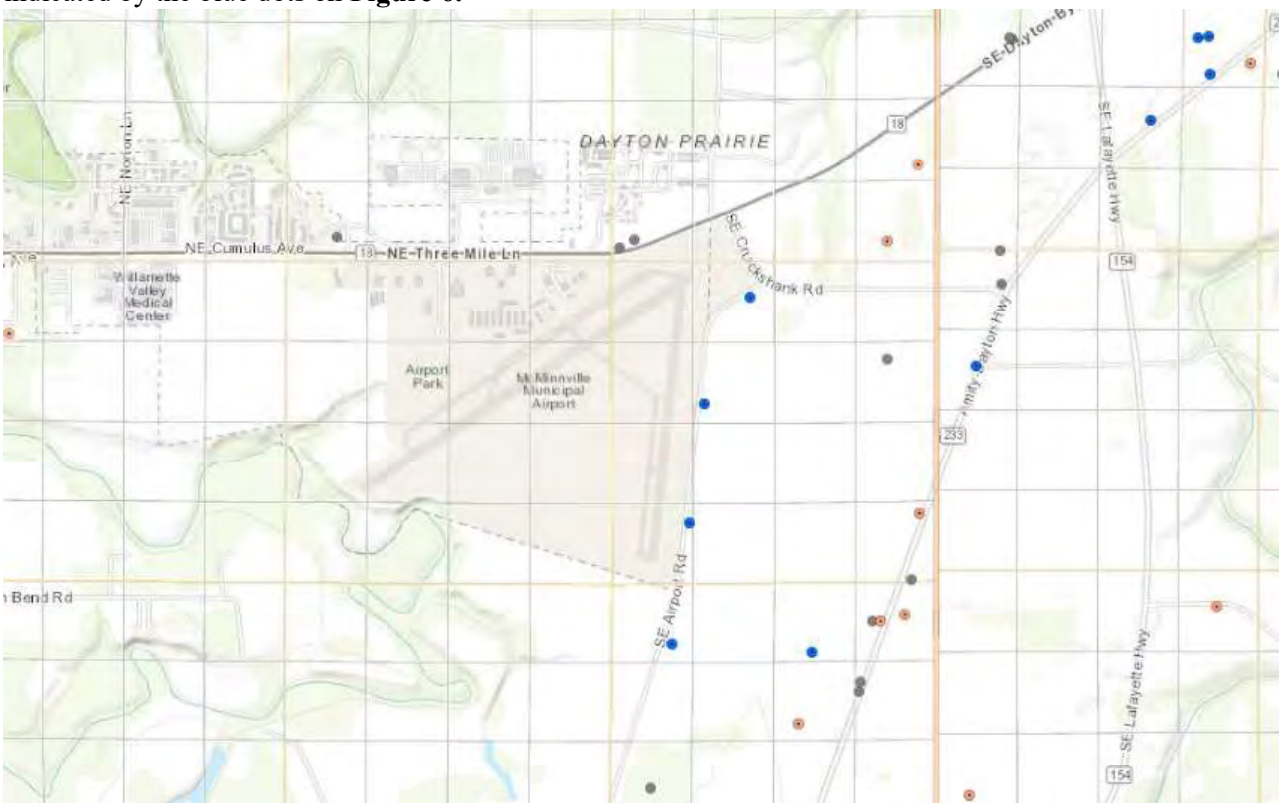


Figure 6. Municipal Groundwater Wells

National Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers near the Airport. The nearest designated segment of a Wild and Scenic River is Walker Creek, a tributary of the Nestucca River, approximately 25 miles west of the Airport (Oregon Wild 2023).

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Appendix C

Zoning Ordinances

McMinnville Municipal Airport (MMV)

Land Use (Zoning) for MMV and Vicinity (2025)

The following zoning ordinances apply to MMV or nearby off-airport parcels.

MMV - Primary Zoning

Chapter 17.42
M-2 GENERAL INDUSTRIAL ZONE

Sections:

17.42.010 Permitted uses.
17.42.020 Conditional uses.
17.42.030 Yard requirements.
17.42.040 Building height.

17.42.010 Permitted uses.

In an M-2 zone, the following uses and their accessory uses are permitted:

A. A use permitted in the M-1 zone (except for child care center and day care facility (adult));

B. Manufacturing, repairing, fabricating, processing, packing, or storage uses not listed in Chapter 17.39 MMC (Light Industrial Zone) and which have not been declared a nuisance by statute, ordinance or any court of competent jurisdiction;

C. Manufacture, processing, and storage of grains or fertilizer;

D. Airport. (Ord. 5104 §2 (Exh. B), 2021; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.42.020 Conditional uses.

In an M-2 zone, the following uses and their accessory uses may be permitted subject to the provisions of Chapters 17.72 and 17.74 MMC:

A. Automobile wrecking yard;

B. Child care center, under the following provisions:

1. Operator must have the appropriate licenses required by state regulations, if applicable;

C. Day care facility (adult), under the following provisions:

1. The structure is not a residence.

2. Requirements of the Oregon Building Codes (including any Fire Life Safety Code), as amended, are met.

3. Operator must have the appropriate licenses required by state regulations;

D. Disposal or reduction of waste materials, garbage, offal, or dead animals to include composting subject to the provisions of Oregon Revised Statute (ORS) 227.600;

E. Junkyard;

F. Manufacture, use or storage of explosives;

G. A privately owned and operated facility planned, located and laid out or modified and oriented for functional use for leisure time activities. The specific use and plan shall be enumerated at the time of application. (Ord. 5104 §2 (Exh. B), 2021; Ord. 4977 §1, 2014; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.42.030 Yard requirements.

Except as required in "A" and "B" below, there shall be no required yards in an M-2 zone:

A. Side yard shall not be less than 50 feet when adjacent to a residential zone;

B. Rear yard shall not be less than 50 feet when adjacent to a residential zone. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.42.040 Building height.

In an M-2 zone, a building shall not exceed a height of 80 feet. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

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MMV - MCBEE PARK

Chapter 17.45
AH AGRICULTURAL HOLDING ZONE

Sections:

17.45.010 Purpose.
17.45.020 Interpretation.
17.45.030 Permitted uses.
17.45.040 Conditional uses.
17.45.050 Lot size.
17.45.060 Yard requirements.
17.45.070 Building height.
17.45.080 Signs. Recodified.

17.45.010 Purpose.

The purpose and intent of the agricultural holding zone is to provide for the continued practice of agriculture in areas where municipal sewer and water service exists or where an adopted city policy affecting the expansion of such services exists.

Further, uses allowed in this zone are to be consistent with proposals and policies contained in an adopted comprehensive plan for the city. The AH zone does not provide for an automatic farm use valuation for farms under the provisions of Oregon Revised Statutes, Chapter 308. However, the use of this zone shall not be construed as restricting in any manner the granting of deferments under the provisions of Oregon Revised Statutes, Section 308.375. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.020 Interpretation.

Where the conditions imposed by any provision of this chapter are less restrictive than comparable conditions imposed by any other provisions of this chapter or of any other ordinance, resolution, or regulation, the provisions which are more restrictive shall govern. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.030 Permitted uses.

In the AH zone, the following uses and their accessory uses are permitted:

A. Farming (definition as per ORS 215.203(a), (b), and (c), exempting a commercial feed lot operation of any kind);

B. Single-family dwelling when comprehensive plan map designation is "residential";

C. Sewage pump station. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.040 Conditional uses.

In the AH zone, the following uses and their accessory uses may be permitted, subject to the provisions of Chapters 17.72 and 17.74 MMC:

A. Public service or public utility buildings and structures, with no interior storage of any kind and no garages for the repair and/or maintenance of equipment;

B. Park, golf course and other open-land recreational uses, but excluding commercial amusement uses such as golf driving range, race tack or amusement park or other similar uses;

C. Public safety facility;

D. Home occupation;

E. Electrical power substation;

F. Water reservoir;

G. Wireless communications facilities, not to include antenna support structures and their associated facilities, subject to the provisions of Chapter 17.55 MMC (Wireless Communications Facilities). (Ord. 4732, 2000; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.050 Lot size.

In an AH zone, a lot that is less than ten acres may not be created. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.060 Yard requirements.

In an AH zone, the minimum yard requirements shall be as follows:

A. Front yards shall be a minimum of 30 feet, except as otherwise required by planned development provisions;

B. Side yards:

1. Single-family dwellings, 10 feet,

2. Public utility structures, five feet,

3. Barns, 50 feet; all other structures, 25 feet;

C. Rear yards:

1. Single-family dwellings, 20 feet,

2. Public utility structures, five feet,

3. Barns, 50 feet; all other structures, 25 feet. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.070 Building height.

Building height in an AH zone shall be as follows:

A. Twenty-five percent of lot depth or 60 feet maximum;

B. Single-family dwellings, 35 feet maximum. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.45.080 Signs.

Recodified. (Moved to Chapter 17.62 MMC (Signs), by Ord. 4900, November 5, 2008).

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INNOVATION CAMPUS (ADJACENT TO MMV)

Chapter 17.36
M-L LIMITED LIGHT INDUSTRIAL ZONE

Sections:

17.36.010 Purpose.
17.36.020 Permitted uses.
17.36.030 Conditional uses.
17.36.040 Yard requirements.
17.36.050 Building height.
17.36.060 Use limitations.

17.36.010 Purpose.

The M-L Limited Light Industrial zone is intended to create, preserve, and enhance areas containing manufacturing and related establishments with limited external impact and with an open and attractive setting. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.36.020 Permitted uses.

In the M-L zone, the following uses and their accessory uses are permitted subject to the provisions of MMC 17.36.010:

A. Aerospace and aeronautics industries, including light sheet metal composite manufacturing, and their accessory uses;

B. Bottling plant;

C. Blueprinting;

D. Business or trade school or college;

E. Cabinet or carpenter's shop;

F. Contractor's equipment storage;

G. Caretaker's dwelling whenever the use requires the on-site residence of such person;

H. Freight depot;

I. Government buildings, including armories, maintenance, repair or storage facilities;

J. Laboratory for experiment, research or testing, except combustion-type motor testing;

K. Manufacturing and assembling of precision optics;

L. Manufacturing and assembling of precision testing equipment;

M. Manufacturing, assembling, testing and repairing of components, devices, equipment and systems of an electronic or electro-mechanical nature, such as, but not limited to:

a. Audio systems and photographs.

b. Coils, tubes, semiconductors and similar components.

c. Communication, navigation, transmission and reception equipment, control equipment and systems.

d. Data processing equipment and systems.

e. Metering instruments.

f. Radar, infrared, and ultraviolet equipment.

g. Radio, television, and telephone equipment.

h. Scientific and chemical instruments;

N. Manufacturing of ceramic products using only previously pulverized clay and fired in kilns using low-pressure gas or electricity (brick and tiles not permitted);

O. Manufacturing or storage of ice;

P. Offices for engineers, architects, landscape architects, surveyors, and those engaged in the practice of designing, drafting, or graphics;

Q. Parking lot, public or private;

R. Photographic film processing, photoengraving, photocopying and photostating;

S. Printing, publishing, or engraving plant;

T. Processing, packaging and storing of food or beverage excluding processing those involving rendering of fats and oils, or slaughtering; (as amended by Ord. 4372, June 3, 1986)

U. Sewage pump station;

V. Electrical power substation;

W. Warehousing of previously prepared materials or products excluding explosive materials;

X. Water reservoir;

Y. Wholesale distribution and sales facility;

Z. Hospital, medical office and ancillary hospital uses;

AA. Wireless communications facilities subject to the provisions of Chapter 17.55 MMC (Wireless Communications Facilities);

BB. *Tasting Room.* The floor area of the tasting room shall not exceed 400 square feet or 10 percent of the facility's onsite floor area, whichever is greater. In no instance shall a tasting room exceed 1,000 square feet in size. Tasting rooms do not include taverns, restaurants, or breweries, which are defined elsewhere;

CC. Child care center, under the following provisions:

1. Operator must have the appropriate licenses required by state regulations, if applicable;

DD. Child care home (registered or certified family child care home), under the following provisions:

1. The structure is a residential dwelling unit.

2. The provider resides at the dwelling.

3. Child care is offered to not more than 16 children, including children of the provider, regardless of full-time or part-time status.

4. Requirements of the Oregon Building Codes (including any Fire Life Safety Code), as amended, are met.

5. Operator must have the appropriate licenses required by state regulations;

EE. Day care facility (adult), under the following provisions:

1. The structure is not a residence.

2. Requirements of the Oregon Building Codes (including any Fire Life Safety Code), as amended, are met.

3. Operator must have the appropriate licenses required by state regulations. (Ord. 5104 §2 (Exh. B), 2021; Ord. 4977 §4, 2014; Ord. 4732, 2000; Ord. 4570 §1, 1994; Ord. 4463 §1, §3, 1989; Ord. 4372 §1 (part), 1986; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.36.030 Conditional uses.

In the M-L zone, the following uses and their accessory uses may be permitted subject to the provisions of Chapters 17.72 and 17.74 MMC:

A. Cable television ground receiving station;

B. Cemetery;

C. Repealed by Ord. 5104 §2 (Exh. B), 2021;

D. Other uses similar to the uses permitted or permitted conditionally;

E. A privately owned and operated facility planned, located and laid out or modified and oriented for functional use for leisure time activities. The specific use and plan shall be enumerated at the time of application;

F. Windmill, for generation of electricity or pumping water;

G. Farm machinery sales and services. (Ord. 5104 §2 (Exh. B), 2021; Ord. 4463 §2, 1989; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.36.040 Yard requirements.

Except as required in "A", "B" and "C" below, there shall be no yards required in the M-L zone:

A. For property zoned M-L fronting on Three Mile Lane, all buildings will be set back 120 feet from the centerline of said street;

B. Side yard shall not be less than 20 feet when adjacent to a residential zone;

C. Rear yard shall not be less than 20 feet when adjacent to a residential zone. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.36.050 Building height.

In an M-L zone, a building shall not exceed a height of 60 feet. (Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

17.36.060 Use limitations.

In an M-L zone, the following limitations shall apply to all uses:

A. Development plans for any proposed use in the M-L zone must first be approved by the planning commission. The following areas must be addressed by the commission prior to approval of the final development plans:

1. *Noise Generation.* The city will examine the potential noise generation of proposed developments and the potential impact of the noise on nearby residential areas. Landscaping, earthen berms, desirable building design and siting, limitations on operating hours or work locations, and/or other methods may be required to lessen noise. DEQ standards will be used by the city as a guideline.

2. *Traffic Generation.* The city will examine the location of access points and the amount of traffic generated by proposed developments for impacts on surrounding areas. The commission must determine that adequate streets exist or will be developed to handle expected traffic and that the proposed activity will not adversely impact streets in the area.

3. *Air and Water Pollution.* The city will examine potential air and water pollution impacts of developments and may place restrictions beyond state DEQ standards where deemed necessary.

4. *Appearance.* The city may require that the site be visually screened from neighboring areas through earthen berms, landscaping and/or other screening methods. This screening may fulfill portions of the required landscaping for the development.

B. In an M-L zone, outside storage abutting or facing a residential zone shall be enclosed by a sight-obscuring fence. The fence shall obstruct the storage from view on the sides of the property abutting or facing a residential zone. The fence shall be of such material and design as will not detract from adjacent residences, shall be free of advertising, and shall be constructed according to plans submitted by the owner or his authorized agent and approved by the planning director. Outside storage in a required yard shall not exceed seven feet in height;

C. All outside lighting shall be directed away from residential zones;

D. A minimum of 25 percent of the development site shall be in open space or landscaping;

E. A completed application and 15 copies of the proposed development plan shall be submitted to the planning director a minimum of 30 days prior to the meeting at which the commission will discuss the proposed development plans. (Ord. 4463 §4, 1989; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

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Chapter 17.52
AIRPORT OVERLAY ZONE

Sections:

17.52.010 Purpose.
17.52.020 Definitions.
17.52.030 General Restrictions.
17.52.040 Runway Protection Zone Restrictions.
17.52.050 Approach Zone Restrictions.
17.52.060 Horizontal Zone Restrictions.
17.52.070 Conical Zone Restrictions.
17.52.080 Waiver of Remonstrance Required.
17.52.090 Notice of Construction.
17.52.100 Nonconforming Uses.
17.52.110 Variances.
17.52.120 Enforcement.
17.52.130 Conflicting Regulations.

17.52.010 Purpose.

The Airport Overlay Zone shall enhance the utility of the McMinnville Municipal Airport by preventing the establishment of any structure or use of land which unreasonably obstructs the safe flight of aircraft in landing or taking off. Further, this overlay zone is intended to prevent the establishment of airspace obstructions through height restrictions and other land use controls, as deemed essential to protect the public health, safety, and welfare consistent with Federal Aviation Regulations (FAR), Part 77. The Airport Overlay Zone is intended to implement recommendations contained in the McMinnville Airport Master Plan Update (1989-2009) and as drawn on the Airport Imaginary Surfaces Map (Wilsey & Ham, 1989). (Ord. 4512 §1 (part), 1992).

17.52.020 Definitions.

For the purpose of this section, refer to MMC 17.06.025 for Airport Overlay Zone related definitions. (Ord. 4952 §1, 2012).

17.52.030 General Restrictions.

No use in the Airport Overlay Zone shall:

A. Create electrical interference with navigational signals or radio communication between the airport and aircraft; or

B. Otherwise endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport. (Ord. 4512 §1 (part), 1992).

17.52.040 Runway Protection Zone Restrictions.

Within the four prescribed clear zones, the city shall make every attempt, subject to available resources, to either purchase title to properties or secure aviation easements in order to protect the airport approach zones. (Ord. 4512 §1 (part), 1992).

17.52.050 Approach Zone Restrictions.

The following uses are prohibited in the Approach Zone:

A. Places of public assembly;

B. Industrial discharge impairing visibility, including smoke or steam pollution sources;

C. Any structure which exceeds a height greater than 209 feet above MSL;

D. Residential density greater than one dwelling per 20 acres except as allowed in the underlying zone existing prior to the date of adoption of this ordinance or except if a development request involves an existing lot of record;

E. The planting of any tree which reaches a mature height of 75 feet or more within 3,750 feet of the Primary Surface;

F. Any use which would make it difficult for pilots to distinguish between airport lights and others;

G. Any use which would result in glare in the eyes of the pilots using the airport;

H. Any use which would create bird strike hazards. (Ord. 4512 §1 (part), 1992).

17.52.060 Horizontal Zone Restrictions.

The following uses are prohibited in the Horizontal Zone:

Any structure which exceeds a height greater than 309 feet above MSL except that a structure may be constructed to a vertical height no greater than 35 feet above the ground in the Eola Hills. (Ord. 4512 §1 (part), 1992).

17.52.070 Conical Zone Restrictions.

The following uses are prohibited in the Conical Zone:

Any structure which exceeds a height greater than that established by this parabolic curve which starts at 309 feet above MSL and terminates at 509 feet above MSL except that a structure may be constructed to a vertical height no greater than 35 feet above the ground in the Eola Hills. (Ord. 4512 §1 (part), 1992).

17.52.080 Waiver of Remonstrance Required.

Prior to the issuance of a building permit or approval of a land use request within the Approach Zone, an applicant shall submit to the city planning director and to the county planning director a signed waiver of remonstrance recognizing noise impacts resulting from airport operations and waiving rights to remonstrate against the same. Said waiver shall be recorded with the deed(s) to the subject property. (Ord. 4512 §1 (part), 1992).

17.52.090 Notice of Construction.

Anyone proposing to construct or alter a structure within an Approach Zone shall be required to contact the Federal Aviation Administration regional office in Seattle, Washington, to determine whether the subject request requires the submission of FAA Form 7460-1 (Notice of Proposed Construction or Alteration). If said form is required, then completed copies shall also be submitted to the Aeronautics Division of the Oregon Department of Transportation, to the airport Manager, to the city planning director, and to the county planning director. (Ord. 4512 §1 (part), 1992).

17.52.100 Nonconforming Uses.

No permit shall be granted that would allow nonconformities within the Approach Zone to be enlarged upon, expanded, or extended in any manner which would increase the hazard to aviation, except as provided in the variance section. (Ord. 4512 §1 (part), 1992).

17.52.110 Variances.

Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property not in accordance with the regulations prescribed in this ordinance, may apply to the McMinnville Urban

Area Management Commission (MUAMC) for a variance from such regulations. An application for a variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that:

A. Owing to special and unusual circumstances related to a specific piece of property, strict application or enforcement of this ordinance would cause an undue or unnecessary hardship;

B. The variance would not be materially detrimental to the purposes of this ordinance, or to property in the zone or vicinity in which the property is located, or otherwise conflict with the objectives of any comprehensive plan or policy; and

C. The variance would not create a hazard to air navigation.

In granting a variance, the jurisdiction may attach conditions which it finds necessary to protect the best interests of the surrounding property, the airport, or otherwise achieve the purposes of this chapter.

An appeal of any decision related to a variance shall follow the appropriate jurisdiction's appeal procedures and the concurrence procedures as outlined in the 1981 McMinnville Urban Growth Boundary Management Agreement. (Ord. 4512 §1 (part), 1992).

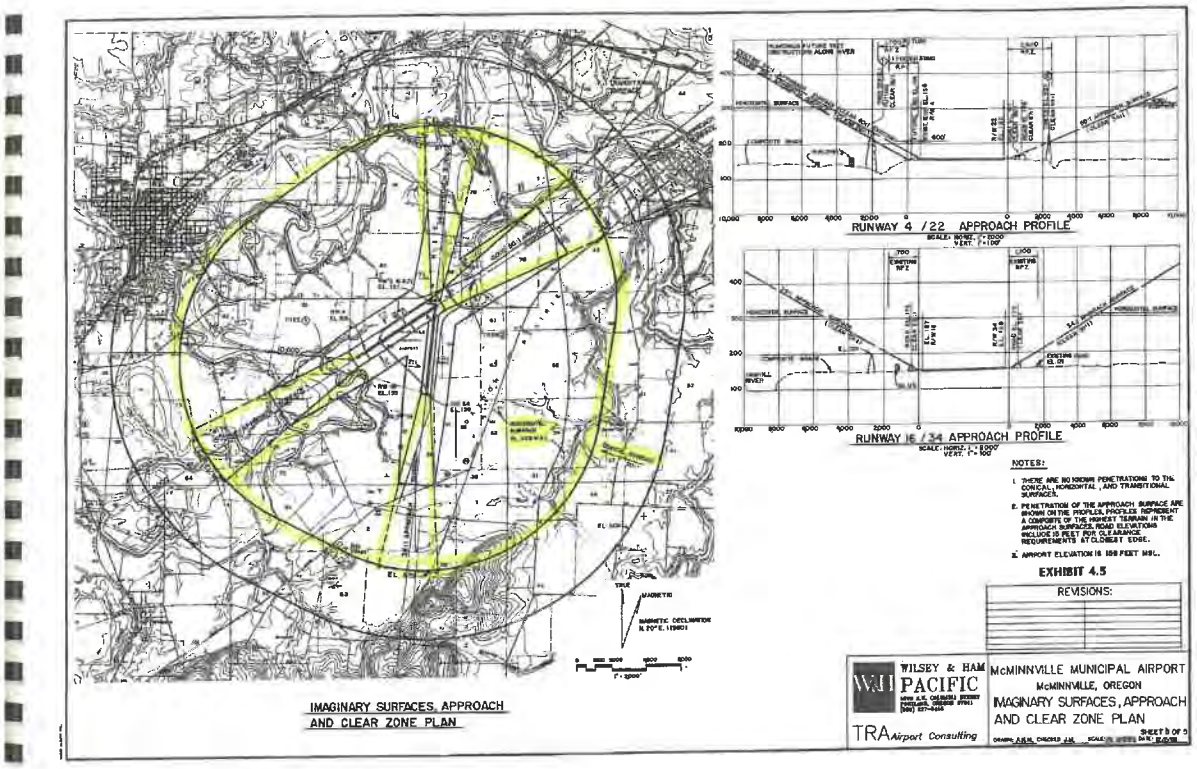
17.52.120 Enforcement.

The appropriate jurisdiction (i.e., the city of McMinnville, Yamhill County, or the city of Dayton) shall have the power and duty to interpret and to enforce the provisions of this ordinance. Any appeal of an interpretive ruling by the appropriate jurisdiction regarding the requirements of this ordinance shall be filed within 15 days of said ruling and shall be initiated only with the MUAMC.

In addition, the city may, at its own expense, trim any tree which exceeds the height restrictions of this ordinance to a height which conforms to said height restrictions. Notice of such action with an affected property owner shall be made 30 days prior to any scheduled trimming. (Ord. 4512 §1 (part), 1992).

17.52.130 Conflicting Regulations.

Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.



(Ord. 4512 §1 (part), 1992).

This is a nonfinal proof copy of the McMinnville Municipal Code for client review only. It should not be relied upon for any purpose.

The McMinnville Municipal Code is current through Ordinance 5111, passed March 8, 2022.

Disclaimer: The city recorder's office has the official version of the McMinnville Municipal Code. Users should contact the city recorder's office for ordinances passed subsequent to the ordinance cited above.

City Website: www.mcminnvilleoregon.gov
City Telephone: (503) 434-2342

Hosted by General Code.

YAMHILL COUNTY AG ZONING ADJ. TO MMV

403. AGRICULTURE/FORESTRY DISTRICT (AF-20, AF-40, AF-80)

[Last amended 08/01/18; Ord. 903, 08/10/23; Ord. 929]

403.01 Purpose.

The purpose of the Agriculture/Forestry District is to identify and protect lands designated as Agriculture/Forestry Large Holding on the Comprehensive Plan, that are a mixture of agricultural and forest management operations, and other uses which are compatible with such operations. Properties in the Agriculture/Forestry District are primarily foothill and ridgetop holdings above the flat terrace and valley-floor commercial agriculture areas, and below the contiguous timberlands of the Coast Range. Uses of land and water which do not provide for a sustained production of crops, livestock and forest products or for the proper conservation of soil and water resources and fish and wildlife habitat shall be limited or prohibited.

403.02 Permitted Uses.

In the Agriculture/Forestry District, the following uses shall be permitted subject to the standards and limitations set forth in Subsection 403.11, and any other applicable provisions of this Ordinance:

A. Farm uses as defined in Subsection 403.12(E).

B. Farm stands subject to a Type A miscellaneous land use application to evaluate health and safety requirements such as access, parking and sewage disposal, and to determine if:

i. The structures are designed and used for the sale of farm crops or livestock grown on the farm operation, or grown on the farm operation and other farm operations in the local agricultural area, including the sale of retail incidental items and fee-based activity to promote the sale of farm crops or livestock sold at the farm stand if the annual sale of incidental items and fees from promotional activity do not make up more than 25 percent of the total annual sales of the farm stand; and

ii. The farm stand does not include structures designed for occupancy as a residence or for activity other than the sale of farm crops or livestock and does not include structures for banquets, public gatherings or public entertainment.

[Amended 12/05/02; Ord. 720; 5/24/12; Ord. 872]

C. Winery, as defined in Section 403.12(K), subject to Section 1101, Site Design Review.

D. Accessory uses, including buildings other than dwellings customarily provided in conjunction with farm use.

E. A facility for the processing of farm crops or the production of biofuel as defined in ORS 315.141 that is located on a farm operation and provides at least one-quarter of the farm crops processed at the facility. The building established for the processing facility shall not exceed 10,000 square feet of floor area exclusive of the floor area designated for preparation, storage or other farm use or devote more than 10,000 square feet to the processing activities within another building supporting farm uses. The application will also be subject to Section 1101, Site Design Review. [Added 3/19/98, Ord. 643; Amended 5/24/12; Ord. 872]

Appendix D

Instrument Procedures

ILS or LOC RWY 22

MC MINNVILLE MUNI (MMV)

LOC I-MMV	APP CRS	Rwy Idg	5420
110.9	218°	TDZE	161
		Apt Elev	163

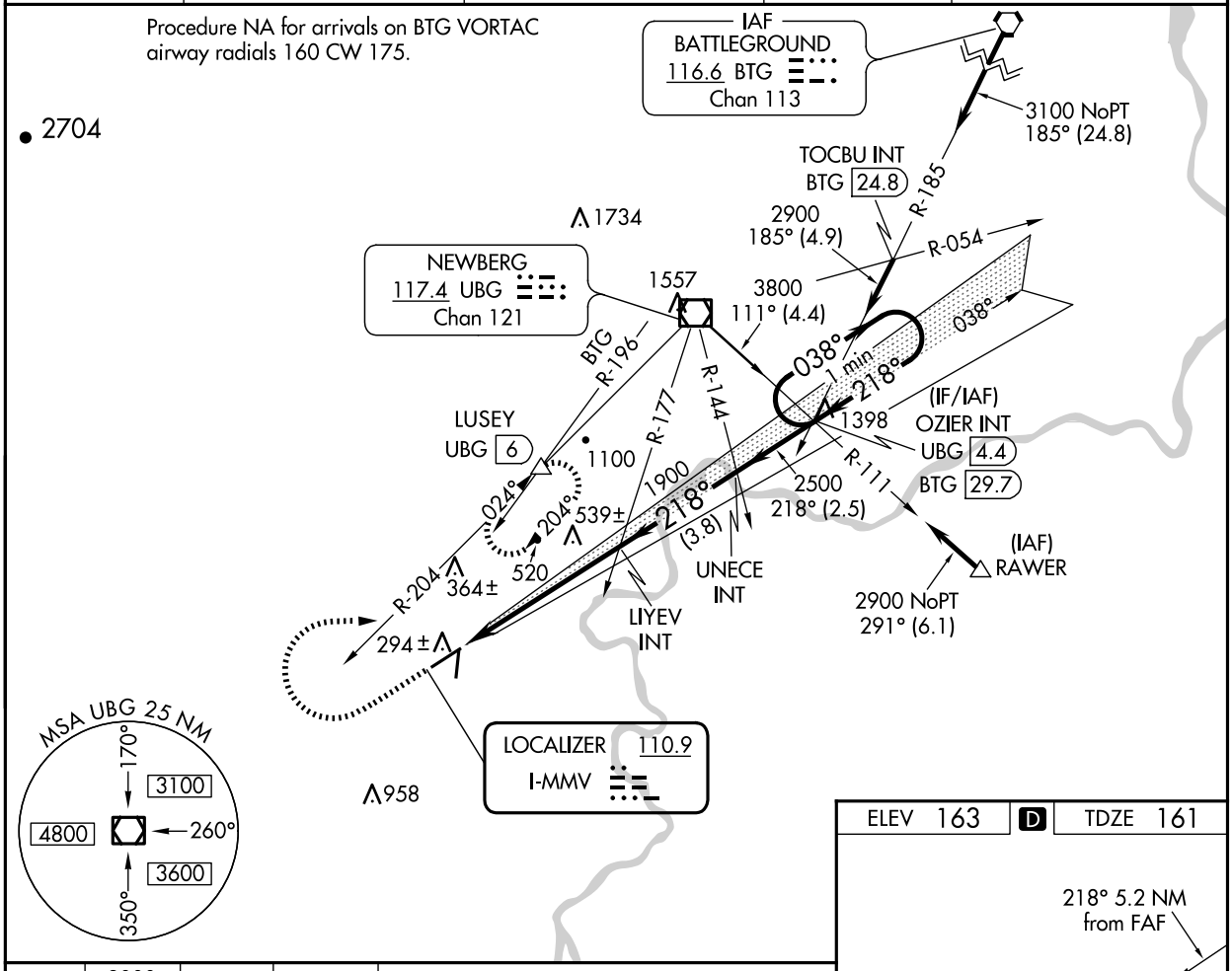
T A DME required. When local altimeter setting not received, use Aurora State altimeter setting: increase all DA to 403 feet; increase all MDA 60 feet and S-LOC 22 all Cats and Circling Cat C visibility ¼ SM.

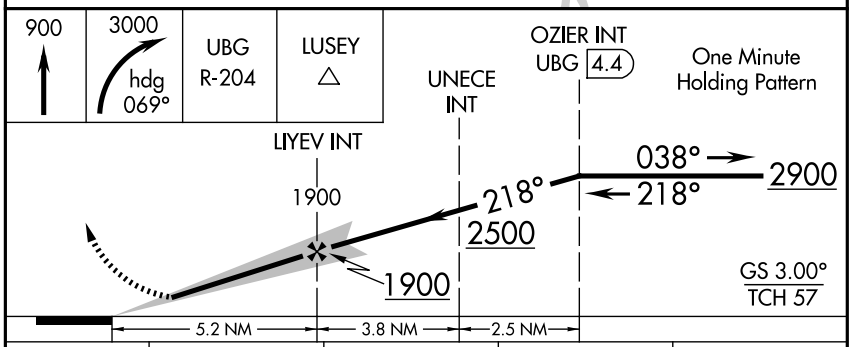
MALSR A5

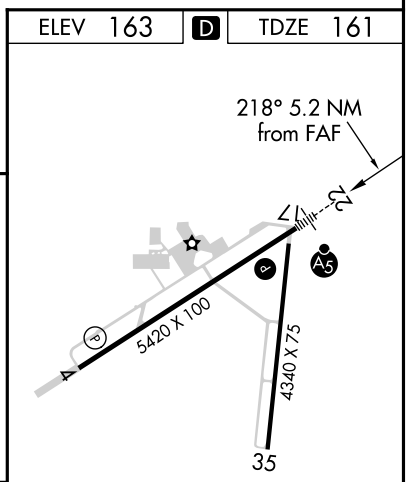
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 069° and UBG VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME and hold, continue climb-in-hold to 3000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	118.35	123.0 (CTAF) L

Procedure NA for arrivals on BTG VORTAC airway radials 160 CW 175.







CATEGORY	A	B	C	D
S-ILS 22	361-½ 200 (200-½)			
S-LOC 22	600-½ 439 (500-½)		600-¾ 439 (500-¾)	600-1 439 (500-1)
CIRCLING	660-1 497 (500-1)	840-1 677 (700-1)	920-2¼ 757 (800-2¼)	1320-3 1157 (1200-3)

REIL Rwy 4 L
HIRL Rwy 4-22 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1, 07 AUG 2025 to 04 SEP 2025
NW-1, 07 AUG 2025 to 04 SEP 2025

APP CRS	Rwy Idg	5320
038°	TDZE	161
	Apt Elev	163

RNAV (GPS) RWY 4

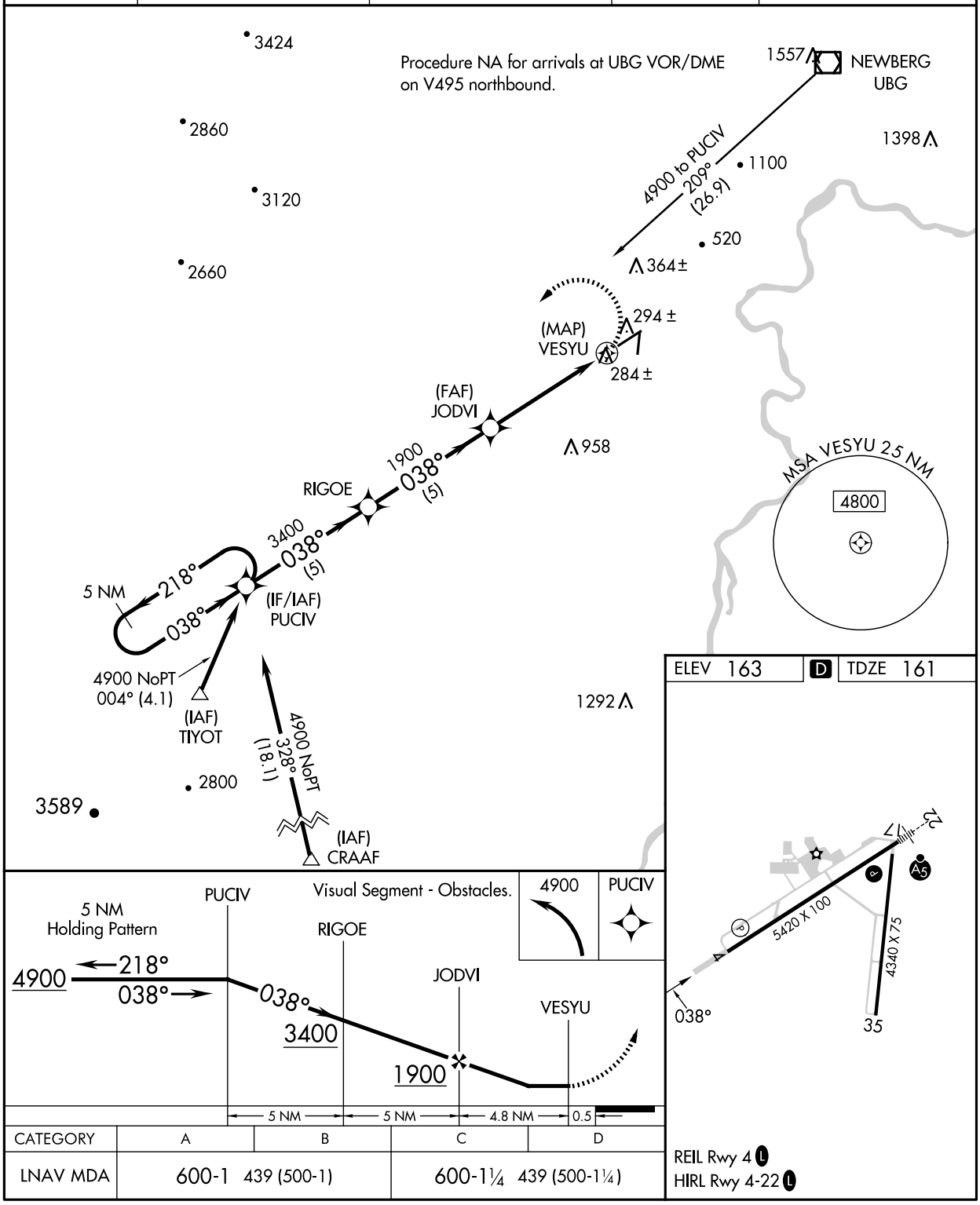
MC MINNVILLE MUNI (MMV)

RNP APCH.

When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and visibility Cats C/D to 1⅜. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	600-1 439 (500-1)		600-1¼ 439 (500-1¼)	

NW-1, 07 AUG 2025 to 04 SEP 2025
NW-1, 07 AUG 2025 to 04 SEP 2025

RNAV (GPS) RWY 22

MC MINNVILLE MUNI (MMV)

WAAS	APP CRS	Rwy Idg	5420
CH 50309	218°	TDZE	161
W22A		Apt Elev	163

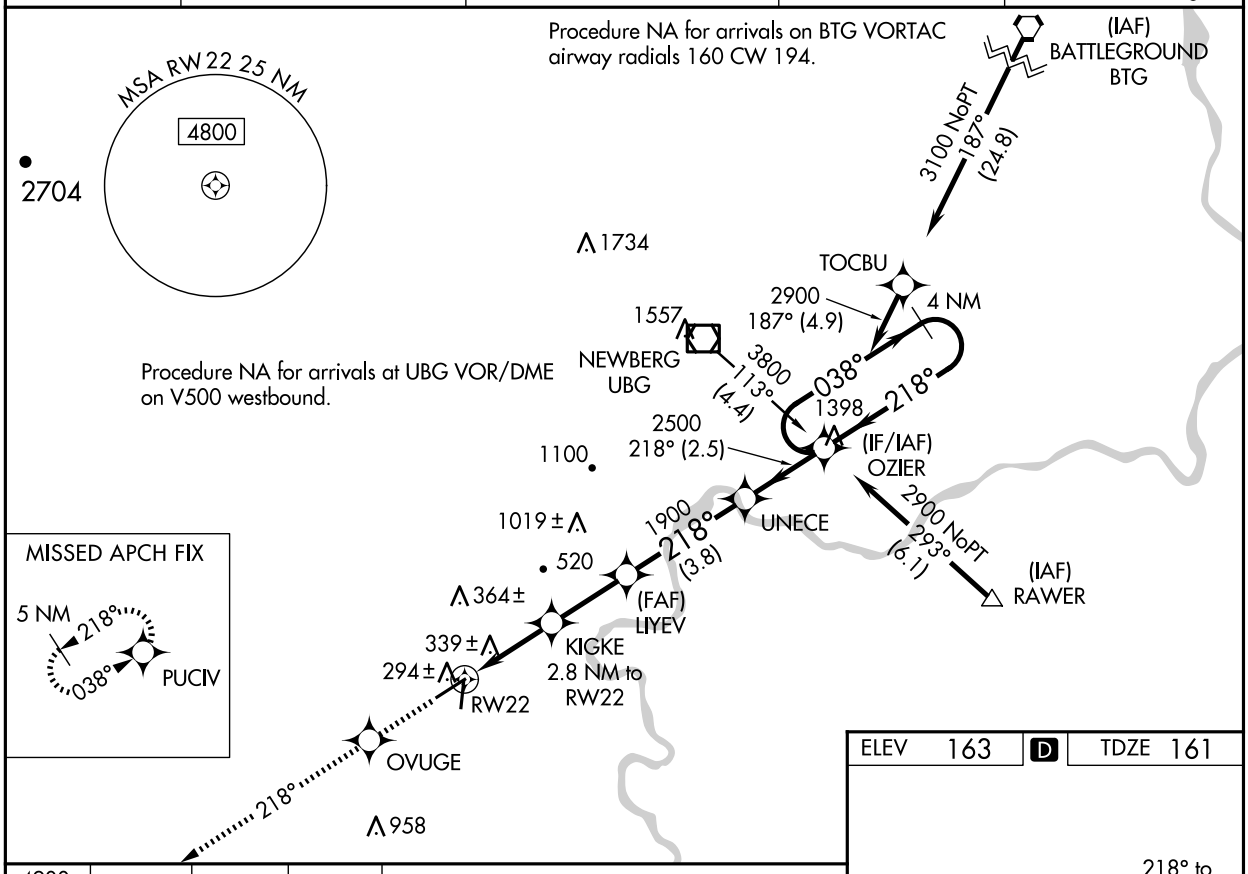
RNP APCH.

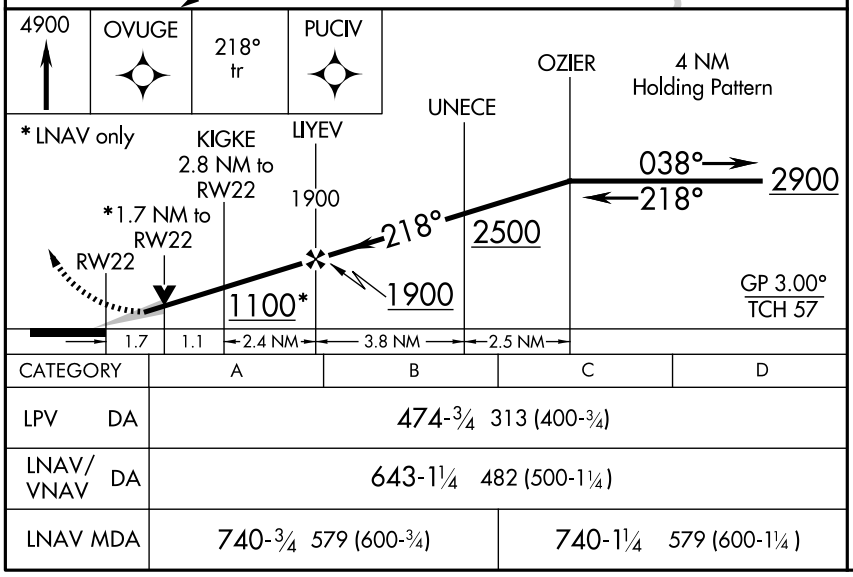
Baro-VNAV NA when using Aurora State altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use Aurora State altimeter setting; increase LPV DA to 534 feet, LNAV/VNAV DA to 703 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ⅛ SM. For inop ALS, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats to 1⅜ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1⅝ SM. For inop ALS when using Aurora State altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ SM, LNAV Cat A/B to 1 SM and Cat C/D to 1¾ SM. VDP NA when using Aurora State altimeter setting.

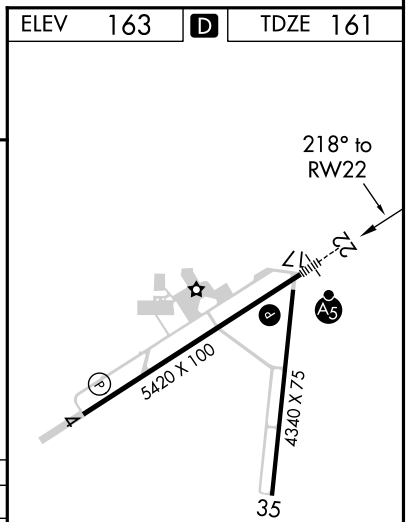
MALSR

MISSED APPROACH: Climb to 4900 direct OVUGE then on 218° track to PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	474-¾ 313 (400-¾)			
LNAV/VNAV DA	643-1¼ 482 (500-1¼)			
LNAV MDA	740-¾ 579 (600-¾)		740-1¼ 579 (600-1¼)	

REIL Rwy 4 L
HIRL Rwy 4-22 L

NW-1, 07 AUG 2025 to 04 SEP 2025
NW-1, 07 AUG 2025 to 04 SEP 2025

VOR/DME-B

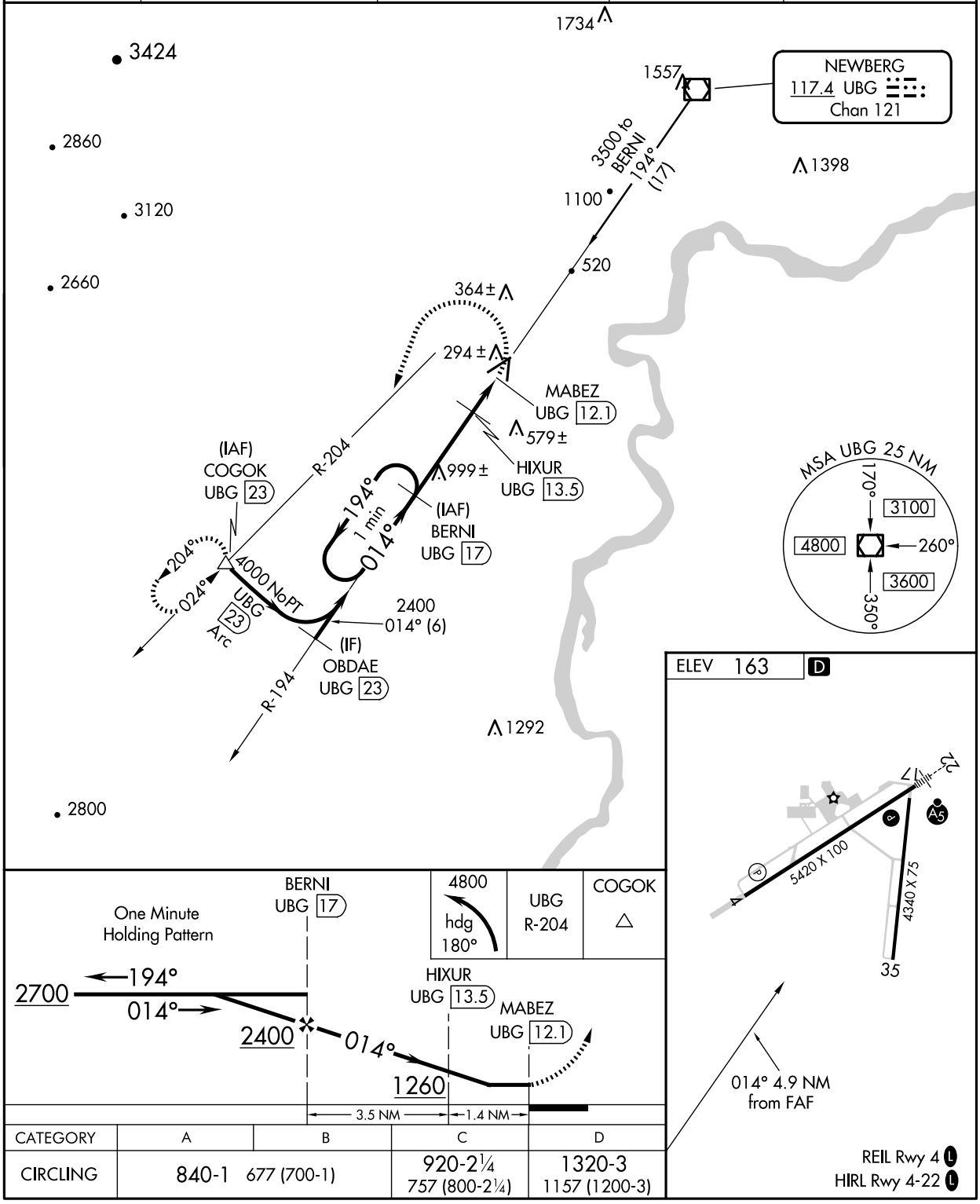
MC MINNVILLE MUNI (MMV)

VOR/DME UBG	APP CRS	Rwy Idg	N/A
117.4	014°	TDZE	N/A
Chan 121		Apt Elev	163

T A When local altimeter setting not received, use Aurora State altimeter setting: increase all MDA 60 feet and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 4800 via heading 180° and UBG VOR/DME R-204 to COGOK/UBG 23 DME and hold, continue climb-in-hold to 4800.

ASOS	PORTLAND APP CON	SEATTLE CENTER	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	118.35	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	840-1 677 (700-1)		920-2¼ 757 (800-2¼)	1320-3 1157 (1200-3)

REIL Rwy 4 L
HIRL Rwy 4-22 L

NW-1, 07 AUG 2025 to 04 SEP 2025
NW-1, 07 AUG 2025 to 04 SEP 2025

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

07 AUG 2025 to 04 SEP 2025

07 AUG 2025 to 04 SEP 2025

AFTON, WY

AFTON LINCOLN COUNTY/GENERAL BOYD L EDDINS FLD (AFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28SEP06 (25051) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use LUNDI DEPARTURE.

Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI (S12)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2C 24MAR22 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, climbing right turn direct CVO VOR/DME, thence...

Rwy 34, climbing left turn direct CVO VOR/DME, thence...

...continue climb in CVO VOR/DME holding pattern (hold east, right turns, 261° inbound) to cross CVO VOR/DME at or above 3400.

TAKEOFF OBSTACLE NOTES:

Rwy 16, lighting 40' from DER, 101' left of centerline, 3' AGL/228' MSL.

Trees, sign beginning 50' from DER, 189' right of centerline, up to 317' MSL.

Tree 58' from DER, 453' left of centerline, 253' MSL.

Tree 339' from DER, 465' left of centerline, 313' MSL.

Trees, poles, sign, electrical system beginning 419' from DER, 5' left of centerline, up to 322' MSL.

Trees, vehicles on road, lighting, poles, electrical system, sign beginning 576' from DER, 20' right of centerline, up to 323' MSL.

Trees, pole beginning 1676' from DER, 128' right of centerline, up to 331' MSL.

Trees, pole beginning 1865' from DER, 3' left of centerline, up to 336' MSL.

Trees beginning 1947' from DER, 148' right of centerline, up to 335' MSL.

Trees 3249' from DER, 1250' left of centerline, 347' MSL.

Rwy 34, building, vehicles on road beginning 58' from DER, 157' left of centerline, up to 26' AGL/250' MSL.

Building 63' from DER, 416' right of centerline, 31' AGL/258' MSL.

Tree 440' from DER, 503' right of centerline, 266' MSL.

Trees, building beginning 465' from DER, 280' right of centerline, up to 270' MSL.

Tree, pole beginning 684' from DER, 69' right of centerline, up to 271' MSL.

CON'T

MALTA, MT

MALTA (M75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

Rwy 26, climb heading 257° to 3000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, wind sock 37' from DER, 433' left of centerline, 12' AGL/2273' MSL.

Rwy 26, vehicle on roadway 348' from DER, 507' left of centerline, 15' AGL/2265' MSL.

MC CALL, ID

MC CALL MUNI (MYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 16, use PEPUC (RNAV) DEPARTURE.

MCCHORD FLD (JOINT BASE LEWIS MCCHORD) (KTCM)

TACOMA, WA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10JUL25 (25191) (USAF)

DEPARTURE PROCEDURE:

Rwy 16, track hdg 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight.

Rwy 34, track hdg 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 16, grove of trees 4892' from DER, 1353' left of centerline, 143' AGL/454' MSL.
Grove of trees 2395' from DER, 1028' right of centerline, 102' AGL/419' MSL.
Trees 2867' from DER, 1261' left of centerline, 136' AGL/447' MSL.
Trees 2594' from DER, 1113' left of centerline, 120' AGL/430' MSL.
Trees 2310' from DER, 957' left of centerline, 85' AGL/394' MSL.
Trees 2006' from DER, 959' left of centerline, 83' AGL/392' MSL.
Trees 1758' from DER, 971' left of centerline, 87' AGL/389' MSL.
Rwy 34, tree 2307' from DER, 1038' left of centerline, 106' AGL/348' MSL.
Tree 3190' from DER, 526' right of centerline, 121' AGL/370' MSL.
Aircraft 186' from DER, 407' left of centerline, 65' AGL/317' MSL.
Tree 2260' from DER, 1036' left of centerline, 64' AGL/343' MSL.
Bldg 1668' from DER, 810' left of centerline, 40' AGL/321' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20JUN19 (19171) (FAA)

Rwys 16, 34, heading as assigned by ATC.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std. w/ min. climb of 275' per NM to 500, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.

Rwy 17, std. w/ min. climb of 303' per NM to 800, or 1900-3 for VCOA.

Rwy 22, std. w/ min. climb of 303' per NM to 1400, or 1900-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 038° to intercept UBG R-170 to UBG VOR/DME, thence...

Rwys 17, 22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence...

Rwy 35, climb on heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

...continue climb in UBG VOR/DME holding pattern (hold south, left turns, 003° inbound) to cross UBG VOR/DME at or above MEA for route of flight.

VCOA:

Rwys 17, 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mc Minnville Muni at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 5' from DER, 5' right of centerline, 2' AGL/162' MSL.
Trees beginning 2041' from DER, 208' right of centerline, up to 266' MSL.
Tree 2373' from DER, 1077' left of centerline, 239' MSL.
Trees beginning 2511' from DER, 1017' left of centerline, up to 241' MSL.
Trees beginning 2706' from DER, 1132' left of centerline, up to 248' MSL.
Tree 2848' from DER, 1193' right of centerline, 269' MSL.
Trees beginning 2909' from DER, 935' left of centerline, up to 268' MSL.

CON'T

07 AUG 2025 to 04 SEP 2025
07 AUG 2025 to 04 SEP 2025

MC MINNVILLE, OR (CON'T)

MC MINNVILLE MUNI (MMV) (CON'T)

Rwy 4 (CON'T), trees beginning 3048' from DER, 205' left of centerline, up to 270' MSL.
Trees beginning 3333' from DER, 651' left of centerline, up to 274' MSL.
Tree 3376' from DER, 998' left of centerline, 275' MSL.
Trees beginning 3462' from DER, 1152' left of centerline, up to 290' MSL.
Tree 5016' from DER, 1520' left of centerline, 313' MSL.
Trees beginning 5167' from DER, 1279' left of centerline, up to 336' MSL.
Trees beginning 5384' from DER, 1242' left of centerline, up to 344' MSL.
Trees beginning 5783' from DER, 1155' left of centerline, up to 356' MSL.
Tree 5949' from DER, 1449' left of centerline, 357' MSL.
Rwy 17, vehicles on road beginning 191' from DER, 431' left of centerline, up to 176' MSL.
Vehicles on road beginning 279' from DER, 263' right of centerline, up to 171' MSL.
Tree 1920' from DER, 457' right of centerline, 231' MSL.
Tree 1961' from DER, 625' left of centerline, 257' MSL.
Tree 1.7 NM from DER, 3214' left of centerline, 527' MSL.
Rwy 22, tree, lighting beginning 1' from DER, 124' right of centerline, up to 191' MSL.
Lighting 42' from DER, 125' left of centerline, 3' AGL/162' MSL.
Tree 283' from DER, 563' left of centerline, 229' MSL.
Trees beginning 314' from DER, 5' left of centerline, up to 255' MSL.
Tree 1285' from DER, 222' right of centerline, 194' MSL.
Tree 1308' from DER, 415' right of centerline, 197' MSL.
Tree 1342' from DER, 544' right of centerline, 202' MSL.
Trees beginning 1356' from DER, 40' right of centerline, up to 229' MSL.
Tree 1885' from DER, 973' right of centerline, 235' MSL.
Tree 1943' from DER, 655' right of centerline, 243' MSL.
Trees beginning 2010' from DER, 127' right of centerline, up to 245' MSL.
Trees beginning 2602' from DER, 486' right of centerline, up to 254' MSL.
Tree 4047' from DER, 1318' left of centerline, 284' MSL.
Tree 4662' from DER, 1708' right of centerline, 292' MSL.
Tree 4939' from DER, 482' left of centerline, 293' MSL.
Rwy 35, tree 1687' from DER, 228' right of centerline, 205' MSL.
Trees beginning 1827' from DER, 217' right of centerline, up to 240' MSL.
Tree 3343' from DER, 1087' right of centerline, 248' MSL.
Tree 3858' from DER, 1445' right of centerline, 268' MSL.
Trees beginning 3904' from DER, 289' right of centerline, up to 300' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 05MAR15 (15064) (FAA)

Rwys 4, 17, 22, 35, heading as assigned by ATC; requires min. climb of 350' per NM to 4300.

MEDFORD, OR

ROGUE VALLEY INTL/MEDFORD (MFR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10A 28APR16 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 435' per NM to 4500, or 2900-3 for climb in visual conditions.
Rwy 32, std w/min climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 14, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl/Medford airport at or above 4100 before proceeding direct OED VORTAC. When executing VCOA, notify ATC prior to departure. Thence…
Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl/Medford airport at or above 4100 before proceeding direct OED VORTAC. When executing VCOA, notify ATC prior to departure. Thence…
...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above MEA or MCA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 14, building 1585' from DER, 846' left of centerline, 40' AGL/1385' MSL.

MILES CITY, MT

FRANK WILEY FLD (MLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 27JAN22 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles on road, lighting beginning 2' from DER, 89' left of centerline, up to 2636' MSL.
Lighting beginning 40' from DER, 90' right of centerline, up to 4' AGL/2627' MSL.
Rwy 31, vehicles on road, tree, lighting, pole beginning 4' from DER, 89' right of centerline, up to 2640' MSL.
Vehicles on road, lighting beginning 15' from DER, 89' left of centerline, up to 2638' MSL.
Tree, vehicles on road beginning 71' from DER, 395' right of centerline, up to 2647' MSL.
Tree 299' from DER, 453' left of centerline, 60' AGL/2659' MSL.

Appendix E

Grant Assurances

ASSURANCES

AIRPORT SPONSORS

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

B. Duration and Applicability.

1. Airport Development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. **Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, 37, and 40 in Section C apply to planning projects. The terms, conditions, and assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements

The Sponsor will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant. Performance under this agreement shall be governed by and in compliance with the following requirements, as applicable, to the type of organization of the Sponsor and any applicable sub-recipients. The applicable provisions to this agreement include, but are not limited to, the following:

FEDERAL LEGISLATION

a. 49 U.S.C. subtitle VII, as amended.

b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.[1]

c. Federal Fair Labor Standards Act – 29 U.S.C. § 201, et seq.

d. Hatch Act – 5 U.S.C. § 1501, et seq.[2]

e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. 4601, et seq.[1, 2]

f. National Historic Preservation Act of 1966 – Section 106 – 54 U.S.C. § 306108.[1]

g. Archeological and Historic Preservation Act of 1974 – 54 U.S.C. § 312501, et seq.[1]

h. Native Americans Grave Repatriation Act – 25 U.S.C. § 3001, et seq.

i. Clean Air Act, P.L. 90-148, as amended – 42 U.S.C. § 7401, et seq.

j. Coastal Zone Management Act, P.L. 92-583, as amended – 16 U.S.C. § 1451, et seq.

k. Flood Disaster Protection Act of 1973 – Section 102(a) - 42 U.S.C. § 4012a.[1]

l. 49 U.S.C. § 303, (formerly known as Section 4(f)).

m. Rehabilitation Act of 1973 – 29 U.S.C. § 794.

n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) (prohibits discrimination on the basis of race, color, national origin).

o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).

p. Age Discrimination Act of 1975 – 42 U.S.C. § 6101, et seq.

q. American Indian Religious Freedom Act, P.L. 95-341, as amended.

r. Architectural Barriers Act of 1968, as amended – 42 U.S.C. § 4151, et seq.[1]

s. Powerplant and Industrial Fuel Use Act of 1978 – Section 403 – 42 U.S.C. § 8373.[1]

t. Contract Work Hours and Safety Standards Act – 40 U.S.C. § 3701, et seq.[1]

u. Copeland Anti-kickback Act – 18 U.S.C. § 874.[1]

v. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321, et seq.[1]

w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.

x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.[2]

y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.

z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).

aa. Civil Rights Restoration Act of 1987, P.L. 100-259.

bb. Infrastructure Investment and Jobs Act, P.L. 117-58, Title VIII.

cc. Build America, Buy America Act, P.L. 117-58, Title IX.

dd. Endangered Species Act – 16 U.S.C. 1531, et seq.

ee. Title IX of the Education Amendments of 1972, as amended – 20 U.S.C. 1681–1683 and 1685–1687.

ff. Drug Abuse Office and Treatment Act of 1972, as amended – 21 U.S.C. 1101, et seq.

gg. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

hh. Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, P.L. 91-616, as amended – 42 U.S.C. § 4541, et seq.

ii. Appropriated Funds to Influence Certain Federal Contracting and Financial Transactions – 31 U.S.C. § 1352.

EXECUTIVE ORDERS

a. Executive Order 11990 – Protection of Wetlands

b. Executive Order 11988 – Floodplain Management

c. Executive Order 12372 – Intergovernmental Review of Federal Programs

d. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction[1]

e. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America's Workers

f. Executive Order 14149 – Restoring Freedom of Speech and Ending Federal Censorship

g. Executive Order 14151 – Ending Radical and Wasteful Government DEI Programs and Preferencing

h. Executive Order 14154 – Unleashing American Energy

i. Executive Order 14168 – Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government

j. Executive Order 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity

FEDERAL REGULATIONS

a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).

b. 2 CFR Part 200 and 1201 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [3, 4, 5]

c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.

d. 14 CFR Part 13 – Investigative and Enforcement Procedures.

e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.

f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.

h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.

i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.[1]

j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.[1]

k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).[1]

l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).[1]

m. 49 CFR Part 20 – New Restrictions on Lobbying.

n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.

o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.

p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.[1, 2]

q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.

r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.[1]

s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.

t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.

u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).

v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).

w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.

x. 49 CFR Part 41 – Seismic Safety.

FOOTNOTES TO ASSURANCE (C)(1)

[1] These laws do not apply to airport planning sponsors.
[2] These laws do not apply to private sponsors.
[3] 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.
[4] Cost principles established in 2 CFR Part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.
[5] Audit requirements established in 2 CFR Part 200 subpart F are the guidelines for audits.

SPECIFIC ASSURANCES

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

4. Good Title.

a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.

b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. Subject to 49 U.S.C. 47107(a)(16) and (x), it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for

residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. **Consistency with Local Plans.**

   The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. **Consideration of Local Interest.**

   It has given fair consideration to the interest of communities in or near where the project may be located.

8. **Consultation with Users.**

   In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. **Public Hearings.**

   In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. **Metropolitan Planning Organization.**

    In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. **Pavement Preventive Maintenance-Management.**

    With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program, and it assures that it will use such program for the useful life of any pavement constructed, reconstructed, or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. **Terminal Development Prerequisites.**

    For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for

certification of such airport under 49 U.S.C. 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of $2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary and incorporated into this Grant Agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.

b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.

c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.

d. It will make such material available for examination by the public and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.

e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.

f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.

g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.

h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:

1. Operating the airport's aeronautical facilities whenever required;
2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.

b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:

1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.

c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.

d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.

e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.

g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.

h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.

i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and

b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not

conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:

   1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

   2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor’s acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.

   3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.

b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or

transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.

c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. 47107.

26. Reports and Inspections.

It will:

a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;

c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:

   1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and

   2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or

b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

a. The airport owner or operator will maintain a current airport layout plan of the airport showing:

   1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;

   2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;

   3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and

   4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

b. Subject to subsection 49 U.S.C. 47107(x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect.

c. The owner or operator will not make or allow any alteration in the airport or any of its facilities unless the alteration—

   1. is outside the scope of the Secretary's review and approval authority as set forth in subsection (x); or

   2. complies with the portions of the plan approved by the Secretary.

d. When the airport owner or operator makes a change or alteration in the airport or the facilities which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:

   1. eliminate such adverse effect in a manner approved by the Secretary; or

   2. bear all costs of relocating such property or its replacement to a site acceptable to the Secretary and of restoring the property or its replacement to the level of safety, utility, efficiency, and cost of operation that existed before the alteration was made, except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4); creed and sex per 49 U.S.C. 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

a. Using the definitions of activity, facility, and program as found and defined in 49 CFR 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.

b. Applicability

   1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.

   2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

   3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

   The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

   1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or

   2. So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

   "The (**[Selection Criteria: Sponsor Name]**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, all businesses will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of

race, color, national origin (including limited English proficiency), creed, sex , age, or disability in consideration for an award."

e. Required Contract Provisions.

1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.

3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.

4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex, age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and

b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.

f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.

g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:

1. Reinvestment in an approved noise compatibility project;

2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);

3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
   1. Reinvestment in an approved noise compatibility project;
   2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. 47117(e);
   3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. 47114, 47115, or 47117;
   4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
   5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction

management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars for AIP projects as of [Selection Criteria: Project Application Date].

35. Relocation and Real Property Acquisition.

a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.

b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.

c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for

enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:

   1. Describes the requests;
   2. Provides an explanation as to why the requests could not be accommodated; and
   3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.

b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six-month period prior to the applicable due date.

40. **Access to Leaded Aviation Gasoline**

a. If 100-octane low lead aviation gasoline (100LL) was made available at an airport, at any time during calendar year 2022, an airport owner or operator may not restrict or prohibit the sale of, or self-fueling with 100-octane low lead aviation gasoline.

b. This requirement remains until the earlier of December 31, 2030, or the date on which the airport or any retail fuel seller at the airport makes available an unleaded aviation gasoline that has been authorized for use by the FAA as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the FAA.

c. An airport owner or operator understands and agrees, that any violation of this grant assurance is subject to civil penalties as provided for in 49 U.S.C. § 46301(a)(8).

Appendix F

Solid Waste and Recycling

Appendix F

Solid Waste and Recycling Plan

Introduction

This memorandum discusses solid waste generation at McMinnville Municipal Airport (MMV), and the recycling options available. The memorandum follows Federal Aviation Administration (FAA) guidance established in 2014 for preparing airport recycling and solid waste management plans as an element of airport master plan updates. The FAA guidance was in response to Section 133 of the **FAA Modernization and Reform Act of 2012**[1]:

> *"SEC. 133. RECYCLING PLANS FOR AIRPORTS. Section 47106(a) is amended— … (6) if the project is for an airport that has an airport master plan, the master plan addresses issues relating to solid waste recycling at the airport, including—*
>
> *(A) the feasibility of solid waste recycling at the airport;*
>
> *(B) minimizing the generation of solid waste at the airport;*
>
> *(C) operation and maintenance requirements;*
>
> *(D) the review of waste management contracts; and*
>
> *(E) the potential for cost savings or the generation of revenue."*

This memorandum is organized around the following sections:

- Waste Audit;
- Local Recycling Management and Programs;
- Recycling Feasibility;
- Plan to Minimize Solid Waste Generation;
- Operational and Maintenance Requirements;
- Waste Management Contracts;
- Potential for Cost Savings or Revenue Generation; and
- Future Development and Recommendations.

Waste Audit

AIRPORT SOLID WASTE AND RECYCLING

This section summarizes the solid waste generated at MMV and recycling practices in anticipation of identifying opportunities to reduce waste at the Airport.

1 112th Congress, Report 112-381, Conference Report H.R. 658 (February 1, 2012)

No state or federal requirements apply to the waste generated at the Airport, aside from State of Oregon regulations, which apply statewide (see final section of appendix). Airport tenants are responsible for disposing of their own waste and any hazardous materials, as stipulated in their leases with the City of McMinnville. Airport staff are responsible for collecting waste in common areas; currently, no waste cans are provided for public use.

Tenants and users of MMV create a limited amount of waste on site. Specific sources of on-site waste include:

- A fixed base operator (FBO) generates paper waste, plastic bottles, aluminum cans, and other typical office trash. As part of their operations, they can also produce used oil and aircraft parts such as tires and filters.
- Private hangars and buildings can create a variety of waste, depending on the function of the building. Hangars produce anything from household trash to used oil and aircraft parts.
- Manufacturers and on-airport businesses generate similar waste to off-airport businesses, such as paper waste and other typical office trash. Depending on their business, they can also produce used oil and aircraft parts such as tires, filters, etc.

Airport tenants have access to curbside pickup and drop-off recycling. Additional information is provided below.

EXISTING SOLID WASTE FACILITIES

McMinnville has three waste facilities with permits from the Oregon Department of Environmental Quality (DEQ).[2] In addition to the city waste collection sites, Yamhill County has one DEQ-permitted site. The facilities are summarized in **Table 1**. Locally generated solid waste is transported four miles to the Recology Organics landfill located in McMinnville. There are no active solid waste landfills in Yamhill County. Recology, the solid waste service provider in McMinnville, also operates a recycling depot collocated at the transfer station on NE Orchard Avenue.

Table - 1: Solid Waste Facilities – Yamhill County

DEQ Permit	Facility Name	Location	Type
1420	Recology Organics - McMinnville	2200 NE Orchard Avenue	Full
345	Riverbend Landfill	13469 SW Highway 18	Landfill
1258	Valley Recovery Zone	2200 NE Orchard Avenue	Transfer/Material Recovery
1431	Yamhill County Mushrooms, Inc.	7246 Lilac Hill Road	Registration

Source: Oregon Department of Environmental Quality DEQ reports accessed 8/30/2024

WASTE DISPOSAL

Recology provides solid waste collection, disposal services, and recycling in McMinnville through a local agreement with the City of McMinnville. Recology provides scheduled solid waste collection services, including curbside recycling at MMV through individual service agreements with Airport tenants. Recology operates the local transfer station and transports solid waste out of the county to the Coffin Butte Landfill located approximately 37 miles south, in Benton County.

Based on the availability of local resources, airport tenants have two options available for managing their solid waste generation:

1. On-Site Collection - direct contract with Recology
   - » Weekly, twice monthly, monthly service
2. Transfer Station - self-haul (solid waste)
   - » The nearest facility (McMinnville Recology Transfer Station) is about four miles from MMV. The facility is open Monday through Saturday (8:00 am to 5:30 pm). The transfer station accepts municipal solid waste, yard waste, and construction and demolition waste.

2 Oregon DEQ Website: Active Permitted Facilities in Oregon (https://www.oregon.gov/deq/mm/swpermits)

It is also assumed that some airport tenants may combine their limited airport-generated solid waste with existing commercial or residential collection services, within the limits of their service agreements.

The local recycling collection facility is co-located at the McMinnville Recology Transfer Station.

CONSTRUCTION WASTE

Construction waste is the contractor's responsibility for each specific project at the Airport. At MMV, several projects included in the 20-year capital improvement program provide potential opportunities for recycling:

- Apron Reconstruction (grind and overlay);
- Runway Rehabilitations (slurry seal);
- Replacement of existing electrical systems (wiring, components for runway lights, PAPI, REIL, beacon, etc.);
- Access Taxilanes Rehabilitation (overlay, reconstruction, fog seal);
- Tiedown Apron Rehabilitation (fog seal);
- Parallel Taxiways & Exit Taxiways Rehabilitation (slurry seal);
- Acute Exit Taxiway Reconstruction (demolition and reconstruction); and
- Hangar demolitions (at end of lease/useful life).

Local Recycling Management and Programs

Recology provides solid waste removal and cardboard recycling for MMV. The recycling service operated by Recology will accept a wide range of recyclable items listed in **Table 2**. Bulk waste can be disposed at the McMinnville Recology Transfer Station along with yard debris at Recology Organics, located adjacent to the transfer station.

Table 2: City of McMinnville Recyclable Items

Accepted Items (Recology Curbside Pickup)		
- Newspaper	- Empty paper bags	- Plastic bottles (No lids)
- Flattened cardboard, mail, magazines, mixed paper	- Paperboard (i.e., cereal & beverage boxes)	- Aluminum and tin cans (No Lids)
		- No glass accepted
Accepted Items (McMinnville Transfer Station Recycle Depot)		
- Cardboard	- Aluminum cans (No Lids)	- Electronics (CPUs, monitors, televisions, etc.) and cell phones (drop off at main office)
- Glass bottles and jars	- Paper	
- Plastic jugs and bottles (No lids)	- Car batteries	- Liquid waste (must call to confirm based on liquid type)
- Tin cans (No Lids)	- Motor oil (Limit 7 gallon)	
Accepted Items (Habitat ReStore McMinnville)		
- Latex based paint	- Oil based Paint	

Recycling Feasibility

As the solid waste service provider for the City of McMinnville, Recology offers the following recycling services:

- Community-wide curbside recycling services, including MMV;
- Recycle depot that accepts drop-off household items; and
- Oregon E-Cycle program. Computers, monitors, peripherals, printers, TVs, and cell phones are accepted at Recology's Transfer Station in McMinnville.

Recology also operates the McMinnville Transfer Station. The transfer station accepts construction and demolition waste. Other accepted items include large household appliances (appliances $11 each; appliances with Freon/ Coolant $45 each; propane tanks $6 if less than 5 lb or $11 if greater than 10 lb) and used tires (surcharge $2 to $60 per tire based on size and type).

The McMinnville Recology Transfer Station is a Materials Recovery Facility (MRF). All recycled materials are sorted and baled by commodity, then shipped to paper mills, glass plants, and other manufacturers to be made into new products.[3] Recology follows all applicable solid waste disposal restrictions when accepting these items and ensures they are properly packaged for transport and disposal. Yard waste is accepted at Recology Organics.

Plan to Minimize Solid Waste Generation

Yamhill County promotes yearly events to reduce solid waste and encourage recycling. These events include local recycling initiatives through partnered organizations like Zero Waste McMinnville for plastics collection and a partnership with SOLVE to clean up the airport after its annual airshow. Airport tenants are encouraged to obtain information at the Yamhill County Solid Waste and Recycling website: https://www.yamhillcounty.gov/310/Solid-Waste-Recycling.

METHODS TO REDUCE SOLID WASTE

There are limited opportunities to reduce solid waste generation at MMV, since little waste is produced and no on-site recycling services are available. However, the City of McMinnville should still establish a goal to reduce the amount of solid waste generated at MMV.

While the City of McMinnville is not responsible for waste generated by airport tenants, informational brochures on recycling opportunities could be distributed to all the airport tenants to encourage them to recycle their waste at existing county facilities. Local efforts to expand recycling opportunities by providing additional common collection bins may increase the percentage of recycled materials and reduce the City's overall waste stream.

Opportunities to reduce airport-related construction waste also exist, including reusing old asphalt or base materials during pavement rehabilitation or reconstruction projects and recycling electrical components and salvaged building materials.

OPERATIONAL AND MAINTENANCE REQUIREMENTS

Airfield operational and maintenance requirements are minimal. The local FBO (Potcake) and Kauer Farms are responsible for mowing landside areas. Krauer Farms' leased land is mowed and harvested for agricultural purposes. However, all other landside areas are mowed by Potcake with their clippings left in place. Non-aeronautical (commercial) users are responsible for activities within their leased areas.

3 Recycling Guidelines https://www.recology.com/recology-western-oregon/recovery-zone/

Waste Management Contracts

The standard City of McMinnville commercial and non-commercial site leases require tenants to maintain their facilities and control waste at their expense. The leases require tenants to permit no waste on the premises. Although tenants are responsible for their waste from the hangar, the leases do not establish tenant recycling requirements. The leases also do not permit hazardous substances, pollutants, or oils on the premises. However, no specific language refers to the use and recycling of common aircraft engine oils. Included below is language from existing lease documents for both commercial and non-commercial tenants.

> ***Example: 12. Care of Premises.*** *The Tenant will commit or permit no waste, damage, or injury to the premises and, at Tenant's own cost and expense, will keep all drainage pipes free and open and will protect water, heating, and other pipes so that they will not freeze or become clogged, and will repair all leaks, and will also repair all damage caused by leaks or by reason of the Tenant's failure to protect and keep free, open, and unfrozen any of the pipes and plumbing on said premises.*

> ***Example: 36. Hazardous Substances.*** *The Lessee shall not permit hazardous substances, including any substances, materials, wastes, pollutants, oils or regulated substances, or substances defined or designated as hazardous, toxic, radioactive, dangerous, or any other term in or under any environmental laws which may affect environmental or human health, to exist on the premises without complying with all rules, regulations, and policies of the State of Oregon and the United States Environmental Protection Agency.*

Potential for Cost Savings or Revenue Generation

The potential for cost savings is limited since individual tenants are responsible for solid waste disposal and recycling costs. Revenue generation is also limited due to the small amount of waste generated. Any potential for additional revenue would accrue to the individual tenants since they contract with the waste disposal and recycling provider.

Future Development and Recommendations

FUTURE DEVELOPMENT

Future development projects at MMV include tenant improvements, landside and airside facility development, and rehabilitation projects. The demolition and waste associated with each of these projects would be the contractor's responsibility. The City of McMinnville requires all demolition waste to be removed from MMV, unless it is recycled on-site for a future project.

Opportunities to recycle airfield construction waste (old asphalt pavement) through grinding and compaction for use on new or replacement airfield surfaces and service roads may also be considered. Recycling of obsolete electrical components replaced during construction may also exist.

RECOMMENDATIONS

Immediate

Continue the existing practice of leaving airfield mowing clippings in place for natural composting. This practice preserves the aesthetics of the infield area and provides needed nutrients to the turf. It also eliminates the cost and carbon footprint of off-site transport for disposal and saves money on disposal fees.

The historical practice of recycling asphalt for airfield construction projects should be maintained where feasible. The practice eliminates the cost and carbon footprint of off-site transport for disposal, saves money on disposal fees, and can potentially reduce new imported materials for construction.

Short-Term
Consider adding a statement to tenant leases with information about local recycling options available. This would encourage tenants to recycle and minimize waste. Informational brochures on recycling opportunities could also be distributed to all hangar tenants to encourage them to recycle their waste.

Providing common-use recycling bins for airport users could be considered, with curbside pickup provided through a service agreement.

Ongoing
Periodically reevaluate MMV's (the City of McMinnville) solid waste program and policies, especially after development has occurred. An increase in hangars or businesses at MMV may increase the waste generated.

Modifications to Specifications
Language in construction contract documents could be added that encourages contractors to recycle waste and to minimize waste streams caused by construction activities as much as possible.

State of Oregon Regulations

In 1983, the **Recycling Opportunity Act** was the first law in the U.S. to require that people statewide be provided with an opportunity to recycle. This statute established solid waste management policies for waste prevention, reuse and recycling. In order to conserve energy and natural resources the statute uses a solid waste management hierarchy:

- Reduce the amount of waste generated;
- Reuse materials for their original intended use;
- Recycle what can't be reused;
- Compost what can be reused or recycled;
- Recover energy from what cannot be reused, recycled, or composted; and
- Dispose of residual materials safely.

The **Recycling Opportunity Act** also required that:

- Wasteshed counties, except for the City of Milton-Freewater and the greater Portland Tri-County Area known as the Metro Wasteshed, to have recycling depots; and
- Cities with populations over 4,000 are to provide monthly curbside recycling collection services to all garbage service customers.

Note: The City of McMinnville currently complies with the Recycling Opportunity Act requirements.

The 1991 **Oregon Recycling Act** (Senate Bill 66) strengthened the state's recycling requirements and created a recovery goal of 50% by the year 2000. This statute also established a household hazardous waste program; required recycled content in glass containers, directories, and newsprint publications; established requirements for recycling rigid plastic containers to promote market development; and required the Department of Environmental Quality (DEQ) to calculate annual recovery rates and develop a solid waste management plan. In 2005, House Bill 3744 established a wasteshed goal and extended Oregon's statewide recovery goals of 45% in 2005 and 50% in 2009.

The state did not meet the 50% goal by 2000, which extended into the recovery goals of 45% in 2005 and 50% in 2009. Post 2005, the state exceeded the goal by 4.1% (49.1%). The state was able to meet its goals for 2009 as well. To continue the trend, the State of Oregon DEQ has adopted a 2050 vision and framework for action to ensure locals are producing and using materials responsibly.



OREGON
BEND
PORTLAND

WASHINGTON
SPOKANE
ELLENSBURG
FEDERAL WAY
BOTHELL

IDAHO
COEUR d'ALENE
SANDPOINT

CENTURY WEST
ENGINEERING

WWW.CENTURYWEST.COM

Exhibit B:
Ordinance No. 5169

McMinnville Comprehensive Plan, Volume II

Proposed Amendments to Provisions Relating to the McMinnville Airport

New text is in bold, italic, underline text. Deleted text is in ~~strikethrough text~~.

CHAPTER IV: INDUSTRIAL DEVELOPMENT

50.00 The City of McMinnville shall encourage industrial uses to locate adjacent to the airport and south of Three Mile Lane, adjacent to the existing Riverside Drive industrial area, and in existing industrial areas through the proper designation of lands on the comprehensive plan and zoning maps. Comprehensive plan and/or zoning map changes to industrial designations in other areas may be granted if all the applicable goals and policies of the plan can be met.

51.00 The City of McMinnville shall encourage the location of airport-related industrial uses only on the industrial land which is adjacent to the airport. Those lands so reserved shall be designated in the planned development overlay covering this area.

CHAPTER VI: TRANSPORTATION SYSTEM

AIR

Policies:

*113.00 The City of McMinnville shall encourage the development of a basic transport airport facility as outlined in the ~~2004~~ **most recently approved** Airport Layout ~~Report~~ **Plan**. (Ord.4922, February 23, 2010)*

114.00 The City of McMinnville shall support future planning efforts involving the airport to incorporate changes to federal, state, and city aviation and land use laws and policies.

115.00 The City of McMinnville shall encourage the development of compatible land uses in the vicinity of the airport as identified in current and future airport and comprehensive plans.

116.00 The City of McMinnville, acting jointly with Yamhill County, shall appoint an Airport Land Use Board which shall be responsible for the development of an airport zoning ordinance. The ordinance shall be in accordance with applicable federal, state, and local laws and shall particularly conform to the requirements of the McMinnville Municipal Airport Master Plan. (Ord. 4536, April 27, 1993; Ord. 4218, November 23, 1982)

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

132.59.00 Truck routes – Identify and designate truck routes that tie inter-modal facilities and industrial zones to the designated through routes. (Ord. 4922, February 23, 2010)

132.59.05 Airport – Encourage safe aviation facilities that benefit local commerce. (Ord. 4922, February 23, 2010)

132.59.10 Airport area land use – Do not permit land uses within airport noise corridors that are not noise compatible and avoid the establishment of uses that are physical hazards to air traffic at the McMinnville Airport. (Ord. 4922, February 23, 2010)

132.59.15 Railroad – Encourage railroad infrastructure to support current and future economic activities. (Ord. 4922, February 23, 2010)

132.59.20 Railroad crossings – Encourage gate controls and sidewalk facilities at primary railroad crossings of streets. (Ord. 4922, February 23, 2010)

CHAPTER IX: URBANIZATION

182.50 ***Coordinated Master Planning and Plan Updates.*** *The City should initiate updates of its functional planning documents within 5 years of a major UGB update to address consistency with the new UGB, and work with service providers to conduct updates to their planning documents as needed. This includes:*

City:

- *Parks and Recreation Master Plan*
- *Water Reclamation Facilities Plan*
- *Storm Drainage Master Plan*
- *Transportation System Plan*
- *Airport Layout Plan*
- *Goal 5 Resources Plan*
- *Goal 7 Hazards Plan*

48.80 **"Airport Facilities" (AZ) Comprehensive Plan/Zone Map Designation.** The City will establish an Airport Facilities Comprehensive Plan and Zoning map

designation to be applied to all land associated with the successful operation and vitality of the airport. (Ord. 5098, December 8, 2020)

48.90 **Annexation Process.** The City shall update its annexation ordinance (Ordinance No. 4357) to reflect new statutory requirements and a process consisting of an annexation agreement with the City Council that includes a conceptual master plan but is not a land-use process. (Ord. 5098, December 8, 2020)

48.95 **McMinnville – Yamhill County Urban Growth Boundary Management Agreement.** The City shall update its urban growth boundary management agreement (Ordinance No. 4146) with Yamhill County. (Ord. 5098, December 8, 2020)

17.06.025 Airport Overlay Zone Related Definitions. For the purposes of the Airport Overlay Zone (Chapter 17.52), the following definitions shall apply.

Airport – McMinnville Municipal Airport.

Airport Approach Surfaces:

A. Runway 22: A surface longitudinally centered on the extended runway centerline, extending horizontally and vertically from the end of the primary surface at a 40:1 slope for a horizontal distance of 10,000 feet along the extended runway centerline. The beginning width of the approach surface coincides with the 1,000-foot width of the primary surface and expands to a width of 4,000 feet at a distance of 10,000 feet.
B. Runway 4: A surface longitudinally centered on the extended runway centerline, extending horizontally and vertically from the end of the primary surface at a 34:1 slope for a horizontal distance of 10,000 feet along the extended runway centerline. The beginning width of the approach surface coincides with the 1,000-foot width of the primary surface and expands to a width of 3,500 feet at a distance of 10,000 feet.
C. Runway 17/35: A surface longitudinally centered on the extended runway centerline, extending horizontally and vertically from the end of the primary surface at a 20:1 slope for a horizontal distance of 10,000 feet along the extended runway centerline. The beginning width of the approach surface coincides with the 500-foot width of the primary surface and expands to a width of 3,500 feet at a distance of 10,000 feet.

Airport Approach Zone – The area underneath the airport approach surfaces.

Airport Elevation – For the purpose of determining the height limits in all zones set forth in this ordinance, elevations ~~supplied~~ ***documented*** on the ***most recently approved*** Airport ~~Imaginary Surfaces Map (Century West ALP, 2004)~~ ***Layout Plan*** shall be used to calculate height limitations.

Airport Conical Surface – Extends horizontally and vertically from the airport horizontal surface and extends outward and upward at a slope of 20:1 for a horizontal distance of 4,000 feet, terminating at an elevation of 508 feet above sea level.

Airport Conical Zone – The area underneath the airport conical surface.

Airport Hazard – Any structure, tree, or use of land which exceeds height limits established by the airport imaginary surfaces, or ***creates*** the presence of glare, smoke, ***steam, haze,*** fumes, or vapors which impairs visibility in the vicinity of the airport.

Airport Horizontal Surface – A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of 10,000 feet from the center of each end of the primary surface of each runway and connecting the adjacent arcs by lines tangent to those arcs.

Airport Horizontal Zone – The area underneath the airport horizontal surface, not including the airport approach zones and the airport primary surfaces.

Airport Imaginary Surfaces – Those imaginary areas in space which constitute the Airport Overlay Zone and are defined by the approach surface, ***the transitional surface,*** the horizontal surface, and the conical surface as identified on ***Part 77 Airspace Plan in*** the ***most recently approved*** Airport ~~Imaginary Surfaces Map (Century West ALP, 2004)~~ ***Layout Plan***. Any structure extending above these imaginary surfaces is a hazard.

Airport Overlay Zone – See "Airport Imaginary Surfaces."

Airport Primary Surface – A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. The width of the primary surface is 1,000 feet for runway 4/22 and 500 feet for runway 17/35.

Airport Runway Protection Zone (i.e., Clear Zone) – Extends at the same slope and horizontal angle as the approach zone from the primary surface to a point where the approach surface is 50 feet above the runway and elevation.

Aviation Easement – An easement which provides right of flight at any altitude above the approach surface, and includes the right to cause 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 McMinnville Municipal Airport. The aviation easement may also restrict or prohibit the following from interfering with the operation of the Airport:

- Radio or electromagnetic interference;
- Construction of certain types of buildings or structures;
- Natural vegetation;
- Lights, lighted signs, or other lighted objects; and/or
- Hazardous or unreasonably objectionable smoke, fumes, or vapors.

Structure – An object, including a mobile object, constructed or installed by persons, including, but not limited to, buildings, towers, cranes, smokestacks, poles, earth formations, and overhead transmission lines.

Chapter 17.52

AIRPORT OVERLAY ZONE

Sections:

17.52.010 Purpose.
17.52.020 Definitions.
17.52.030 General Restrictions.
17.52.040 Runway Protection Zone Restrictions.
17.52.050 Approach Zone Restrictions.
17.52.060 Horizontal Zone Restrictions.
17.52.070 Conical Zone Restrictions.
17.52.080 Waiver of Remonstrance Required.
17.52.090 Notice of Construction.
17.52.100 Nonconforming Uses.
17.51.110 Variances.
17.52.120 Enforcement.
17.52.130 Conflicting Regulations.

17.52.010 Purpose. The Airport Overlay Zone shall enhance the utility of the McMinnville Municipal Airport by preventing the establishment of any structure or use of land which unreasonably obstructs the safe flight of aircraft in landing or taking off. Further, this overlay zone is intended to prevent the establishment of airspace obstructions through height restrictions and other land use controls, as deemed essential to protect the public health, safety, and welfare consistent with Federal Aviation Regulations (FAR), Part 77. The Airport Overlay Zone is intended to implement recommendations contained in the ***most recently approved*** Airport ~~Master Plan~~ ***Layout Plan*** as drawn on the ~~Airport Imaginary Surfaces Map (Wilsey & Ham, 1989)~~ ***Part 77 Airspace Plan***. (Ord. 4512 §1(part), 1992).

17.52.020 Definitions. For the purpose of this section, refer to Section 17.06.025 for Airport Overlay Zone related definitions. (Ord. 4952 §1, 2012).

17.52.030 General Restrictions. No use in the Airport Overlay Zone shall:

A. Create electrical interference with navigational signals or radio communication between the airport and aircraft; or
B. Otherwise endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the airport. (Ord. 4512 §1(part), 1992).

17.52.040 Runway Protection Zone Restrictions. Within the four prescribed ~~clear~~ ***runway protection*** zones, the City shall make every attempt, subject to

available resources, to either purchase title to properties or secure aviation easements in order to protect the ~~airport approach~~ ***runway protection*** zones and ***associated approach zones***. (Ord. 4512 §1(part), 1992).

17.52.050 Approach Zone Restrictions. The following uses are prohibited in the Approach Zone:

A. Places of public assembly;
B. Industrial discharge impairing visibility, including smoke or steam pollution sources;
C. Any structure which exceeds a height greater than 209 feet above MSL;
D. Residential density greater than one dwelling per twenty acres except as allowed in the underlying zone existing prior to the date of adoption of this ordinance or except if a development request involves an existing lot of record;
E. The planting of any tree which reaches a mature height of 75 feet or more within 3,750 feet of the Primary Surface;
F. Any use which would make it difficult for pilots to distinguish between airport lights and others;
G. Any use which would result in glare in the eyes of the pilots using the airport;
H. Any use which would create bird strike hazards. (Ord. 4512 §1(part), 1992).

17.52.060 Horizontal Zone Restrictions. The following uses are prohibited in the Horizontal Zone:

Any structure which exceeds a height greater than 309 feet above MSL except that a structure may be constructed to a vertical height no greater than 35 feet above the ground in the Eola Hills. (Ord. 4512 §1(part), 1992).

17.52.070 Conical Zone Restrictions. The following uses are prohibited in the Conical Zone:

Any structure which exceeds a height greater than that established by this parabolic curve which starts at 309 feet above MSL and terminates at 509 feet above MSL except that a structure may be constructed to a vertical height no greater than 35 feet above the ground in the Eola Hills. (Ord. 4512 §1(part), 1992).

17.52.080 Waiver of Remonstrance Required. Prior to the issuance of a building permit or approval of a land use request within the Approach Zone, an applicant shall submit to the City Planning Director and to the County Planning Director a signed waiver of remonstrance recognizing noise impacts resulting from airport operations and waiving rights to remonstrate against the same. Said waiver shall be recorded with the deed(s) to the subject property. (Ord. 4512 §1(part), 1992).

17.52.090 Notice of Construction. Anyone proposing to construct or alter a structure within an Approach Zone shall be required to contact the Federal Aviation Administration regional office in Seattle, Washington, to determine whether the subject request requires the submission of FAA Form 7460-1 (Notice of Proposed Construction or Alteration). If said form is required, then completed copies shall also be submitted to the ~~Aeronautics Division of the~~ Oregon Department of ***Aviation***, to the Airport Manager,

to the City Planning Director, and to the County Planning Director. (Ord. 4512 §1(part), 1992).

17.52.100 Nonconforming Uses. No permit shall be granted that would allow nonconformities within the Approach Zone to be enlarged upon, expanded, or extended in any manner which would increase the hazard to aviation, except as provided in the variance section. (Ord. 4512 §1(part), 1992).

17.52.110 Variances. Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use property not in accordance with the regulations prescribed in this ordinance, may apply to the McMinnville Urban Area Management Commission (MUAMC) for a variance from such regulations. An application for a variance shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. Such variances shall be allowed where it is duly found that:

A. Owing to special and unusual circumstances related to a specific piece of property, strict application or enforcement of this ordinance would cause an undue or unnecessary hardship;
B. The variance would not be materially detrimental to the purposes of this ordinance, or to property in the zone or vicinity in which the property is located, or otherwise conflict with the objectives of any comprehensive plan or policy; and
C. The variance would not create a hazard to air navigation, ***as determined by FAA***.

In granting a variance, the jurisdiction may attach conditions which it finds necessary to protect the best interests of the surrounding property, the airport, or otherwise achieve the purposes of this chapter.

An appeal of any decision related to a variance shall follow the appropriate jurisdiction's appeal procedures and the concurrence procedures as outlined in the 1981 McMinnville Urban Growth Boundary Management Agreement. (Ord. 4512 §1(part), 1992).

17.52.120 Enforcement. The appropriate jurisdiction (i.e., the City of McMinnville, Yamhill County, or the City of Dayton) shall have the power and duty to interpret and to enforce the provisions of this ordinance. Any appeal of an interpretive ruling by the appropriate jurisdiction regarding the requirements of this ordinance shall be filed within fifteen days of said ruling and shall be initiated only with the MUAMC.

In addition, the City may, at its own expense, trim any tree which exceeds the height restrictions of this ordinance to a height which conforms to said height restrictions. Notice of such action with an affected property owner shall be made thirty days prior to any scheduled trimming. (Ord. 4512 §1(part), 1992).

17.52.130 Conflicting Regulations. Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail. (Ord. 4512 §1(part), 1992).

PART 77 DIMENSIONAL STANDARDS (NOTE 3)

RUNWAY 4-22
LARGER THAN UTILITY PIR (EXISTING/FUTURE)
RUNWAY LENGTH (EXISTING/FUTURE) = 5,420' RUNWAY TYPE = B-II / C-II

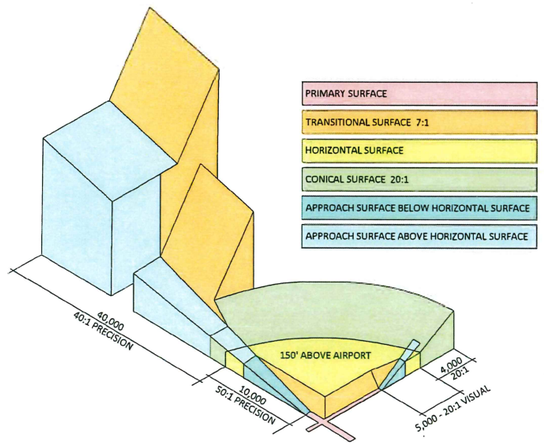
RUNWAY 4
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 4,000'
APPROACH SURFACE LENGTH = 10,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 34:1

RUNWAY 22
PRIMARY SURFACE WIDTH = 1,000'
APPROACH SURFACE INNER WIDTH = 1,000'
APPROACH SURFACE OUTER WIDTH = 15,000'
APPROACH SURFACE LENGTH = 50,000'
RADIUS OF HORIZONTAL SURFACE = 10,000'
APPROACH SLOPE = 50:1 / 40:1

RUNWAY 17-35
LARGER THAN UTILITY VISUAL (EXISTING/FUTURE)
RUNWAY EXISTING LENGTH = 4,430' RUNWAY TYPE = A-I (SMALL)

RUNWAY 17
PRIMARY SURFACE WIDTH = 500'
APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 1,500'
APPROACH SURFACE LENGTH = 5,000'
RADIUS OF HORIZONTAL SURFACE = 5,000'
APPROACH SLOPE = 20:1

RUNWAY 35
PRIMARY SURFACE WIDTH = 500'
APPROACH SURFACE INNER WIDTH = 500'
APPROACH SURFACE OUTER WIDTH = 1,500'
APPROACH SURFACE LENGTH = 5,000'
RADIUS OF HORIZONTAL SURFACE = 5,000'
APPROACH SLOPE = 20:1



TYPICAL ISOMETRIC VIEW OF PART 77 SURFACES
(CUT ON RUNWAY CENTERLINE)

NOTES:

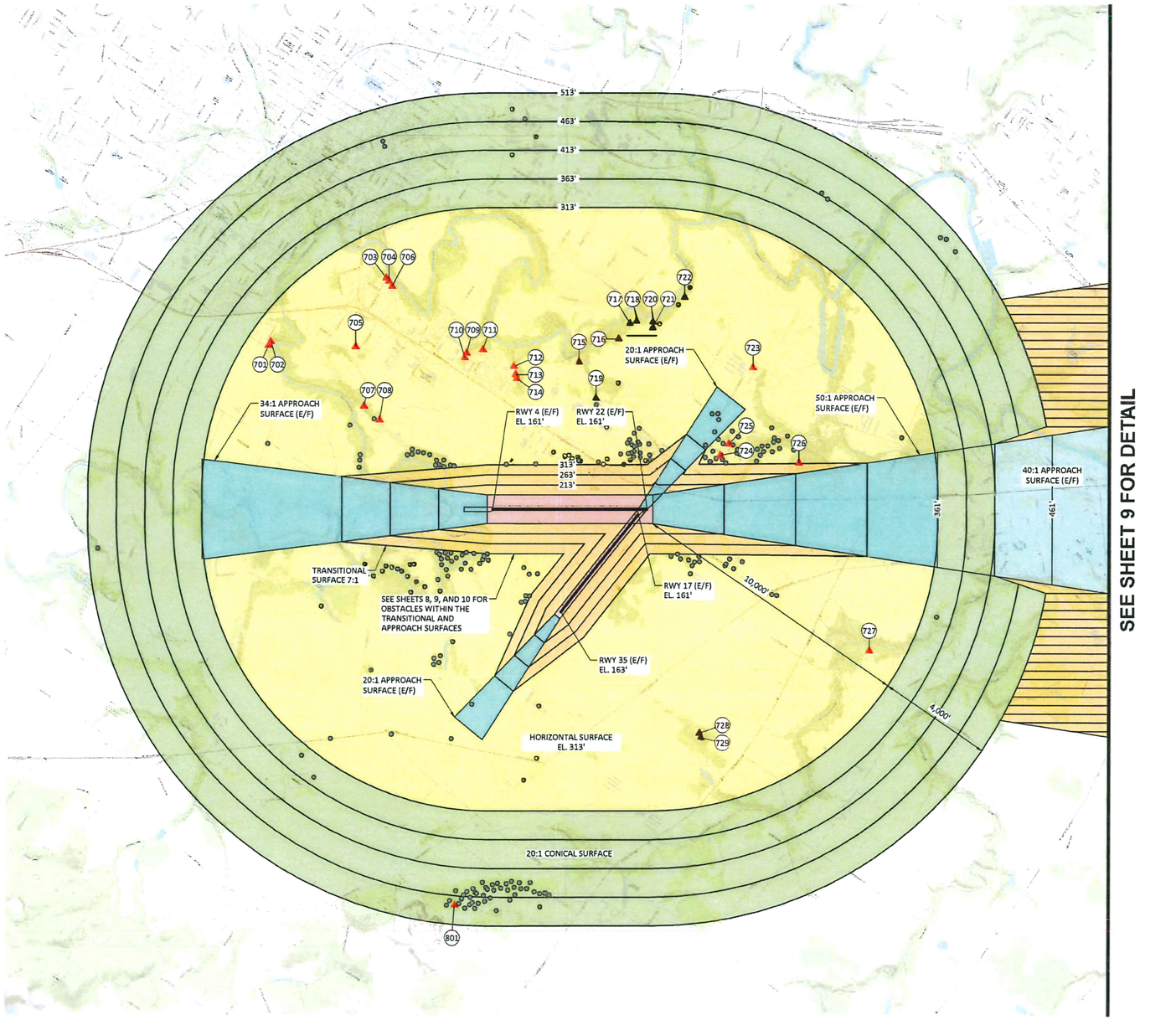
1. SEE SHEETS 19, 20, AND 21 FOR OBSTRUCTION TABLES.
2. DATE OF AGIS OBSTRUCTION SURVEY: 2023
3. 14 CFR, PART 77 - SAFE, EFFICIENT USE, AND PRESENTATION OF THE NAVIGABLE AIRSPACE.

"THE PREPARATION OF THIS DOCUMENTMAY HAVE BEEN SUPPORTED, IN PART, THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION (PROJECT NUMBER 3-41-0036-023-2023) AS PROVIDED UNDER TITLE 49, UNITED STATES CODE, SECTION 47104. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS REPORT BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."



0' 2000' 4000'

Scale: 1"=2000'



SEE SHEET 9 FOR DETAIL

AREAS OF TERRAIN PENETRATION
(NONE IDENTIFIED)

LEGEND

- OBSTACLE
- NON-LISTED OBSTACLE

PART 77 PLAN VIEW

NO.	DATE	BY	APPR	REVISIONS

VERIFY SCALES
BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

FEDERAL AVIATION ADMINISTRATION APPROVAL
APPROVAL DATE: _____
SIGNATURE

CITY OF MCMINNVILLE APPROVAL
APPROVAL DATE: _____
SIGNATURE

CENTURY WEST ENGINEERING
BEND OFFICE
1020 SW EMKAY DRIVE
SUITE #100
BEND, OR 97702
541.322.8962 OFFICE

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
JLS	JLS	DM	AS SHOWN

DATE: AUGUST 2025
PROJECT NO: 40228.011.01

MCMINNVILLE MUNICIPAL AIRPORT

AIRPORT AIRSPACE PLAN (PART 77)

FIGURE NO.

SHEET NO. 7 OF 21

EXHIBIT C:
Ordinance No. 5169

City of McMinnville
PLANNING

CITY OF MCMINNVILLE
PLANNING DIVISION
231 NE FIFTH STREET
MCMINNVILLE, OR 97128
503-434-7311
www.mcminnvilleoregon.gov

DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF LEGISLATIVE AMENDMENTS TO THE MCMINNVILLE COMPREHENSIVE PLAN, VOLUME I, VOLUME II AND VOLUME III TO SUPPORT THE 2025 MCMINNVILLE MUNICIPAL AIRPORT MASTER PLAN

DOCKETS:	G 2 - 25
REQUEST:	The City of McMinnville is proposing amendments to the McMinnville Comprehensive Plan, Volume I, Volume II and Volume III to support the June 2024 Parks, Recreation and Open Space Plan.
LOCATION:	N/A. The proposal is a legislative comprehensive plan amendment.
ZONING:	N/A. The proposal is a legislative comprehensive plan amendment.
APPLICANT:	City of McMinnville
STAFF:	Heather Richards, Community Development Director
HEARINGS BODY:	McMinnville Planning Commission
DATE & TIME:	December 18, 2025, 200 NE Second Street, Kent Taylor Civic Hall, 6:30 PM. Zoom, Meeting ID 831 2090 5124, Passcode 288880
DECISION-MAKING BODY:	McMinnville City Council
DATE & TIME:	January 27, 2026, 200 NE Second Street, Kent Taylor Civic Hall, 6:30 PM. Zoom, Meeting ID _____, Passcode _____.
PROCEDURE:	The application is subject to the legislative land use procedures specified in Sections 17.72.120 - 17.72.160 of the McMinnville Municipal Code.
CRITERIA:	Amendments to the McMinnville Comprehensive Plan must be consistent with Oregon State Regulations (ORS) governing Oregon land use goals, the Goals and Policies in Volume II of the Comprehensive Plan and the Purpose of the Zoning Ordinance.
APPEAL:	The City Council's decision on this legislative amendment will be submitted to the Department of Land Conservation and Development for consideration pursuant to the post-acknowledgment plan amendment process in ORS 197.610 et seq. The City Council's decision on a legislative amendment may be appealed to the

Oregon Land Use Board of Appeals (LUBA) within 21 days of the date written notice of the City Council's decision is mailed to parties who participated in the local proceedings and entitled to notice and as provided in ORS 197.620 and ORS 197.830, and Section 17.72.190 of the McMinnville Municipal Code.

DECISION

Based on the findings and conclusions, the McMinnville City Council **APPROVES** the proposed amendments to Volume I, II, and III of the McMinnville Comprehensive Plan to support the August 2025 McMinnville Municipal Airport Master Plan, Docket G 2-25.

//

DECISION: APPROVAL

//

City Council:_____ Date:_____
Kim Morris, Mayor of McMinnville

Planning Commission:_____ Date:_____
Sidonie Winfield, Chair of the McMinnville Planning Commission

Planning Department:_____ Date:_____
Heather Richards, Community Development Director

I. Application Summary:

The City of McMinnville is proposing to adopt the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Transportation System Plan and the McMinnville Comprehensive Plan, and to amend Volume I, Background Information, Volume II, Goals and Policies and Volume III, McMinnville's Zoning Ordinance, to support the August 2025 McMinnville Municipal Airport Master Plan (Airport Master Plan).

The City's Comprehensive Plan is divided into three volumes per the following:

Volume I – Background Information: (Both the narrative of and supporting documentation for the goals and policies developed by the community. It is a reference resource that can be used to interpret the intent of the goal and policy statements.)

Volume II – Goals and Policies: (These goals and policies are the culmination of the research, inventories and projections of Volume I and reflect the directives expressed through the citizen involvement process in adopting the plan. All future land use decisions must conform to the applicable goals and policies of this volume.

Volume III – Implementing Ordinances: (Measures to carry out the goals and policies of the plan, including the comprehensive plan and zoning map, annexation, zoning and land division ordinances, and the planned development overlays placed on areas of special significance.

This docket is comprised of proposed amendments to the McMinnville Comprehensive Plan per the following:

- Adopt the Airport Master Plan and its appendices as a ***supplemental document*** of the Comprehensive Plan and Transportation System Plan.
- ***Amend Comprehensive Plan, Volume I:*** Replaces existing data, inventory, and maps with the new data in the Airport Master Plan Update.
- ***Amend Comprehensive Plan, Volume II:*** Amends the Goals and Policies of Volume II, Chapter VI – Transportation System of the *McMinnville Comprehensive Plan*.
- ***Amend Comprehensive Plan, Volume III:*** Amends the McMinnville Municipal Code, Title 17, Zoning Ordinance and Section 17.06.025, Airport Overlay Zone Related Definitions, Section 17.52, Airport Overlay Zone, of Volume III of the *McMinnville Comprehensive Plan*.

The Airport Master Plan for McMinnville Municipal Airport (MMV) addresses the Airport's needs for the next 20 years replacing the 2004 Airport Layout Plan Report (Century West Engineering), which provided the most recent FAA-approved (signed) Airport Layout Plan (ALP) drawing for the Airport.

The Airport Master Plan provides specific guidance in making the improvements necessary to maintain a safe and efficient airport that is economically, environmentally, and socially sustainable.

The purpose of the Airport Master Plan is to define the current, near-term, and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards.

The plan also addresses land use, transportation, environmental, economic development, etc. that have the potential of affecting the planning, development, and operation of the Airport.

The primary goals of the Airport Master Plan is to provide the framework and vision needed to guide future improvements at McMinnville Municipal Airport. The goals and objectives ensure future development will cost-effectively satisfy aviation demand and potential environmental and socioeconomic impacts.

Goal 1: Define the vision for the airport to effectively serve the community, airport users, and the region. Assess known issues including air traffic control, runway length, the ability to accommodate development, auto parking, fencing, and land use to develop a realistic sustainable plan to improve the airport.

Goal 2: Document existing activity, condition of airfield facilities, and policies that impact airport operations and development opportunities.

Goal 3: Forecast future activity based on accepted methodology.

Goal 4: Evaluate facilities and conformance with applicable local, state, and FAA standards.

Goal 5: Identify facility improvements to address conformance issues and accommodate demand.

Goal 6: Identify potential environmental and land use requirements that may impact development.

Goal 7: Explore alternatives to address facility needs. Work collaboratively with all stakeholders to develop workable solutions to address needs.

Goal 8: Develop an Airport Layout Plan to graphically depict proposed improvements consistent with FAA standards as a road map to future development. Prepare a supporting Capital Improvement Plan to summarize costs and priorities.

Goal 9: Provide recommendations to improve land use, zoning, and City oversight of the airport to remove barriers to appropriate growth at the airport.

Goal 10: Summarize the collective vision and plan for the airport in the Airport Master Plan report.

II. GENERAL FINDINGS

The City Council finds, that based on the findings of fact and the conclusionary findings contained in this findings report, that the August 2025 McMinnville Municipal Airport Master Plan is consistent with all of the applicable state and local regulations.

Generally, these findings summarize the more detailed analysis found in the August 2025 McMinnville Municipal Airport Master Plan.

This findings document provides conclusionary findings regarding consistency with applicable provisions of state and local law. Supporting these is a factual basis upon which the conclusory findings rest.

III. FINDINGS OF FACT

The fact base includes the data referenced in the PROS Plan and its appendices, as well as the information provided in the record.

1 The City of McMinnville developed an Airport Master Plan in 2004. Now, more than 20 years later, it was time for the city to update that plan.

2 The City's Airport Commission served as the Project Advisory Committee meeting with city staff and consultants to draft this McMinnville Municipal Airport Master Plan update.

3 On November 12, 2025, the City notified the Department of Land Conservation and Development of their intent to adopt the August 25 McMinnville Municipal Airport Master Plan as amendments to the McMinnville Comprehensive Plan, Volume 1, Volume II and Volume III with a first evidentiary public hearing scheduled for December 18, 2025. (DLCD File #: 004-25).

4 On December 8 and December 12, 2025, the City published a public hearing notice in the News Register.

5 On December 18, 2025, the McMinnville Planning Commission opened the public hearing, heard public testimony and closed the public hearing.

6 On December 18, 2025, the McMinnville Planning Commission deliberated and voted to recommend adoption of the proposed comprehensive plan amendments to the City Council.

7 On January 27, 2026, staff presented the Planning Commission's recommendation to the McMinnville City Council.

8 On January 27, 2026, the McMinnville City Council considered the public record and voted to approve the proposed Comprehensive Plan Amendments to support the August 2025 McMinnville Municipal Airport Master Plan, by adopting Ordinance No. 5169.

IV. COMMENTS RECEIVED

Friends of Yamhill County / 1000 Friends of Oregon, December 17, 2025

Docket G 2-25: Airport Master Plan

1000 Friends and FYC support the adoption of the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan. The adoption of the Airport Master Plan ensures that land near the airport is available for other industrial development uses and is not restricted to airport expansion. This is a practical and sensible measure that will avoid unnecessary conversion of resource land for industrial uses while allowing development in an area that already supports industrial uses. 1000 Friends and FYC are also glad to see that the Airport Master Plan uses the most recent population projections for the City, as required by OAR 660-032-0020(1).

V. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application.

These findings explain how the City finds that the adoption of the Airport Master Plan as amendments to the McMinnville Comprehensive Plan satisfies applicable state and local land use regulations.

Alignment with Oregon's Statewide Planning Goals and Administrative Rules:

The applicable state land use laws are those identified in either the Oregon Revised Statutes (ORS) or the Oregon Administrative Rules (OARs),

Oregon Land Use Goal #1, *(Citizen Involvement)*

To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

> The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.
>
> The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.
>
> Federal, state and regional agencies and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.

> The citizen involvement program shall incorporate the following components: 1. Citizen Involvement -- To provide for widespread citizen involvement. The citizen involvement program shall involve a cross-section of affected citizens in all phases of the planning process. As a component, the program for citizen involvement shall include an officially recognized committee for citizen involvement (CCI) broadly representative of geographic areas and interests related to land use and land-use decisions. Committee members shall be selected by an open, well-publicized public process. The committee for citizen involvement shall be responsible for assisting the governing body with the development of a program that promotes and enhances citizen involvement in land-use planning, assisting in the implementation of the citizen involvement program, and evaluating the process being used for citizen involvement. If the governing body wishes to assume the responsibility for, development as well as adoption and implementation of the citizen involvement program or to assign such responsibilities to a planning commission, a letter shall be submitted to the Land Conservation and Development Commission for the state Citizen Involvement Advisory Committee's review and recommendation stating the rationale for selecting this option, as well as indicating the mechanism to be used for an evaluation of the citizen involvement program. If the planning commission is to be used in lieu of an independent CCI, its members shall be selected by an open, well-publicized public process.

FINDING - SATISFIED: Chapter X of the McMinnville Comprehensive Plan outlines compliance with Oregon State Land-Use Goal #1. The Planning Commission has been identified as the Committee for Citizen Involvement for the City of McMinnville per McMinnville Comprehensive Plan Policy #190.00. The Planning Commission held a public hearing on December 18, 2025, to consider this proposed amendment. The City finds Goal 1 satisfied.

Oregon Land Use Goal #2, *(Land Use Planning)*

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

FINDING - SATISFIED: The City of McMinnville has an acknowledged adopted Comprehensive Plan that provides a land use planning process and policy framework for all decisions and actions related to the use of land. The Comprehensive Plan is implemented through the McMinnville Municipal Code.

On February 23, 2010, the McMinnville City Council adopted Ordinance No. 4922 which adopted the *City of McMinnville Transportation System Plan* as part of Volume I of the McMinnville Comprehensive Plan.

This action amends the McMinnville Comprehensive Plan by adopting the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Transportation Plan and Comprehensive Plan.

Oregon Land Use Goal #3, *(Agricultural Lands)*

Goal 3 requires the City to “preserve and maintain agricultural land.” For the land within the Airport Master Plan that is not within the city limits, the City is coordinating with Yamhill County to ensure compliance with county land use policies.

FINDING – NOT APPLICABLE: No further analysis is required.

Oregon Land Use Goal #5 (Natural Resources, Scenic and Historic Areas, and Open Spaces)

Goal 5 requires the City to “protect natural resources and conserve scenic and historic areas and open spaces.” Appendix A of the Airport Master Plan is the Cultural Resources Survey. And the Airport will be held to the same natural resource protection standards as other property within the city limits, and additionally must comply with federal environmental standards for natural resources.

FINDING – SATISFIED: No further analysis is required**.**

Oregon Land Use Goal #6 (Air, Water and Land Resources Quality)

Goal 6 requires local comprehensive plans and implementing measures to be consistent with state and federal regulations. By complying with applicable air, water and land resource quality policies in the McMinnville Comprehensive Plan, Goal 6 will be properly addressed. No further analysis is required.

FINDING – SATISFIED: No further analysis is required.

Oregon Land Use Goal #7 (Areas Subject to Natural Disasters and Hazards)

Goal 7 requires that jurisdictions apply appropriate safeguards when planning development in areas that are subject to natural hazards such as flood hazards.

The identified natural hazards in McMinnville are flooding, steep slopes, wildfire, liquefaction, and landslide soils. Per McMinnville's Comprehensive Plan and Zoning Ordinance, no building improvements are allowed in the FEMA acknowledged floodway

FINDING – SATISFIED: The City finds that this goal is met by ensuring that the Airport operations and land development are not in hazardous areas.

Oregon Land Use Goal #9 (Economy of the State)

The purpose of Goal 9 is to provide adequate opportunities for economic growth and development for commercial and industrial development. In addition to the vital role of the McMinnville Municipal Airport in McMinnville's economy and MAC Town 2032 Economic Development Strategic Plan, the Airport Master Plan while complying with OAR 660-013-0100 and 0110, allows for industrial uses that are compatible with the airport and further the City of McMinnville's economic development strategy by providing 37 acres of buildable industrial land to the buildable lands inventory.

FINDING – SATISFIED: The City finds that the adoption of the Airport Master Plan complies with Oregon Land Use Goal #9.

Oregon Land Use Goal #10 (Housing)

The purpose of Goal 10 is to provide adequate opportunities for housing development to support McMinnville's future growth needs. Per OAR 660 -013-0080(1) and (2), the Airport Master Plan does not include housing development.

FINDING – NOT APPLICABLE

Oregon Land Use Goal #11 (Public Facilities and Services)

Goal 11 requires cities to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING – SATISFIED: The Airport Master Plan does not include any element of the proposed public facilities plans, as those terms are defined under Goal 11.

Oregon Land Use Goal #12 (Transportation)

Goal 12 encourages the provision of a safe, convenient and economic transportation system. This goal also implements provisions of other statewide planning goals related to transportation planning in order to plan and develop transportation facilities and services in coordination with urban and rural development (OAR 660-012-0000(1)), including airports.

OAR 660-013-0010 through OAR 660-013-0160 provides the administrative rules for compliance with Oregon Land Use Goal #12. OAR 660-013-0140 provides a safe harbor for Airport Master Plans. Please see below. The McMinnville Municipal Airport Master Plan is compliant with OAR 660-013-0140.

OAR 660-013-0140, Safe Harbors

A "safe harbor" is a course of action that satisfies certain requirements of this division. Local governments may follow safe harbor requirements rather than addressing certain requirements in these rules. The following are considered to be "safe harbors":

(1) Portions of existing acknowledged comprehensive plans, land use regulations, Airport Master Plans and Airport Layout Plans adopted or otherwise approved by the local government as mandatory standards or requirements shall be considered adequate to meet requirements of these rules for the subject areas of rule requirements addressed by such plans and elements, unless such provisions are contrary to provisions of OS 836.600 (Policy) through 836.630 (Siting of new airports to comply with land use laws). To the extent these documents do not contain specific provisions related to requirements of this division, the documents can not be considered as a safe harbor. The adequacy of existing provisions shall be evaluated based on the specificity of the documents and relationship to requirements of these rules;

(2) This division does not require elimination of existing or allowed airport related uses authorized by an acknowledged comprehensive plan and land use regulations; and

(3) Notwithstanding the safe harbor provisions of this rule, land use regulations applicable to non-towered airports shall authorize airport uses required by this division.

FINDING – SATISFIED. The City finds that the proposed Airport Master Plan is consistent with OAR 660-013-0010 through OAR 660-013-0160.

McMinnville Comprehensive Plan

As described in the Comprehensive Plan, the Goals and Policies of the Comprehensive Plan serve as criteria for land use decisions. The following Goals and Policies from Volume II of the McMinnville Comprehensive Plan are applicable to this request:

CHAPTER VI. TRANSPORTATION SYSTEM

AIR

Policies:

113.00 The City of McMinnville shall encourage the development of a basic transport airport facility as outlined in the 2004 Airport Layout Plan Report. (Ord.4922, February 23, 2010)

FINDING – SATISFIED WITH PROPOSED VOLUME ii COMPREHENSIVE PLAN POLICY AMENDMENTS. The City finds that the proposed amendment to this policy meets the intention of this Comprehensive Plan, Volume II goal and policy.

114.00 The City of McMinnville shall support future planning efforts involving the airport to incorporate changes to federal, state, and city aviation and land use laws and policies.

115.00 The City of McMinnville shall encourage the development of compatible land uses in the vicinity of the airport as identified in current and future airport and comprehensive plans.

FINDING – SATISFIED WITH THE PROPOSED INNOVATION CAMPUS (MCMINNVILLE LANDING) IDENTIFIED IN THE AIRPORT MASTER PLAN.

116.00 The City of McMinnville, acting jointly with Yamhill County, shall appoint an Airport Land Use Board which shall be responsible for the development of an airport zoning ordinance. The ordinance shall be in accordance with applicable federal, state, and local laws and shall particularly conform to the requirements of the McMinnville Municipal Airport Master Plan. (Ord. 4536, April 27, 1993; Ord. 4218, November 23, 1982)

FINDING – SATISFIED: Per McMinnville Municipal Code, Section 2.28, the City of McMinnville has established an Airport Commission.

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

132.59.05 Airport – Encourage safe aviation facilities that benefit local commerce. (Ord. 4922, February 23, 2010)

132.59.10 Airport area land use – Do not permit land uses within airport noise corridors that are not noise compatible, and avoid the establishment of uses that are physical hazards to air traffic at the McMinnville Airport. (Ord. 4922, February 23, 2010)

FINDING – SATISFIED: Per McMinnville Municipal Code, Section 17.52.

182.50 ***Coordinated Master Planning and Plan Updates.*** *The City should initiate updates of its functional planning documents within 5 years of a major UGB update to address consistency with the new UGB, and work with service providers to conduct updates to their planning documents as needed. This includes:*

City:

- *Parks and Recreation Master Plan*
- *Water Reclamation Facilities Plan*
- *Storm Drainage Master Plan*
- *Transportation System Plan*
- *Airport Layout Plan*
- *Goal 5 Resources Plan*
- *Goal 7 Hazards Plan*

FINDING: SATISFIED. The McMinnville Urban Growth Boundary was amended as acknowledged by the Department of Land Conservation and Development in April, 2021. The adoption of this Airport Master Plan is within 5 years of this action.

City of McMinnville

COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: **January 27, 2026**
TO: **Adam Garvin, Interim City Manager**
SUBMITTED BY: **Heather Richards, Community Development Director**
WRITTEN BY: **Heather Richards, Community Development Director**
SUBJECT: **Ordinance 5170: Land Use Efficiency Measures**

1. An Ordinance adopting as amendments to the November 2023 Housing Needs Analysis, the September 2024 Economic Opportunities Analysis, and the December 2025 Framework Plan.

Report in Brief:

This is an action to consider Ordinance No. 5170, an ordinance adopting amendments to the McMinnville Comprehensive Plan by adopting addendums to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and the McMinnville Growth Management and Urbanization Plan (MGMUP) Framework Plan to document land-use efficiency measures to meet residential and employment land need for the planning horizon of 2021 – 2041, with a forecasted population of 47,498 people. (Dockets G 3-25, G 4-25 and G 5-25).

These dockets are comprised of proposed amendments to the McMinnville Comprehensive Plan per the following:

- Docket G 3 – 25: Adopt an ***addendum (November 4 ECOnorthwest Memorandum, entitled "Residential Land Use Efficiency Measures for McMinnville"), to the November 2023 Housing Needs Analysis (HNA)***, which is a supplemental document of the Comprehensive Plan.

- Docket G 4 – 25: Adopt an ***addendum (November 6 ECOnorthwest Memorandum, entitled "Commercial and Industrial Land Use Efficiency Measures for McMinnville"), to the September 2024 Economic Opportunity Analysis (EOA)***, which is a supplemental document of the Comprehensive Plan.

- Docket G 5 – 25: Adopt an ***amended MGMUP Framework Plan,*** McMinnville Comprehensive Plan, Volume III.

With these land-use efficiency measures the City is able to meet its forecasted residential land need and industrial land need, and address some of the commercial land need within its existing Urban Growth Boundary.

With that need met, the City is electing not to pursue an urban growth boundary amendment to meet the remainder of its commercial land need at this time.

This should satisfy Work Task 2 of McMinnville's Sequential UGB Work Plan with the Department of Land Conservation and Development.

The Planning Commission hosted a public hearing on December 18, 2025, and voted unanimously to recommend approval of these land-use efficiency measures.

Background:

Oregon growth planning consists of three (3) basic tasks:

1. "Conduct Needs/Opportunities Analysis" - Identify the amount of land needed to support the anticipated housing, employment, and public amenities of a future population at the end of a planning horizon; then

2. **"**Land Use Efficiencies**"** - Identify land-use efficiencies that the City would like to enact within its existing urban growth boundary to accommodate the housing and employment need; and

3. "Amend Urban Growth Boundary (UGB), if needed" - If following the land use efficiencies work there still is need for additional land within the urban growth

boundary to accommodate the future housing, employment, and public amenities needed to support the future population at the end of the planning horizon, amend the urban growth boundary to accommodate that land need.

Typically, this work is conducted and submitted to the state for acknowledgment all as one package. However, per state statute the City of McMinnville had to provide its updated Housing Needs Analysis to the DLCD by December 31, 2023. Knowing that the City could not complete all three tasks within the timeframe provided, the City applied to enter into an approved Sequential UGB work plan allowing the City to submit each task individually and thus meet the deadline for the Housing Needs Analysis by December 31, 2023 with the opportunity to submit the Land Use Efficiencies and UGB Amendment (if necessary) by March 1, 2026.

This was approved, with Task 1 being the Housing Needs Analysis and Task 2 of the work plan being the Land Use Efficiency Measures and the UGB Amendment (if necessary). (Please see attached approved McMinnville Sequential UGB Work Plan).

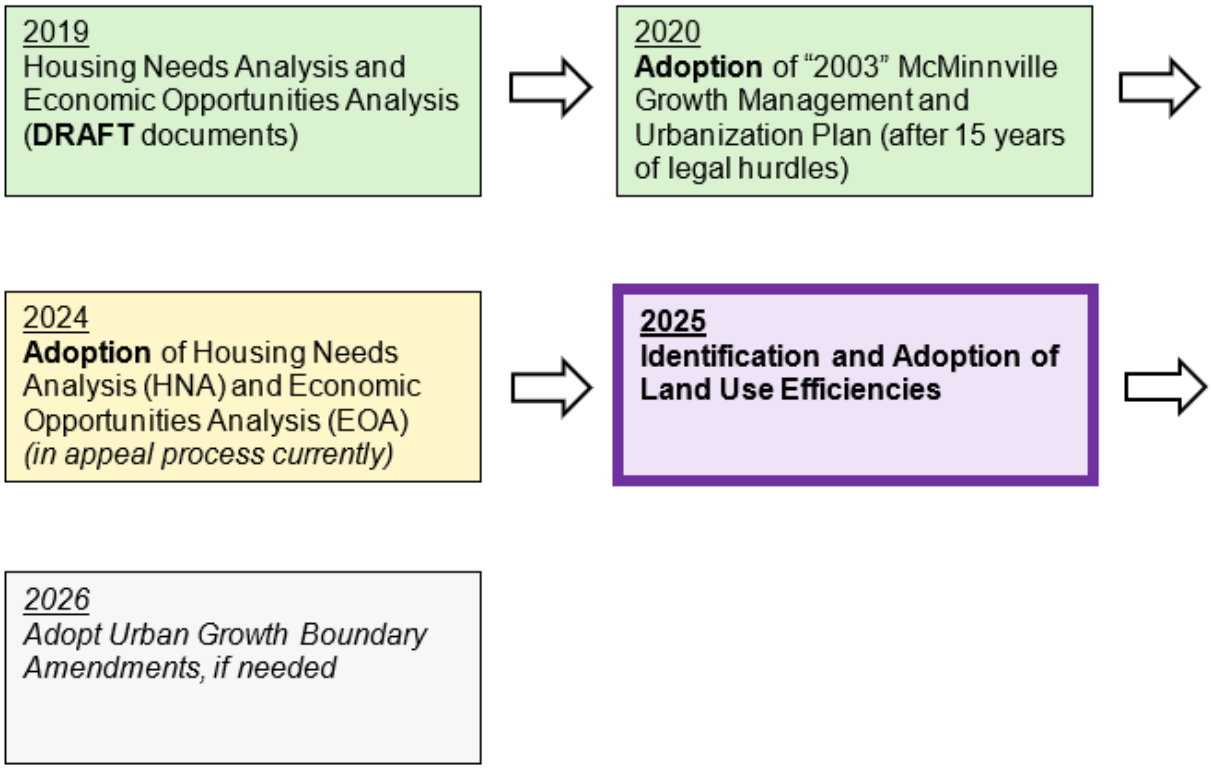
The City submitted the work for Task 1 (HNA and EOA) of this process to the Director of the Department of Land Conservation and Development (DLCD), who approved the work, except for one item, which was remanded to the City and corrected.

- Friends of Yamhill County and Mark Davis appealed the DLCD Director's Decision to the Land Conservation and Development Commission (LCDC), which voted to uphold the DLCD Director's Decision.

- The City is still waiting on the final decision documents from the state to see if the LCDC decision will be appealed to the Court of Appeals.

<u>Sequential UGB Work Plan Process Outline and Deadlines</u>
Although the HNA and EOA have not been formally recognized yet, due to appeals, the State has given the City of McMinnville guidance to continue into "**Task 2**" of the Sequential UBG Work Plan, which is the identification of Land Use Efficiency Measures and a UGB amendment, if necessary.

Growth Planning Process Flowchart



Land Use Efficiency Measures:

A land use efficiency measure (LUEM) is a policy action that changes the comprehensive plan or land use regulations to quantifiably reduce land needs. This project includes the identification of Land Use Efficiency Measures to accommodate the unmet residential land need identified in McMinnville's Housing Needs Analysis November 2023 (HNA), as well as the unmet commercial and industrial land need identified in McMinnville's Economic Opportunity Analysis, September 2024 (EOA), for the planning horizon of 2021 – 2041.

Below is a table demonstrating the need established by the HNA and EOA and the results of meeting that need after the land-use efficiencies were calculated. Both the residential and industrial land need is met with land-use efficiency measures. The commercial land needs are only partially met. Staff recommends not moving forward with a UGB amendment at this time to meet the commercial land need.

Category	Identified Needs (before Efficiencies)	Efficiencies Proposed	Results after Efficiencies	Urban Growth Boundary (UGB)
Residential	1,101 dwelling units (approximately 202 acres)	1,286 dwelling unit increased capacity	185 unit surplus	**Needs Met in UGB**
Industrial	29 acres	40 acres of efficiencies	11 acre surplus	**Needs Met in UGB**
Commercial	159 acres	44.6 acres of efficiencies	114.4 acre deficit remaining	Unmet Needs in UGB

Discussion:

Land Use Efficiency Measures – Residential Land

The *McMinnville Housing Needs Analysis, November 2023* (HNA) showed that McMinnville had a deficit of land to accommodate 1,101 dwelling units on 202 gross acres of land. Since adoption of the *HNA*, the City has taken (or is taking) action to address this land deficit through land use efficiency measures. The key assumptions underlying this analysis from the *HNA* are shown in Appendix A.

Exhibit 1 shows that the City's land use efficiency measures will add capacity for about 1,286 additional dwelling units on approximately 235 acres of land.

Exhibit 1. Summary of Land Use Efficiency Measures for the City of McMinnville

As a result of the additional capacity for housing resulting from the land use efficiency measures, McMinnville has a small surplus of residential land capacity to accommodate growth over the 2021 to 2041 period. Exhibit 2 shows:

- McMinnville will need 4,284 dwelling units of housing on buildable land based on the *HNA*.
- McMinnville has capacity for 3,183 dwelling units based on the *HNA* and additional capacity for 1,286 dwelling units based on land use efficiency measures (see Exhibit 1). In total, McMinnville has a capacity for 4,469 dwelling units based on the additional capacity from land use efficiency measures documented in this memorandum.
- A comparison of the forecast of needed units and total capacity for housing shows that McMinnville will have surplus of 185 dwelling units of capacity for housing development for the 2021-2041 period.

Exhibit 2. Revised Capacity for Accommodating Housing, City of McMinnville

Land Use Efficiency Measures – Industrial Land

The EOA showed that the City had approximately 354 acres of buildable industrial land and demand for approximately 384 acres of industrial land to accommodate industrial employment growth over the 2021-2041 period. The result was a 29-acre deficit of industrial land to accommodate growth over the 20-year period.

The City intends to address this deficit of industrial land through:

- Revisions to the McMinnville Airport Master Plan (McMinnville Municipal Airport Master Plan, August 2025) that will allow more industrial development at the Airport on land that was considered unbuildable in the EOA. This change in the Airport Master Plan will add 37 acres to the supply of industrial land, with a zoning of M2[1] (presented in Appendix A of this memorandum. The City is adopting the *McMinnville Municipal Airport Master Plan, August 2025*, as a supplemental document to the McMinnville Comprehensive Plan by March 1, 2026.

- In the *EOA*, undeveloped land on Linfield University's Campus was considered as committed to use by Linfield University and unavailable for future industrial or commercial development per a letter provided by Linfield University on January 16, 2020, and identified in Appendix E of the EOA. Linfield University has submitted a revised letter to the City about Linfield South Edge Development (dated October 8, 2025), presented in Appendix B of this memorandum requesting that approximately 86 acres be added back to the City's buildable lands inventory. Of this land, 3.1 acres is zoned for industrial use.[2]

[1] This land is identified on page 7-9 of the Airport Master Plan and on sheet 4 of 21 of the Airport Layout Plan, which is within the Airport Master Plan.
[2] This is tax lot R4428BB00302.

Taken together, these land use efficiency measures will add 40 acres to McMinnville's industrial land supply, an amount that will address the City's deficit (of 29 acres) of industrial land for the 2021-2041 period.

Land Use Efficiency Measures – Commercial Land

The EOA showed that the City had 154 acres of buildable commercial land and demand for 313 acres of commercial land to accommodate commercial employment growth over the 2021-2041 period. The result was a 159-acre deficit of commercial land to accommodate growth over the 20-year period.

The City intends to address this deficit of commercial land through:

- In the *EOA*, undeveloped land on Linfield University's Campus was considered as committed to use by Linfield University and unavailable for future industrial or commercial development, per a letter provided by Linfield University on January 16, 2020, and identified in Appendix E of the EOA. Linfield University has submitted a revised letter to the City about Linfield South Edge Development (dated October 8, 2025), presented in Appendix B of this memorandum, requesting that approximately 86 acres be added back to the City's buildable lands inventory. Of this land, two tax lots with 44.6 acres are zoned for commercial use.[3]

This land use efficiency measure will add 44.6 acres to McMinnville's commercial land supply, leaving a deficit of 114.4 acres of commercial land for the 2021-2041 period. The City is electing not to meet the remaining commercial land deficit at this time and hopes that some of the deficit will be addressed through infill and higher-density redevelopment of older commercial properties in McMinnville, such as commercial uses on Highway 99.

The City will update its EOA at the same time that it updates the Housing Capacity Analysis, which is due in 2032, in order to monitor the impacts of this commercial land deficit on the quality of life of its residents.

[3] These are tax lots R4429AC00104 and R4429AC00103.

Comments Received

The City received comments from:

- 1000 Friends of Oregon, Friends of Yamhill County, 12.17.25

Attachments:

1. Draft Planning Commission Minutes, December 18, 2025

2. Letter from Friends of Yamhill County / 1000 Friends of Oregon, December 18, 2025

3. Ordinance No. 5170

4. Exhibit A to Ordinance No. 5170: November 4 ECOnorthwest Memorandum, entitled *"Residential Land Use Efficiency Measures for McMinnville"*

5. Exhibit B to Ordinance No. 5170: November 6 ECOnorthwest Memorandum, entitled *"Commercial and Industrial Land Use Efficiency Measures for McMinnville"*

6. Exhibit C to Ordinance No. 5170: McMinnville Growth Management and Urbanization Plan, *Framework Plan, December 2025*

7. Exhibit C to Ordinance No. 5170: Decision Document for Dockets G 3-25, G 4-25, and G 5-25

Fiscal Impact:

This effort was funded in part by a Housing Technical Assistance grant from the Department of Land Conservation and Development. The grant paid for consultant services.

Alternatives:

Per Section 17.72.130(B) of the McMinnville Municipal Code:

> *Legislative hearings*: *Within 45 days following the public hearing on a comprehensive plan text amendment or other legislative matter, unless a continuance is announced, the Planning Commission shall render a decision which shall recommend either that the amendment be approved, denied, or modified*:
>
> 1. *Upon reaching a decision the Planning Commission shall transmit to the City Council a copy of the proposed amendment, the minutes of the public hearing, the decision of the Planning Commission, and any other materials deemed necessary for a decision by the City Council;*
>
> 2. *Upon receipt of the decision of the Planning Commission, the City Council shall*:
>
>   a. *Adopt an ordinance effecting the proposed change as submitted by the Planning Commission, or*
>
>   b. *Adopt an ordinance effecting the proposed change in an amended form, or*
>
>   c. *Refuse to adopt the amendment through a vote to deny, or*
>
>   d. *Call for a public hearing on the proposal, subject to the notice requirements stated in Section 17.72.120(D).*

1. **Alternative 1 [Staff Recommendation]**: **ADOPT ORDINANCE NO. 5170**
2. **Alternative 2**: **ADOPT ORDINANCE NO. 5170** in an amended form
3. **Alternative 3: CALL FOR A PUBLIC HEARING,** date-specific to a future City Council meeting.
4. **Alternative 4**: **REFUSE TO ADOPT THE ORDINANCE**
5. **Alternative 5**: The Council may consider any other alternative not presented by staff.

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

MINUTES

December 18, 2025 **6:30 pm**
Planning Commission **Hybrid Meeting**
Regular Meeting **McMinnville, Oregon**

Members Present: Sidonie Winfield, Rachel Flores, Sylla McClellan, Matt Jones (zoom), Brian Randall, Abigail Neilan, and Elena Mudrak

Members Absent: Brian Everest and Meg Murray

Staff Present: Heather Richards – Community Development Director, David Berniker – Planning Manager, Tom Schauer – Senior Planner, Geoff Hunsaker (part) – Public Works Director, and John Paskell (part, zoom) – Airport Manager, Melissa Ryan (legal counsel) - Bateman Seidel, and Ken Pirie – Walker Macy

DRAFT

1. **Call to Order**

   Chair Winfield called the meeting to order at 6:30 p.m.

2. **Swearing In of New Planning Commissioner Abigail Neilan**

   Chair Winfield swore in new Planning Commissioner Abigail Neilan.

3. **Citizen Comments**

   None.

4. **Minutes – November 6, 2025**

   Commissioner Mudrak moved to approve the November 6, 2025, minutes. The motion was seconded by Commissioner McClellan and passed 6-0-1 with Commissioner Neilan abstaining.

5. **Public Hearings**
   A. Legislative Hearing: McMinnville Landing Planned Development (G 1-25)

   Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

   Staff Presentation: Community Development Director Richards presented the staff report.

Jody Christensen, Project Manager, shared the feedback received from property owners to create what the process for this project would look like. They wanted to make sure the community provided input every step of the way which they had accomplished. This was a legacy project and would be transformative. It had been an honor to work on the project.

Community Development Director Richards discussed the vision of the Innovation Campus, adopted Three Mile Lane Area Plan, the site, Planned Development Overlay, action tonight, history of planning efforts on this site, acknowledgements, document table of contents, planning process, community engagement, public testimony received, land use concept, rendering and pedestrian orientated retail zone, transportation analysis and needed improvements, how further traffic impact analysis would be required when the developer submitted development projects, onsite infrastructure cost estimate, design and development standards, code outline, zoning districts and uses, building presence, McMinnville Water & Light comments on a public utility easement and setbacks, large format uses with a maximum of two anchor stores, concept designs, and implementation.

There were questions about the open spaces being constructed in a timely manner, working with the airport for access to the new parking lot, retail parking meeting the parking standards, capacity for stormwater, economic and vision impacts of drive thru businesses, and multi-modal connections outside the study site.

Public Testimony:

Stewart Kircher, McMinnville resident, was one of the property owners. He read a letter of support for the proposed overlay as presented from the property owners. They had been meeting with the City regularly for many years and had a shared vision for the site.

Mark Davis, McMinnville resident, was generally in support, but expressed concerns about the high-end retail area. He did not think the economics of the community could support high-end retail. He gave examples of how past buildings had been repurposed. He hoped this development would turn out as planned, but if it didn’t, he hoped they would look at how they would make it work for McMinnville.

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

The Commission discussed their hopes for the walkability and job creation, economic concerns, requiring more substantial trees to be planted, allowing concrete on the secondary exterior materials list, difference between concrete block and architectural concrete, clarifying the shared parking concept and hours of operation, and clarifying how on street parking counted towards the parking requirements.

There was consensus to add these conditions: a minimum 2-inch dbh caliper for trees at planting, the open space would be developed prior to occupancy of the retail buildings and directing staff to review the concern about the shared parking before it went to City Council.

Commissioner Jones moved to recommend the City Council adopt the McMinnville Landing Planned Development (G 1-25) with conditions for a minimum 2-inch caliper dbh for trees at planting, open space commons developed prior to 50% occupancy of the retail development,

and staff review of the shared parking and overlapping hours. The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

B. Legislative Hearing: Airport Master Plan Update (G 2-25)

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

Staff Presentation: Community Development Director Richards explained this was a request to adopt the Airport Master Plan as a supplemental document to the McMinnville Transportation System Plan and McMinnville Comprehensive Plan. The primary compliance standard was Oregon Land Use Goal #12 and Oregon Administrative Rules. She gave a history of the planning effort and discussed the framework of the plan, what the plan addressed, land use map, traffic patterns map, proposed amendments to the Comprehensive Plan, public testimony received, and action tonight.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner McClellan moved to recommend the City Council adopt the proposed amendments to McMinnville Comprehensive Plan Volumes I, II, and III to support the August 2025 McMinnville Airport Master Plan (G 2-25). The motion was seconded by Commissioner Mudrak and passed unanimously 7-0.

C. Legislative Hearing: Land Use Efficiency Measures (G 3-25, G 4-25, and G 5-25)

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating in or voting on this application. There was none.

Staff Presentation: Community Development Director Richards said this was a request to adopt an addendum to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and an amended MGMUP Framework Plan, which were supplemental documents to the Comprehensive Plan. She described the land use efficiency measures, which were policy actions that changed the Comprehensive Plan or land use regulations to quantifiably reduce land needs. She discussed the summary of needs, residential land use efficiency measures with a needed 1,101 dwelling units, change in the assignment of land in the Urban Holding Comp Plan areas of the UGB, adopted changes in zoning, changes in use of land on Linfield University's campus, addition of the Linfield University land to the Buildable Lands Inventory, industrial land use efficiency measures with a needed 29 acres, commercial land use efficiency measures with a needed 159 acres, testimony from 1,000 Friends and Friends of Yamhill County, and action tonight.

There were questions about not pursuing a UGB amendment for commercial at this time and reasons for not pursuing smaller lot sizes as part of this work. Chair Winfield thought if they did allow smaller lots, they would need to have an expansion of park space.

Public Testimony: None

Commissioner McClellan moved to close the public hearing. The motion was seconded by Commissioner Jones and passed unanimously 7-0.

Chair Winfield closed the public hearing.

Commissioner Mudrak moved to recommend the City Council adopt the proposed amendments to the November 2023 Housing Needs Analysis, September 2024 Economic Opportunity Analysis, and December 2025 Framework Plan and the accompanying decision document (G 3-25, G 4-25, and G 5-25). The motion was seconded by Commissioner McClellan and passed unanimously 7-0.

6. Commissioner Comments

None

7. Staff Comments

Senior Planner Schauer discussed upcoming meetings and Community Development Director Richards discussed upcoming training.

8. Adjournment

Chair Winfield adjourned the meeting at 8:58 p.m.

Attachment 2

Friends of Yamhill County
P.O. Box 1083
McMinnville, Oregon 97128

1000 friends of Oregon
340 SE 6th Ave.
Portland, Oregon 97214

December 17, 2025

City of McMinnville Planning Commission
c/o McMinnville Community Development Department
231 NE Fifth Street
McMinnville, OR 97128

SENT VIA EMAIL

Re: McMinnville Proposed Post-Acknowledgment Plan Amendments Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25

Dear Planning Commissioners:

Please accept the below comments for the record in proposed Post-Acknowledgment Plan Amendments (PAPA) Dockets G 1-25, G 2-25, G 3-25, G 4-25, and G 5-25. These comments are submitted jointly on behalf of 1000 Friends of Oregon (1000 Friends) and Friends of Yamhill County (FYC).

Docket G 1-25: Three Mile Lane Rezone and McMinnville Landing Overlay

1000 Friends and FYC remain concerned about the transportation options contemplated in the proposed plan amendments. 1000 Friends and FYC encourage the City to consider ways to improve pedestrian access to the proposed commercial spaces to serve City residents who do not or cannot drive. While the McMinnville Landing Plan states that the planning is intended to be pedestrian and bike friendly, the plan does not include a pedestrian bridge across Highway 18, nor does the plan provide for adjustments to the highway interchanges to facilitate bike and pedestrian access. This means that there is no safe and easy way to access McMinnville Landing without using a vehicle to get there. Making the development itself pedestrian and bike friendly will not be useful if the only way for City residents to get to McMinnville Landing is in their cars.

Docket G 2-25: Airport Master Plan

1000 Friends and FYC support the adoption of the August 2025 McMinnville Municipal Airport Master Plan as a supplemental document to the McMinnville Comprehensive Plan. The adoption of the Airport Master Plan ensures that land near the airport is available for other industrial development uses and is not restricted to airport expansion. This is a practical and sensible measure that will avoid unnecessary conversion of resource land for industrial uses while allowing development in an area that already supports industrial uses. 1000 Friends and FYC are also glad to see that the Airport Master Plan uses the most recent population projections for the City, as required by OAR 660-032-0020(1).

Docket G 3-25: Land-Use Efficiency Measures Addendum to EOA

This PAPA is an addendum to the City's November 2023 Economic Opportunities Analysis (EOA). 1000 Friends and FYC have outstanding concerns about the November 2023 EOA. However, this addendum is a first step in the right direction. The addendum addresses one of 1000 Friends' and FYC's concerns surrounding the 2023 EOA, the inclusion of vacant land held by Linfield University. 1000 Friends and FYC support this portion of the addendum. The addendum does not, however, address all of 1000 Friends' and FYC's concerns with the EOA. 1000 Friends and FYC encourage the City to adopt additional amendments to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the November 2023 EOA, including:

- Removing employment forecast for "retail leakage," given the City's use of generalized employment forecasts tied to population growth that already account for mechanisms such as retail leakage;
- Revising the multiplier used to derive necessary employment land acreage to account for jobs located on non-employment land such as home offices or residential care facilities;
- Revising the commercial employment density factor to reflect the density factor used in previous EOA's.

Docket G 4-25: Land-Use Efficiency Measures Addendum to HNA

This PAPA is an addendum to the City's November 2023 Housing Needs Analysis (HNA). 1000 Friends and FYC have outstanding concerns about the November 2023 HNA. However, this Addendum is a first step in the right direction. The Addendum partially addresses one of 1000 Friends and FYC's concerns surrounding the 2023 HNA, the inclusion and calculation of land needed for parks. 1000 Friends and FYC support this portion of the Addendum. The Addendum does not, however, address all of 1000 Friends and FYC's concerns with the HNA. 1000 Friends and FYC encourage the City to adopt additional addendums and/or land-use efficiency measures to address the other concerns identified by 1000 Friends and FYC in comments and appeals of the

November 2023 HNA, including:

- Revising the HNA to increase housing densities to account for the demonstrated needs of current residents of the City;
- Revising the HNA's buildable lands inventory to include vacant lands currently in church ownership to comply with OAR 660-008-05(2) and OAR 660-009-0015(3).

Docket G 5-25: Land-Use Efficiency Measures Amendment to City Growth Management and Urbanization Plan

1000 Friends and FYC support the proposed land-use efficiency measures identified in this PAPA. However, the proposed land-use efficiency measures could and should go further to address the City's lack of diversity of housing options at all price levels. Specifically, the City should reduce the minimum lot size requirements in the City's single-family zones (R-1 and R-2). Reducing minimum lot sizes enables more affordably priced homes that are often a better fit for smaller household sizes. Reducing minimum lot size also reduces public infrastructure costs and more efficiently uses land zoned for residential use, resulting in neighborhoods that are more compact, walkable and community-focused. The City should consider adding this land-use efficiency change to the proposed amendment before adopting this PAPA.

1000 Friends and FYC appreciate the opportunity to comment on the PAPAs. Thank you for your consideration of the comments offered above.

Sincerely,

Rob Hallyburton

Vice President
Friends of Yamhill County

John Butterfield

Staff Attorney
1000 Friends of Oregon

ORDINANCE NO. 5170

An Ordinance adopting amendments to the November 2023 Housing Needs Analysis, the September 2024 Economic Opportunities Analysis, and the December 2025 Framework Plan.

RECITALS:

WHEREAS, the City of McMinnville developed an updated Housing Needs Analysis (November 2023 Housing Needs Analysis) and Economic Opportunities Analysis (September 2024 Economic Opportunity Analysis) in 2020 for a planning horizon of 2021 – 2041, adopting them on February 27, 2024, per Ordinance No. 5141; and

WHEREAS, the needs analysis identified land deficits for the planning horizon of 2021-2041 in the manner of 202 gross buildable acres of residential land, 29 gross buildable acres of industrial land, 159 gross buildable acres of commercial land; and

WHEREAS, per ORS 197.626(3) and OAR 660-025-0185(1) and (2), the City elected to use the Sequential Urban Growth Boundary Amendment Process to evaluate land use efficiency measures by and propose an urban growth boundary amendment, if deemed necessary, by March 1, 2026; and

WHEREAS, Dockets G 3-25, G 4-25, and G 5-25 are legislative actions adopting land-use efficiency measures to meet the City's residential and industrial land needs identified in the November 2023 Housing Needs Analysis, and September 2024 Economic Opportunity Analysis, within its existing Urban Growth Boundary; and

WHEREAS, Dockets G 3-25, G 4-25, and G 5-25 are legislative actions adopting land-use efficiency measures to address some of the commercial land needs identified in the September 2024 Economic Opportunity Analysis, within its existing Urban Growth Boundary; and

WHEREAS, the City Council is electing not to meet its full commercial land need identified in the September 2024 Economic Opportunity Analysis, and therefore is not pursuing an urban growth boundary amendment; and

WHEREAS, the City utilized a Project Advisory Committee comprised of community stakeholders to advise city staff and the consultants on the development of the land use efficiency measures; and

WHEREAS, the Planning Commission hosted a public hearing on December 18, 2025, closed the hearing and voted unanimously to recommend approval of these land use efficiency measures to the McMinnville City Council; and

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

WHEREAS, the City Council, being fully informed about said recommendation, found that the proposed land-use efficiency measures

identified in Dockets G 3-25, G 4-25 and G 5-25, attached as Exhibits A. B and C, the City can meet its forecasted residential land need and industrial land need, and address some of the commercial land need within its existing Urban Growth Boundary.

NOW, THEREFORE, THE CITY OF MCMINNVILLE ORDAINS, as follows:

1. The Council adopts Docket G 3 – 25, a November 4 ECOnorthwest Memorandum, entitled "*Residential Land Use Efficiency Measures for McMinnville",* as an addendum to the *November 2023 Housing Needs Analysis (HNA)*, which is a supplemental document of the Comprehensive Plan, attached Exhibit A; and
2. The Council adopts Docket G 4 – 25, a November 6 ECOnorthwest Memorandum, entitled *"Commercial and Industrial Land Use Efficiency Measures for McMinnville",* as an addendum to the *September 2024 Economic Opportunity Analysis (EOA)*, which is a supplemental document of the Comprehensive Plan, attached as Exhibit B; and
3. The Council amends the McMinnville Growth Management and Urbanization Plan, *Framework Plan*, McMinnville Comprehensive Plan, Volume III, Docket G 5 – 25, attached as Exhibit C; and
4. The Council adopts the Decision Document for Dockets G 3-25, G 4-25, and G 5-25, attached as Exhibit D; and
5. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 27th day of January. 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

EXHIBITS:

A. November 4 ECOnorthwest Memorandum, entitled *"Residential Land Use Efficiency Measures for McMinnville"*.
B. November 6 ECOnorthwest Memorandum, entitled *"Commercial and Industrial Land Use Efficiency Measures for McMinnville"*.
C. McMinnville Growth Management and Urbanization Plan, *Framework Plan*, December 2025
D. Decision Document for Dockets G 3-25, G 4-25, and G 5-25

ECOnorthwest

DATE:	November 4, 2025
TO:	Evan Hietpas, Heather Richards, and David Berniker
FROM:	Beth Goodman
SUBJECT:	Residential Land Use Efficiency Measures for McMinnville

The City of McMinnville adopted the *City of McMinnville Housing Needs Analysis* (November 2023) via Ordinance Number 5141 on February 27th, 2024. The *McMinnville Housing Needs Analysis* (*HNA*) identified a deficit of land for 1,101 dwelling units requiring 202 gross acres of buildable land to accommodate housing growth for the 2021-2041 planning period.

The City entered into a Sequential Urban Growth Boundary (UGB) adoption agreement with the Department of Land Conservation and Development (February 7th, 2024), which allows the City to identify and adopt land use efficiency measures by March 2026 to identify measures to meet the City's residential land needs and, if needed, propose a UGB expansion.

This memorandum presents the City's residential land use efficiency measures that will meet the City's deficit of land for housing. This memorandum is organized in the following sections:

- **Summary of Land Use Efficiency Measures** provides a short summary of measures proposed to address the City's deficit of land for 1,101 dwelling units.
- **Land Use Efficiency Measures** describes the details of the City's land use efficiency measures and their impact on residential land capacity.
- **Revisions to Findings about Housing Needs** shows the changes to findings about housing needs in McMinnville for the 2021-2041 period, based on the additional residential development capacity resulting from the land use efficiency measures.
- **Appendix A: Summary of Residential Land Needs from the *McMinnville Housing Needs Analysis*** provides key information from the *HNA* about the forecast of housing growth, the buildable lands inventory, and residential land sufficiency.
- **Appendix B:** presents the Linfield University South Edge Development Letter.

This memorandum is adopted as an addendum to the *City of McMinnville Housing Needs Analysis (November 2023)* approved by the McMinnville City Council via Ordinance Number 5141 on February 27th, 2024.

Summary of Land Use Efficiency Measures

The *McMinnville Housing Needs Analysis, November 2023* (HNA) showed that McMinnville had a deficit of land to accommodate 1,101 dwelling units on 202 gross acres of land. Since adoption of the *HNA*, the City has taken (or is taking) action to address this land deficit through land use efficiency measures. The key assumptions underlying this analysis from the *HNA* are shown in Appendix A.

Exhibit 1 shows that the City's land use efficiency measures will add capacity for about 1,286 additional dwelling units on approximately 235 acres of land.

Exhibit 1. Summary of Land Use Efficiency Measures for the City of McMinnville

Land Use Efficiency Measures	Acres	Increase in Dwelling Unit Capacity	Density assumptions based on the HNA and Other Notes
Land in the Urban Holding Re-assigned to Housing in the McMinnville Framework Plan	**204.0**	**1,113**	Density assumption for all land is 5.46 du/acre, assuming that land will be assigned specific zones through area planning
Park land	127.0	693	
Public and institutional land	44.0	240	
McMinnville School District site	33.0	180	
Linfield College change in uses	**21.0**	**130**	
R-4	20.5	128	Assumes R-4 zoning, at 6.28 du/acre
R-2	0.6	2	Assumes R- 2 Zoning at 4.43 du/ac
Adopted Changes in Zoning	**9.7**	**43**	
Re-zones within the city since 2024	9.7	43	All land was re-zoned to R-4
Total increase in dwelling unit capacity	**234.8**	**1,286**	

As a result of the additional capacity for housing resulting from the land use efficiency measures, McMinnville has a small surplus of residential land capacity to accommodate growth over the 2021 to 2041 period. Exhibit 2 shows:

- McMinnville will need 4,284 dwelling units of housing on buildable land (see Exhibit 3) based on the *HNA*.
- McMinnville has capacity for 3,183 dwelling units based on the *HNA* (see Exhibit 5) and additional capacity for 1,286 dwelling units based on land use efficiency measures (see Exhibit 1). In total, McMinnville has a capacity for 4,469 dwelling units based on the additional capacity from land use efficiency measures documented in this memorandum.
- A comparison of the forecast of needed units and total capacity for housing shows that McMinnville will have surplus of 185 dwelling units of capacity for housing development for the 2021-2041 period.

Exhibit 2. Revised Capacity for Accommodating Housing, City of McMinnville

	Forecast of Needed Units (DUs on Buildable Land)	Capacity for Housing within the McMinnville UGB			Revised Land Sufficiency Surplus/Decficit
		Capacity for Housing from the HNA	Additional Capacity from Land Use Efficiency Measures	Total Capacity	
Dwelling Units	4,284	3,183	1,286	4,469	185

Land Use Efficiency Measures

The following section describes the Land Use Efficiency Measures McMinnville is implementing to meet the need for 1,101 dwelling unit deficit on 202 gross acres of land. It provides information to describe the summary of land use efficiency measures shown in Exhibit 1. The categories of land use efficiency measures that McMinnville is taking are:

- Changes in how land within the Urban Holding Comprehensive Plan designation will be used.
- Up-zoning of land within the city limits.
- Changes to use of land on Linfield University's Campus.

Change in the Assignment of Land in the Urban Holding Comprehensive Plan Designation

The City of McMinnville has a Urban Holding (UH) Comprehensive Plan Map designation for its UGB expansion areas that are mixed-use. An adopted Framework Plan describes how that UH comprehensive plan map designation will be planned to meet identified land needs in the most recently adopted needs analysis. Since completion of the *HNA* in 2023, the City has made revisions to its expectation for development of land for parks, public and institutional uses, and school uses in the Framework Plan and thus the Urban Holding comprehensive plan map designated area of the UGB expansion areas. These changes have been (or will be) made official through amendments to the McMinnville Growth Management and Urbanization Plan (MGMUP) Framework Plan.

- **Revision to Park Land Need.** McMinnville revised its estimates for future park land need by amending the MGMUP Framework Plan. Ordinance Number 5157, adopted January 28, 2025, decreased the amount of land assumed for park use in the Urban Holding comprehensive plan map designated area by 127 acres. The City is planning for this land in the Urban Holding comprehensive plan map designated area to be developed with housing uses.

- **Revision to Public and Institutional Land Need.** McMinnville revised its estimates for future public land need by amending the MGMUP through Ordinance Number 5148, September 24, 2024) to decrease public land need by 44 acres in the Urban Holding comprehensive plan map designated areas. The City is planning for this land in the Urban Holding comprehensive plan map designated areas to be developed with housing uses.

- **Revision to Need for Land for the McMinnville School District.** Discussions between the City and the McMinnville School District have resulted in a decrease in land being planned for school use in the Urban Holding comprehensive plan map designated

area. The result is that the City is planning that 33 acres of land originally set aside for schools in the Urban Holding comprehensive plan map designated area will be developed for housing uses, rather than school uses. The McMinnville School District still retains a 42 acre future high school site in the UGB expansion area as well as plans for development of an elementary school on 10 acres of land in the Urban Holding comprehensive plan map designated area. The City is adopting the amendment to the MGMUP Framework Plan to make this change concurrent with adopting the rest of the land use efficiency measures.

As a result, the MGMUP Framework Plan will identify an additional 204 acres of land will develop with housing in the Urban Holding comprehensive plan map designated areas in the city's UGB expansion areas.

The next step for the City will be to develop area plans for the UH comprehensive plan map designated areas in the Framework Plan to refine where the different mixed-use land needs will go in this area. The City has already adopted an area plan for the Fox Ridge Road Area in 2024, and is currently underway with an area planning process for the Southwest Area Plan that will incorporate these changes as it is the largest identified area plan in the Framework Plan.

Adopted Changes in Zoning

The City of McMinnville has changed zoning on some tax lots since 2023 and completion of the buildable lands inventory in the *HNA*. The land use efficiency measures in Exhibit 1 document the increase in zoned capacity on tax lots where zoning was changed, as follows.

- **Re-zones within the city since 2024.** McMinnville rezoned four tax lots within the city in 2024 and 2025. In total, these parcels added 43 dwelling units of capacity beyond the amount of capacity planned for in the *HNA*. The tax lots were:
  - R-1 to R-4, tax lot R4419AC00300. This tax lot is 1.0 acre in size and has capacity for 6 dwelling units (at a density of 6.28 du/acre), an increase of 3 dwelling units of capacity from the estimate in the *HNA*.
  - R-3 to R-4, tax lot R4409DC01100. This tax lot is 2.93 acres in size and has capacity for 18 dwelling units (at a density of 6.28 du/acre), an increase of 4 dwelling units of capacity from the estimate in the *HNA*.
  - M-1 to R-4, tax lots R442700600 and R442700604. These tax lots are 5.80 acres in size and have capacity for 36 dwelling units (at a density of 6.28 du/acre), an increase of 36 dwelling units of capacity from the estimate in the *HNA*.

Changes in Use of Land on Linfield University's Campus

In the *HNA*, undeveloped land on Linfield University's Campus was considered as committed to use by Linfield University and unavailable for future housing (or commercial) development per a letter provided by Linfield University on January 16, 2020. Linfield University has submitted a revised letter to the City about Linfield South Edge Development (dated October 8, 2025), presented in Appendix B of this memorandum.

In that letter, the University says that land on the south edge of the campus is not planned for campus use and is anticipated to be sold, leased, or a combination, allowing for private development during the planning horizon. The University says that the City may add the land to the City's buildable lands inventory. The University says that they do not expect changes to the existing zoning for this land.

Of the 72.99 acres in Linfield South Edge, two tax lots are zoned to allow residential use. The larger tax lot (R4429AC00103) is 44.85 acres in size, of which 20.48 acres is zoned R-4 and 24.37 acres is zoned C-3. The other tax lot (R4428BB00200) is 0.56 acres in size and zoned R-2. Appendix B presents the letter from Linfield University about their request to allow residential uses on these tax lots.

Exhibit 1 shows the assumption that these tax lots (21.0 acres) will accommodate 130 dwelling units based on their current zoning and the densities shown in Exhibit 5.

Revisions to the Findings About Housing Needs

The following are the findings about McMinnville's residential land need.

- The *HNA* found that the City had capacity for 3,183 dwelling units, with a deficit of 1,101 dwelling units for housing or 202 acres at a density of 5.46 dwelling units per acre.
- After accounting for the land use efficiency measures described in this memorandum, the City added capacity for an additional 1,286 dwelling units. Combined with the existing capacity of 3,183 dwelling units, the City has capacity for 4,469 dwelling units. This is more than the forecast of needed units (4,284 units), giving the City a small surplus of capacity for housing for the 2021-2041 period (185-unit surplus).

The City finds that the requirements of Goal 10 have been addressed based on the analysis in the McMinnville Housing Needs Analysis and the analysis of land use efficiency measures in this memorandum.

Appendix A: Summary of Residential Land Needs from the *McMinnville Housing Needs Analysis*

This appendix presents a summary of key information from the *McMinnville Housing Needs Analysis* (November 2023) about the forecast of housing growth, buildable lands, needed densities, and land sufficiency. This section is only a summary of the *HNA* results, with more details presented in *McMinnville Housing Needs Analysis* (November 2023). This appendix presents the analysis from the *HNA*, without making any changes to that analysis.

Forecast of Housing Growth

Exhibit 3 shows that the *McMinnville Housing Needs Analysis* (November 2023) forecast growth of a total of 4,284 dwelling units for the 2021-2041 planning period.

Exhibit 3. Forecast of Demand for New Dwelling Units Requiring Vacant and Partially Vacant Lands, McMinnville UGB, 2021–2041

Source: McMinnville Housing Needs Analysis (November 2023) by ECOnorthwest
Calculations by ECONorthwest.

A portion of Exhibit 91 in the *City of McMinnville Housing Needs Analysis* (November 2023)

Variable	20-Year (2021 to 2041)
DUs Requiring Vacant / Partially Vacant Unconstrained Land	
Single-family detached	2,524
Single-family attached	559
Multifamily	1,202
Total DUs Requiring Vacant or Partially Vacant Land	**4,284**

Buildable Land Inventory Results

Exhibit 4 shows that McMinnville has 763 gross acres within its UGB for residential uses on vacant and partially vacant (unconstrained) land in 2023. The summary of buildable residential land in Exhibit 4 excludes land in the Urban Holding plan designation that was expected to be used for public and semi-public uses, as described in the footnote below[1]

Exhibit 4. Buildable (Gross) Acres in Vacant and Partially Vacant Tax Lots by Zone for Residential Uses, McMinnville UGB, 2023

Source: McMinnville Housing Needs Analysis (November 2023) by ECOnorthwest
City of McMinnville, Yamhill Co., ECONorthwest. Note: The numbers in the table may not add up to the total as a result of rounding.
Exhibit 11 in the *City of McMinnville Housing Needs Analysis* (November 2023)

Zone/Plan Designation	Buildable Acres for Residential Uses
City Limits, by Zone	
Residential R-1	108
Residential R-2	113
Residential R-3	11
Residential R-4	34
Office/Residential O-R	3
Commercial C-3	47
UGB, by County Zone or Plan Des.	
EF-80 (County Zone)	2
VLDR-1 (County Zone)	2
Residential Plan Des.	75
Urban Holding Plan Des.	792
Land for housing	370
Land for public and semi-public uses	383
Land for neighborhood commercial uses	39
Total Land for Housing	**763**

[1] Exhibit 4 includes 383 acres of land in the Urban Holding plan designation that was brought into the UGB in 2020 for public and semi-public uses, such as parks and schools, and 39 acres for neighborhood serving commercial land uses. This accounts for about 422 acres of land in the Urban Holding plan designation.

Exhibit 4 excludes the land in the Urban Holding plan designation for public and semi-public uses, and 39 acres of land for neighborhood-serving commercial land uses.

Exhibit 5 shows the capacity of buildable land in the McMinnville UGB based on the needed densities by zone, as identified in the *McMinnville Housing Needs Analysis* (November 2023). Exhibit 5 shows that McMinnville has 708 acres of unconstrained buildable lands, with capacity for 3,183 dwelling units.[2]

Exhibit 5. Capacity for Housing on Unconstrained Vacant and Partially Vacant Buildable Land (Water Zone 1 and 2), McMinnville UGB, 2018

Source: McMinnville Housing Needs Analysis (November 2023) by ECOnorthwest
Buildable Lands Inventory; Calculations by ECONorthwest. Note1: DU is dwelling unit. Note2: The density of county zoned land is the historic average density achieved (5.05 du/gross acre). Note 3: As stated above, no capacity was allocated to the C-3 zone.
*The 54 acres of land for the small lots in rural zoning with reduced capacity was removed from the acres of land for "All other land in County zoning" Exhibit 98 in the *City of McMinnville Housing Needs Analysis* (November 2023)

Zoning Districts	Total Unconstrained Buildable Acres *(Water Zone 1 & 2)*	Density Assumption (DU/Gross Acre)	Capacity (Dwelling Units)
R-1 Single Family Residential	108	3.19	345
R-2 Single Family Residential	113	4.43	499
R-3 Two Family Residential	11	4.94	53
R-4 Multiple-Family Residential	34	6.28	212
O-R Office/Residential	3	6.49	16
C-3 General Commercial	47	22.56	-
County Zoning			
Small lots in rural residential zoning with reduced capacity*			72
All other land in County zoning	394	5.05	1,986
TOTAL	**708**	**4.49**	**3,183**

[2] Exhibit 5 excludes about 54 acres of buildable in small lots in rural zoning, as documented in Exhibit 100 of the *McMinnville Housing Needs Analysis* (November 2023).

Residential Land Sufficiency

Exhibit 6 shows a comparison of buildable lands capacity (Exhibit 5) with the forecast for new housing in McMinnville (Exhibit 3). The *McMinnville Housing Needs Analysis* (November 2023) showed that McMinnville had a deficit of 1,101 dwelling units or 202 acres of land at 5.46 dwelling units per gross acre.

Exhibit 6. Comparison of Capacity of Existing Residential Land with Demand for New Dwelling Units and Land Surplus or Deficit, McMinnville UGB, for the period 2021 to 2041

Source: McMinnville Housing Needs Analysis (November 2023) by ECOnorthwest
Buildable Lands Inventory; Calculations by ECONorthwest. Note 1: DU is dwelling unit. Note 2: The 3,183 DU capacity total includes 1,125 DUs in City Limits and 2,058 DUs in the county.

A portion of Exhibit 101 in the *City of McMinnville Housing Needs Analysis* (November 2023)

	Planning Period
	20-Year (2021 to 2041)
2021 Capacity (DUs)	
Water Zone 1	2,608
Water Zone 2	575
Total	**3,183**
Post-2021 Demand (DUs on buildable land)	4,284
Surplus/Deficit at Horizon Year (Dus)	(1,101)
Capacity Based on Land in Water Zone:	*1&2*
Surplus/Deficit @ 5.05 du/ac (hist +3%), gross acres	(218)
Surplus/Deficit @ 5.46 du/ac (need + 3%), gross acres	(202)
Difference, gross acres	(16)

Appendix B: Linfield University South Edge Development Letter

This appendix presents Linfield University's letter (dated 10/8/2025) to the City of McMinnville about changes to their expectations about development of land in the southern part of their campus.

Linfield University
900 SE Baker Street
McMinnville, OR 97128-6894
T 503.883.2200

LINFIELD.EDU

Linfield South Edge Development

Date October 8, 2025
To Heather Richards, Community Development Director
From Linfield University
Subject Linfield University South Edge Development

As requested in your email dated July 22, 2025, this letter confirms that the vacant land located on the southern edge of the Linfield University property (tax lots R4429AC00104 and part of R4429AC00103) is not planned for campus use and is anticipated to be sold, leased, or a combination thereof for private development during the upcoming planning horizon. Therefore, the land may be added to the City's buildable lands inventory.

In addition to the two parcels referenced above, Linfield will be offering tax lots R4429BD02400, R4429BD02300, R4429BD02200, R4429BD02100, R4428BB00302, and R4428BB00200 for private development. These parcels were not referenced in your letter, but we wanted to make sure that you knew that they, too, are planned to be developed for non-campus uses. For clarity, we have summarized everything in the table and map below.

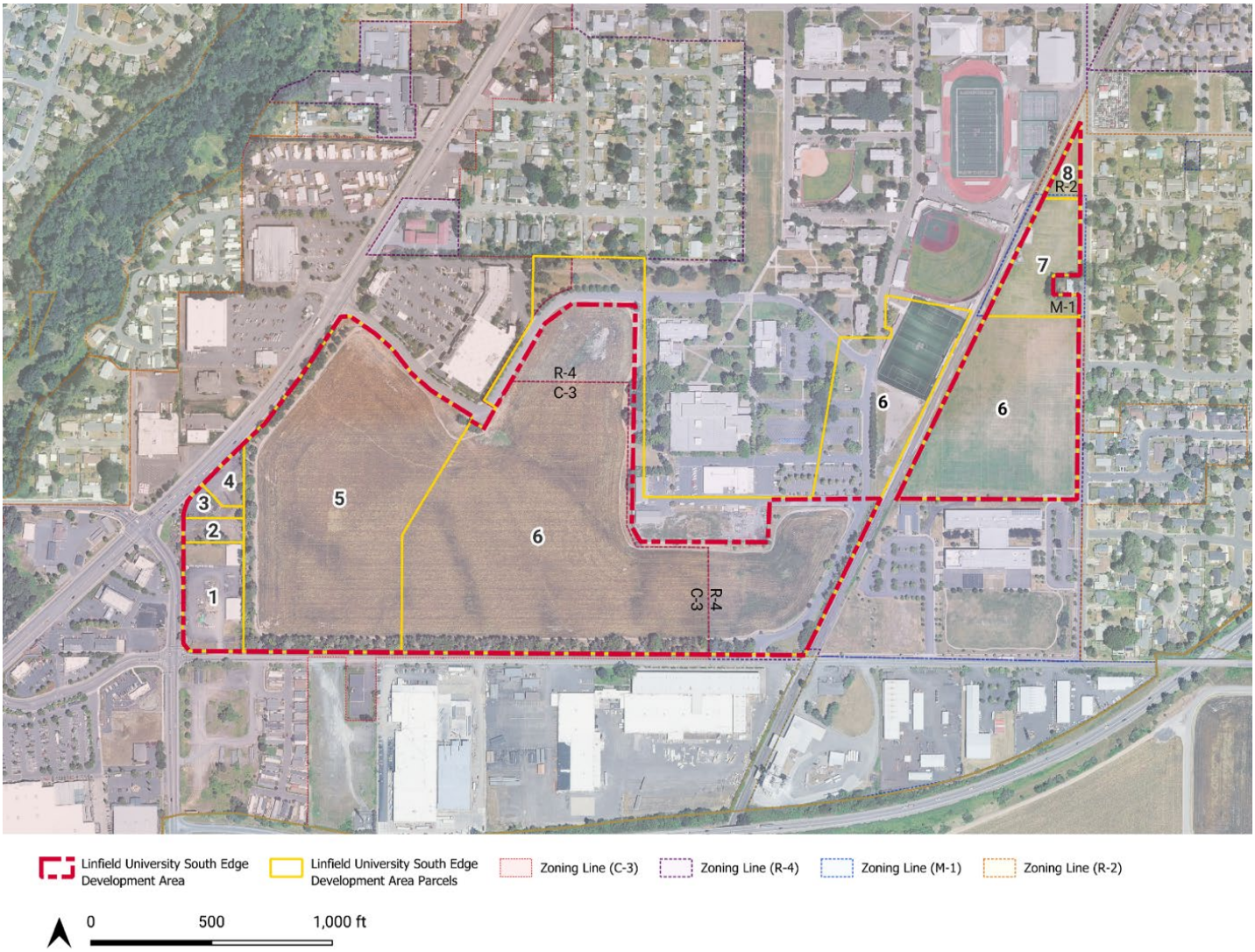
At this time, no changes to the existing zoning designations are assumed for these parcels. Any changes to the zoning would be part of a development application by a buyer/lessor.

Table 1. Linfield University South Edge Development Parcels

Number on Map	Tax Lot #	Total Acres	Linfield South Edge Acres	Zoning	Zoning Acres
1	R4429BD02400	2.66	2.66	C-3	2.66
2	R4429BD02300	0.58	0.58	C-3	0.58
3	R4429BD02200	0.44	0.44	C-3	0.44
4	R4429BD02100	0.61	0.61	C-3	0.61
5	R4429AC00104	20.20	20.20	C-3	20.20
6	R4429AC00103	57.80	44.85	C-3	24.37
				R-4	20.48
7	R4428BB00302	3.09	3.09	M-1	3.09
8	R4428BB00200	0.56	0.56	R-2	0.56
Totals		**85.94**	**72.99**		

		C-3	48.86
		R-4	20.48
		M-1	3.09
		R-2	0.56

Linfield University South Edge Development Parcels Map



Sincerely,

Mike Wenz
VP of Finance and Administration
Linfield University

ECOnorthwest

DATE:	November 6, 2025
TO:	Evan Hietpas, Heather Richards, and David Berniker
FROM:	Beth Goodman
SUBJECT:	Commercial and Industrial Land Use Efficiency Measures for McMinnville

The City of McMinnville adopted the *City of McMinnville Economic Opportunities Analysis* (November 2023) via Ordinance Number 5141 on February 27th, 2024. The *McMinnville Economic Opportunities Analysis* (*EOA*) identified a deficit of land of 29 acres of industrial land and 159 acres of commercial land for the 2021-2041 planning period.

The City entered into a Sequential Urban Growth Boundary (UGB) adoption agreement with the Department of Land Conservation and Development (February 7th, 2024), which allows the City to identify and adopt land use efficiency measures by March 2026 to identify measures to meet the City's industrial and commercial land needs and, if needed, propose a UGB expansion.

This memorandum presents the City's commercial and industrial land use efficiency measures that will meet the City's deficit of land for employment. This memorandum is organized in the following sections:

- **Land Use Efficiency Measures** describes the details of the City's land use efficiency measures and their impact on industrial and commercial land capacity.
- **Revisions to Findings about Industrial and Commercial Land Needs** shows the changes to findings about industrial and commercial land needs in McMinnville for the 2021-2041 period based on the additional development employment capacity resulting from the land use efficiency measures.
- **Appendix A:** presents the August 2025 Airport Master Plan, Airport Layout Plan, Sheet 4 of 21.
- **Appendix B:** presents the Linfield University South Edge Development Letter.

This memorandum is adopted as an addendum to the *City of McMinnville Economic Opportunities Analysis (November 2023)* approved by the McMinnville City Council via Ordinance Number 5141 on February 27th, 2024, and amended on September 24, 2024 by Ordinance Number 5148.

Land Use Efficiency Measures

The following section describes McMinnville's Land Use Efficiency Measures to meet the need for 29 acres of industrial land and 159 acres of commercial land for the 2021-2041 planning period.

Industrial land

The EOA showed that the City had approximately 354 acres of buildable industrial land and demand for approximately 384 acres of industrial land to accommodate industrial employment growth over the 2021-2041 period. The result was a 29-acre deficit of industrial land to accommodate growth over the 20-year period.

The City intends to address this deficit of industrial land through:

- Revisions to the McMinnville Airport Master Plan (McMinnville Municipal Airport Master Plan, August 2025) that will allow more industrial development at the Airport on land that was considered unbuildable in the EOA. This change in the Airport Master Plan will add 37 acres to the supply of industrial land, with a zoning of M2[1] (presented in Appendix A of this memorandum. The City is adopting the *McMinnville Municipal Airport Master Plan, August 2025*, as a supplemental document to the McMinnville Comprehensive Plan by March 1, 2026.

- In the *EOA*, undeveloped land on Linfield University's Campus was considered as committed to use by Linfield University and unavailable for future industrial or commercial development per a letter provided by Linfield University on January 16, 2020, and identified in Appendix E of the EOA. Linfield University has submitted a revised letter to the City about Linfield South Edge Development (dated October 8, 2025), presented in Appendix B of this memorandum requesting that approximately 86 acres be added back to the City's buildable lands inventory. Of this land, 3.1 acres is zoned for industrial use.[2]

Taken together, these land use efficiency measures will add 40 acres to McMinnville's industrial land supply, an amount that will address the City's deficit (of 29 acres) of industrial land for the 2021-2041 period.

[1] This land is identified on page 7-9 of the Airport Master Plan and on sheet 4 of 21 of the Airport Layout Plan, which is within the Airport Master Plan.
[2] This is tax lot R4428BB00302.

Commercial land

The EOA showed that the City had 154 acres of buildable commercial land and demand for 313 acres of commercial land to accommodate commercial employment growth over the 2021-2041 period. The result was a 159-acre deficit of commercial land to accommodate growth over the 20-year period.

The City intends to address this deficit of commercial land through:

- In the *EOA*, undeveloped land on Linfield University's Campus was considered as committed to use by Linfield University and unavailable for future industrial or commercial development per a letter provided by Linfield University on January 16, 2020, and identified in Appendix E of the EOA. Linfield University has submitted a revised letter to the City about Linfield South Edge Development (dated October 8, 2025), presented in Appendix B of this memorandum requesting that approximately 86 acres be added back to the City's buildable lands inventory. Of this land, two tax lots with 44.6 acres are zoned for commercial use.[3]

This land use efficiency measure will add 44.6 acres to McMinnville's commercial land supply, leaving a deficit of 114.4 acres of commercial land for the 2021-2041 period. The City is electing to not meet the remaining commercial land deficit at this time and hopes that some of the deficit will be addressed through infill and higher-density redevelopment of older commercial properties in McMinnville, such as commercial uses on Highway 99.

The City will update its EOA at the same time that they update the Housing Capacity Analysis that is due in 2032 in order to monitor the impacts of this commercial land deficit on the quality of life of its residents.

[3] These are tax lots R4429AC00104 and R4429AC00103.

Revisions to the Findings about Industrial and Commercial Land Needs

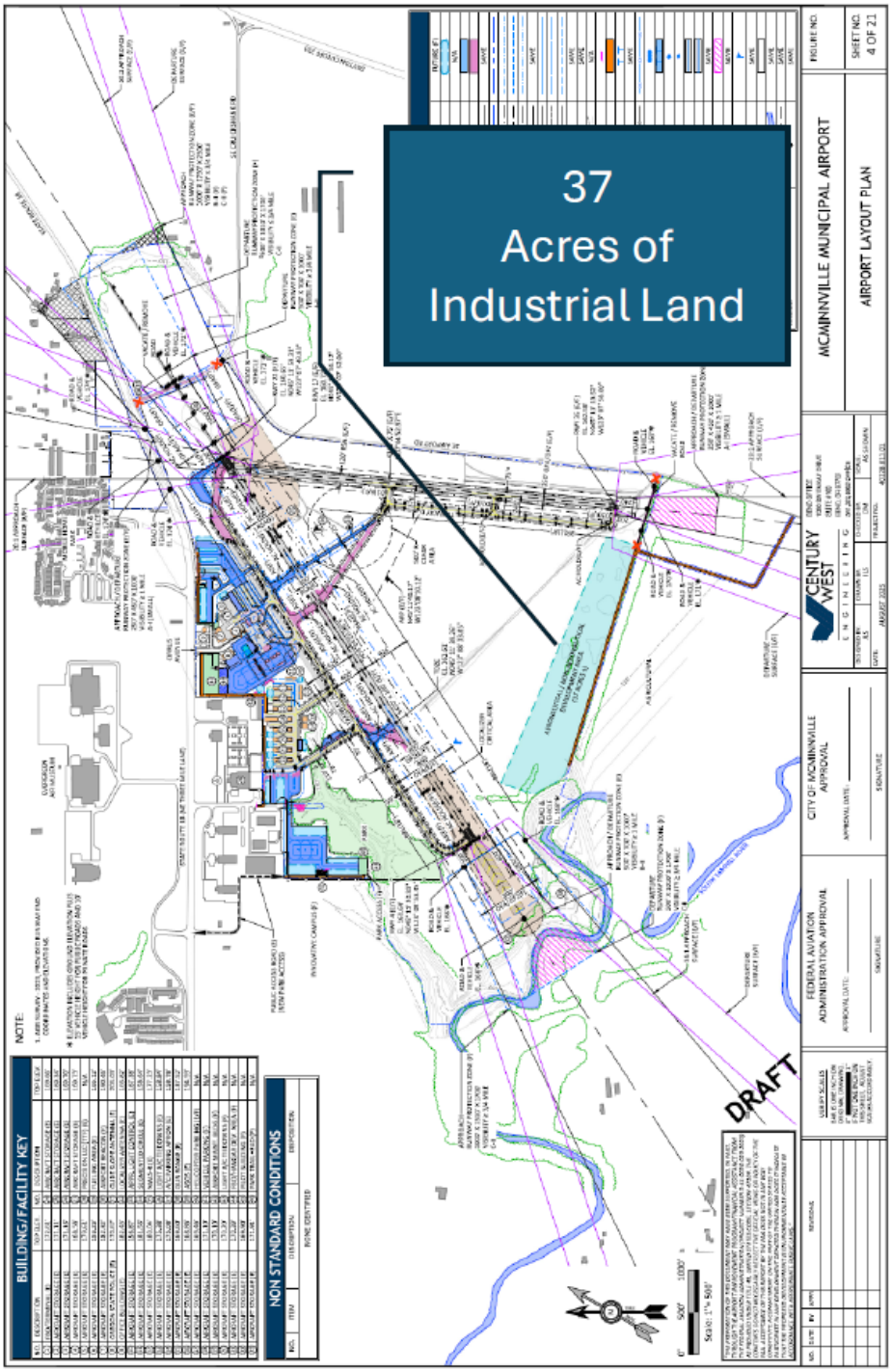
The following are the findings about McMinnville's industrial and commercial land need.

- The *EOA* found that the City had approximately 354 acres of buildable industrial land and demand for approximately 384 acres of industrial land, resulting in a 29-acre deficit of industrial land to accommodate growth over the 2021-2041 period. The land use efficiency measures described in this memorandum will address this deficit, leaving a small surplus of industrial land for the 20-year period.

- The *EOA* found that the City had 154 acres of buildable commercial land and demand for 313 acres of commercial land, resulting in a 159-acre deficit of commercial land to accommodate growth over the 2021-2041 period. The land use efficiency measures described in this memorandum will reduce this deficit by 44.6 acres to McMinnville's commercial land supply, leaving a deficit of 114.6 acres of commercial land for the 2021-2041 period. The City is electing to not meet the remaining commercial land deficit at this time and hopes that some of the deficit will be addressed through infill and higher-density redevelopment of older commercial properties in McMinnville, such as commercial uses on Highway 99..

The City finds that the requirements of Goal 9 have been addressed based on the analysis in the EOA and the analysis of land use efficiency measures in this memorandum.

Appendix A: McMinnville Municipal Airport Master Plan, August 2025, Sheet 4 of 21 – Airport Layout Plan.



Appendix B: Linfield University South Edge Development Letter

This appendix presents Linfield University's letter (dated 10/8/2025) to the City of McMinnville about changes to their expectations about development of land in the southern part of their campus. This letter replaces the letter from Linfield University dated January 16, 2020 that is located in Appendix E of the EOA.

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Date October 8, 2025
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From Linfield University
Subject Linfield University South Edge Development

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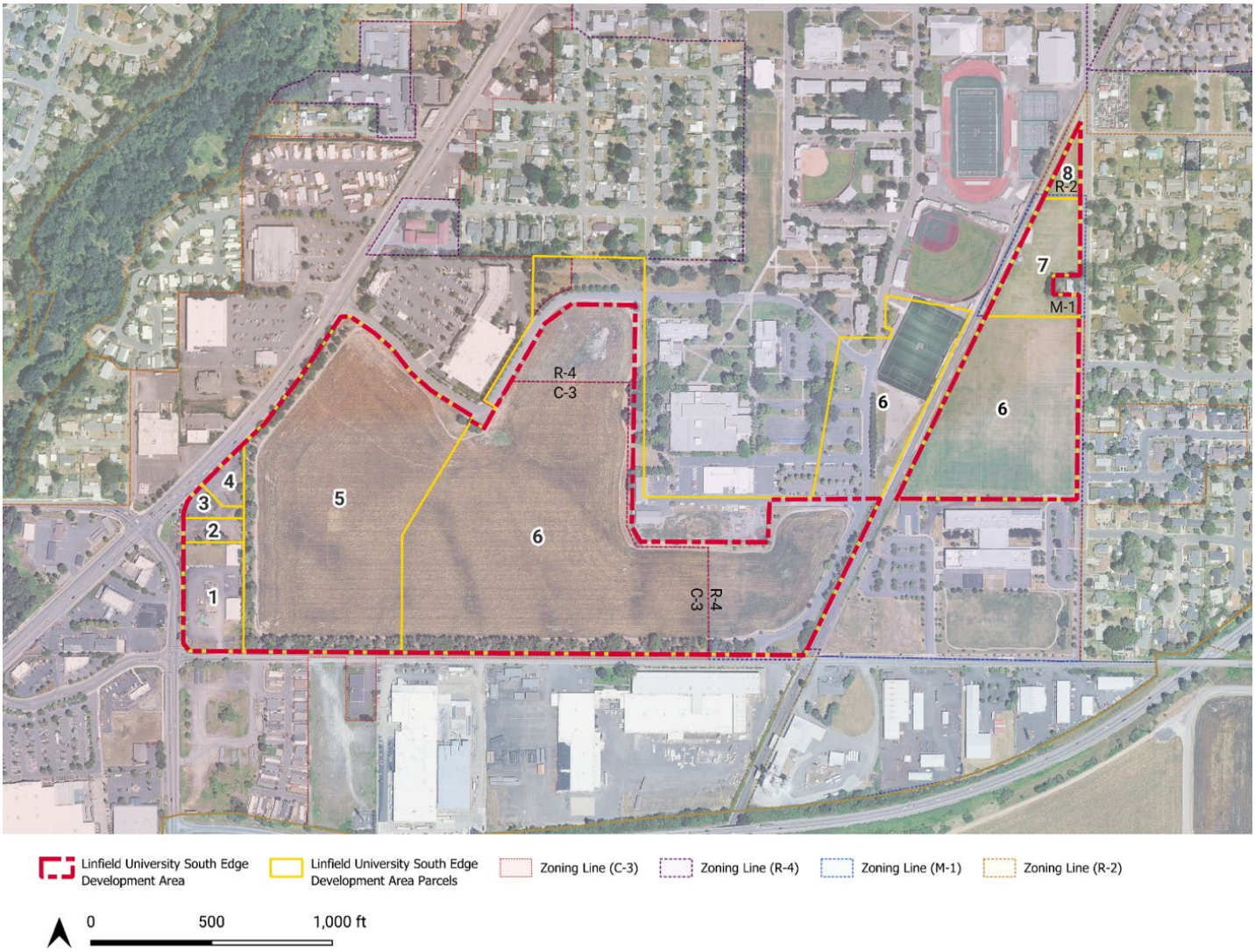
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Linfield University South Edge Development Parcels Map



Sincerely,

Mike Wenz
VP of Finance and Administration
Linfield University

EXHIBIT C:
Ordinance No. 5170



Growing McMinnville MINDFULLY

City of McMinnville

FRAMEWORK PLAN AND AREA PLANNING

December, 2025

INTRODUCTION:

Note: This Framework Plan supersedes the Framework Plan that was adopted as Appendix G of the McMinnville Growth Management and Urbanization Plan in December, 2020 (Ordinance No. 5098), acknowledged by the state in April, 2021, and subsequently amended by Ordinance No. 5157 on January 25, 2025.

The Framework Plan identifies how land that is within the City of McMinnville's Urban Growth Boundary but not within the city limits should be planned to meet the City of McMinnville's land needs as identified in the most recently adopted Housing Needs (Capacity) Analysis and Economic Opportunity Analysis.

The McMinnville Growth Management and Urbanization Plan (MGMUP) includes areas where the UGB will be expanded to accommodate future growth of the City of McMinnville. Over time, all land in the UGB is expected to be developed for urban uses or for amenities like schools, parks, and public facilities that serve urban uses. In order to allow for the transition from rural to urban land uses in a manner that is consistent with the MGMUP, and more specifically, with the City's overall land supply needs as identified in the City of McMinnville's most recently adopted Housing Needs (Capacity) Analysis and Economic Opportunity Analysis, the City will implement a three-step planning process for those lands that are included in the UGB expansion areas.

This implementation and planning process includes the following steps, listed in the order in which they must be completed:

- Framework Plan
- Area Plan
- Master Plan

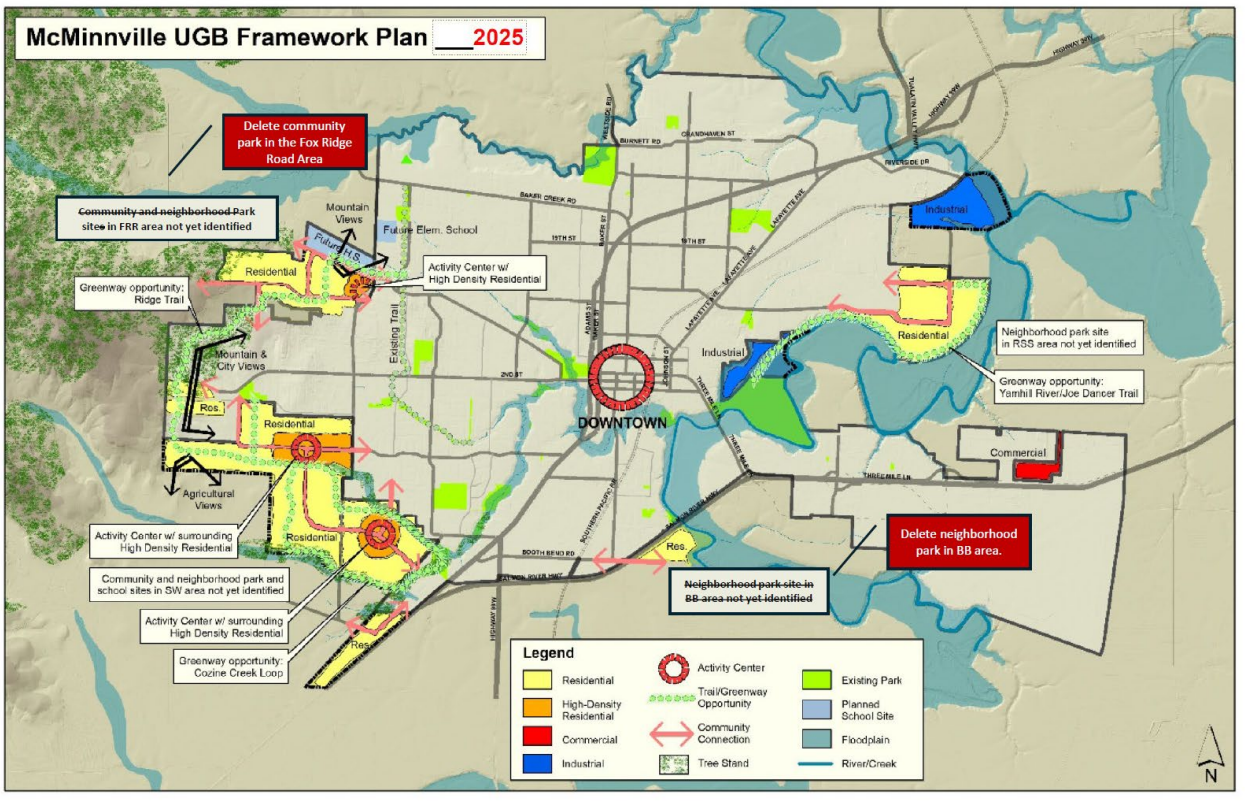
The order in which the planning process occurs is critical, because each step in the process builds upon the previous step and provides guidance for the future step. The ultimate result of the implementation and planning process is the development of the UGB in a manner that is consistent with the MGMUP and consistent with the land development and urban design concepts that the McMinnville community has embraced. The planning process will also provide future opportunities for the City to demonstrate how it will achieve the overall need for the variety of housing types and land uses as described in the most recently adopted Housing Needs (Capacity) Analysis and Economic Opportunity Analysis.

The purpose of the Framework Plan is to describe the Area Planning process, and how the Framework Plan will be used to apply the land needs identified in the most recently adopted Housing Needs (Capacity) Analysis and Economic Opportunity Analysis to the UGB expansion areas. The Framework Plan includes a description and summary of the Area Planning and Master Planning processes, as well as guidance for the City to consider when initiating and completing Area Plans for the UGB expansion areas. This guidance is based on the most recently adopted needs analysis. The guidance identifies how land needs may be distributed between and within UGB expansion areas and is intended to be conceptual and further refined through the Area and Master Planning process.

Framework Plan

The McMinnville Framework Plan identifies a general urban land use concept for lands that are included in the UGB expansion areas. The Framework Plan also identifies potential opportunity areas where certain land uses or urban forms may be desirable or feasible based on land characteristics and the existing built environment. Different types of land uses are shown in the Framework Plan in amounts that are roughly proportional to the acreage needed for these uses as identified in the adopted needs analysis. In addition, the Framework Plan identifies potential locations for major street corridors, neighborhood commercial nodes, and other land uses identified as needed in the MGMUP in a way that achieves a well-balanced land use distribution and development pattern. However, the potential locations shown in the Framework Plan are not binding. Further Area Planning and Master Planning will more specifically identify the locations and sizes of particular land needs after further consideration of an area's characteristics and relationship to surrounding urban uses (whether existing or planned in other UGB expansion areas).

Figure 1 – MGMUP Framework Plan (Amended 2025 by Ordinance No. 5157)

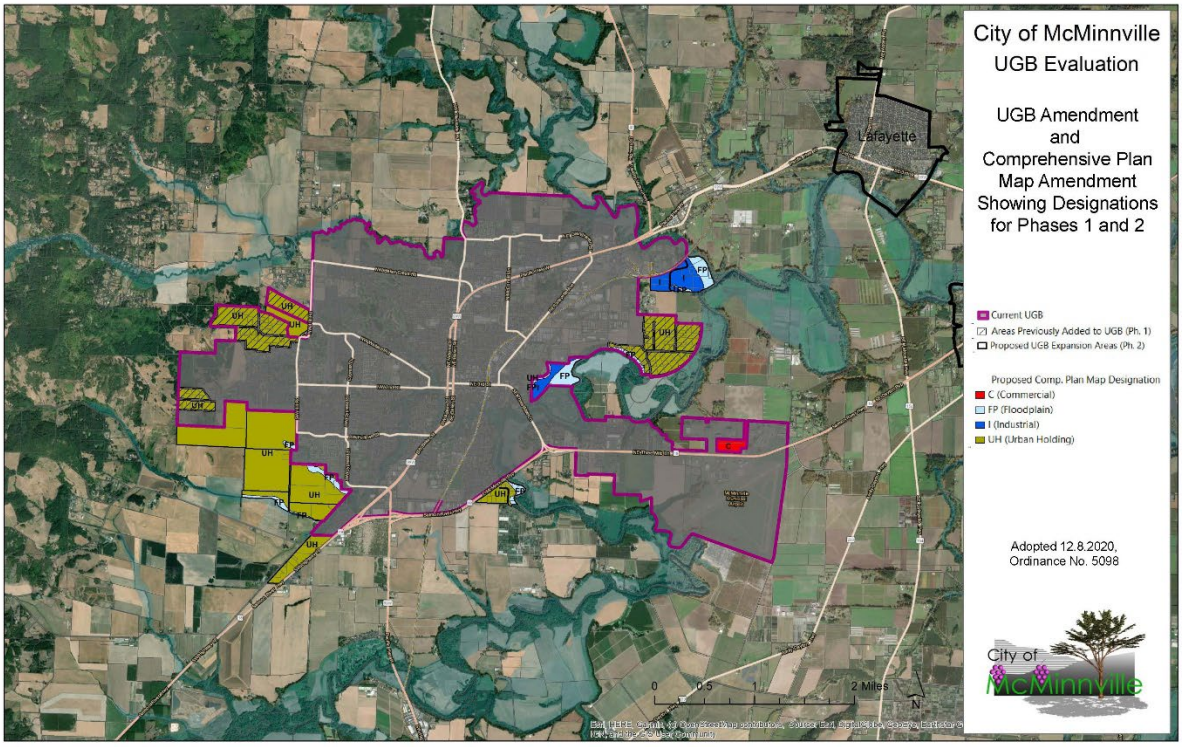


The Framework Plan is intended to be conceptual in nature and serve as an advisory plan that informs and provides guidance for more detailed Area Planning and Master Planning that will be required for lands that are annexed into the City.

If, at the time of this more detailed Area or Master Planning, there is a desire to modify the development concepts shown in the Framework Plan, an analysis must be completed that demonstrates how the land needs, housing densities, and commercial uses depicted in the Framework Plan for a particular area can be accommodated elsewhere, and still do so in a way that is consistent with the MGMUP and its intended development pattern and principles.

The MGMUP also includes an updated Comprehensive Plan Map for the City of McMinnville, which provides comprehensive plan designations for all lands included in UGB expansion areas. Land brought into the UGB is initially assigned an Urban Holding (UH) Comprehensive Plan designation, unless it is specifically identified for only Industrial or Commercial land uses (this applies only in specific areas that were included in the UGB based on their suitability for only industrial or commercial use).

Figure 2 – MGMUP Comprehensive Plan Map



Area Planning and Master Planning

Area Planning:

Following the adoption of the MGMUP, the City will complete Area Plans for lands that are included in the UGB expansion areas. The Area Plans will more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the needed land types identified in the MGMUP.

Area Plans must embody the development principles of the MGMUP and other City land use policies and standards. The MGMUP provides guidance for the planning and development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. Therefore, Area Plans will be developed to be consistent with the guidelines and characteristics of the Traditional Neighborhood model described in Chapter VII of the MGMUP. This will include the potential identification of locations that would be suitable for Neighborhood Activity Centers (NACs) to meet neighborhood commercial land needs as identified in the MGMUP and also support surrounding residential development, as described in Chapter VII of the MGMUP. In addition, Area Plans will be consistent with the City's adopted Great Neighborhood Principles.

As described in Comprehensive Plan Policy 187.10, the Great Neighborhood Principles are intended to "…guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area." The Great Neighborhood Principles are provided in Comprehensive Plan Policy 187.50.

Area Planning Process:

An Area Plan must be adopted for any land within the UH comprehensive plan designation prior to annexation, rezoning, or development. Area Planning will be initiated and completed by the City, and adopted by the City Council as a guiding land use document. The adoption of the Area Plan is not a land use decision process, and does not result in any changes to comprehensive plan designations or zoning.

If the City has not yet adopted an Area Plan for lands within UGB expansion areas that are designated as UH lands, property owners may initiate the Area Planning process. The initiation of the Area Planning process will require the submittal of a land use application for the adoption of an Area Plan. The Area Planning process may be initiated by property owners for land areas of 100 acres or more.

Master Planning:

Following the adoption of an Area Plan, individual property owners or developers must complete a Master Planning process to allow for annexation and development to occur in UGB expansion areas. The Master Planning process will require a more detailed analysis of the land in question and the proposed uses to ensure consistency with the planned and desired growth of the city. The uses included in a Master Plan must be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question.

Master Planning Process:

Prior to the City Council's approval of an annexation agreement to allow land within the UGB to be annexed into the city limits, property owners must complete a Concept Master Plan to identify how the land will be developed in accordance with the Framework Plan and applicable Area Plan.

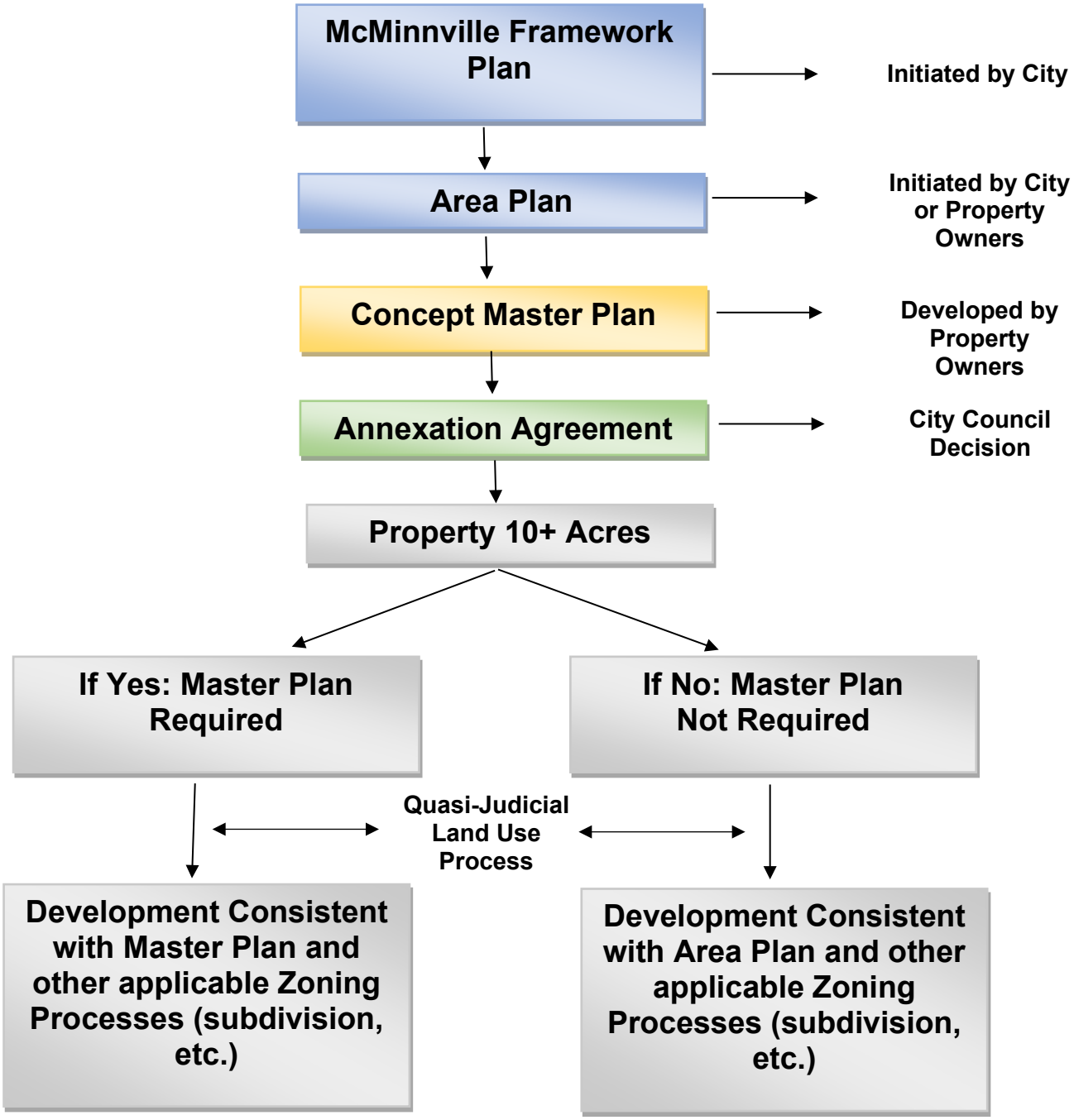
After completion of an annexation agreement, a final Master Plan must be approved prior to the development of any land that is greater than 10 acres in size. Applications for Master Plans require approval by the City Council and required notices to state agencies and affected property owners. This land use review process will provide an opportunity for public involvement and community support for the Master Plan's urban development concepts. The Master Planning process will also result in comprehensive plan and zoning amendments that convert lands from the UH comprehensive plan designation to urban comprehensive plan map designations and urban zoning districts.

A review process for Master Plans is proposed to be included in the McMinnville Zoning Code. The review process further describes Master Plan submittal requirements and review criteria.

Lands less than 10 acres in size may be annexed and developed without the adoption of a Master Plan. This can occur when the lands are designated for residential use in the applicable Area Plan. Urban comprehensive plan map designations and urban zoning districts shall be requested for the lands prior to development, and the designations and zoning districts must be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question. The development of the land must also:

- Be consistent with the uses identified in the Area Plan applicable to the land in question;
- Meet the City's adopted Great Neighborhood Principles;
- Include a local street plan that complies with the applicable Area Plan, the McMinnville TSP, and other local street spacing and connectivity requirements; and
- Be consistent with all other required policies and standards of the City's land use planning approval processes.

UGB Expansion Area Planning Process



Area Plan Guidance and Considerations

Area Plans will more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the needed land types identified in the MGMUP. An Area Plan must also incorporate and address the adopted Great Neighborhood Principles. This section will provide conceptual guidance for the City Council to consider during the development of Area Plans for lands identified in the MGMUP as UGB expansion areas.

Summary of Needed Land Types to be Accommodated in Area Plans:

As stated above, the land uses identified in an Area Plan must be consistent with the needed land types identified in the most recent acknowledged Housing Needs Analysis and Economic Opportunity Analysis.

Table 1 below identifies the needed land type in the Urban Holding comprehensive plan map designations for the McMinnville Urban Growth Boundary.

Table 1: Total additional housing, employment and livability acres needed in the McMinnville Urban Holding comprehensive plan map designated areas.

Category of Land Need	Needed Gross Buildable Acres (2003 – 2023)	Needed Gross Buildable Acres (2021 – 2041)
New Housing	392.90*	596.90*
Parks	254.00	127.00
Schools	86.00	10.00
Private Schools	1.50	0.00
Religious	47.60	38.40
Government	0.90	15.50
Semi-Public Services	22.50	21.00
Infrastructure	2.60	0.00
Neighborhood Serving Commercial	39.30	39.30
Total	847.30	848.10

*At least 36.70 gross buildable acres of housing land needs to be allocated to R5 zoning.

SUMMARY OF LAND NEEDS:

In summary, the land needs that need to be accommodated through the Area Planning process are as follows:

- Residential Land: 596.90 acres
    - 36.7 acres for R-5 High Density zoning
    - Remaining housing lands to remain in residential classifications that result in the target density of 5.7 dwelling units per acre.
- Park Land: 127 acres
    - 18.70 acres for Neighborhood Parks
    - 20.00 acres for Community Parks
    - 87.90 acres for Greenways/Greenspaces/Natural Areas
        - /Natural Areas
- Neighborhood Serving Commercial Land: 39.3 acres
- Institutional: 84.90 acres

Area Plan Prioritization:

The Area Planning process will be more critical in certain UGB expansion areas. Therefore, the City will prioritize the completion of Area Plans in expansion areas that are larger, require more coordinated development of public infrastructure and services, and are more likely to develop or redevelop in the near term. The potential prioritization of the completion of Area Plans may be as follows:

1) Fox Ridge Road
2) Southwest Area
    a. West Hills South, Southwest 2, and West of Old Sheridan Road (potentially also include Redmond Hill Road)
    b. Southwest 06 and Old Sheridan Road
3) Redmond Hill Road (potentially include with the Southwest Area Plan)
4) Riverside South
5) Booth Bend Road
6) Riverside North

Potential Assignment of Land Need:

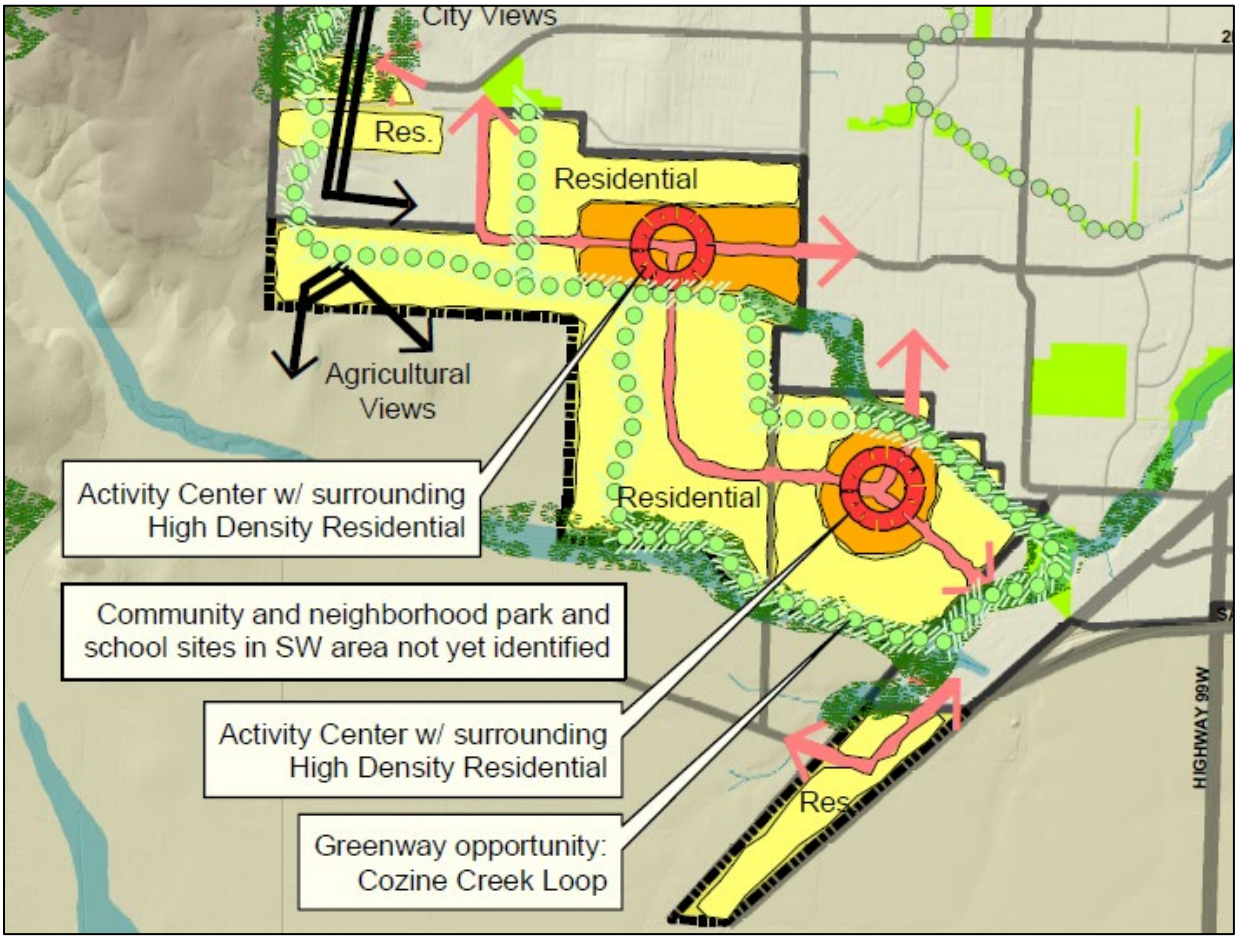
Land Need		Southwest	Fox Ridge Road	Riverside South	Redmond Hill Road	Booth Bend Road
Residential						
R-5	36 acres					
Parks						
Neighborhood Park	18.70 acres					
Community Park	20.00 acres					
Greenways/Natural Areas	87.90 acres					
Schools	10 acres					
Commercial	39.3 acres					

Specific land needs and opportunities to consider in the development of each of these Area Plans are provided below.

Southwest Area Plan:

The Southwest area includes some of the larger and more contiguous areas of vacant land to be included in the McMinnville UGB. The area requires coordinated planning of infrastructure to ensure the provision of services to areas in the western portion of the UGB expansion area. This area is also adjacent to existing built-out areas of the existing UGB, so coordination of street networks and neighborhood continuity will be important to consider in the development of an Area Plan. For these reasons, it is suggested that one Area Plan be completed for all of the UGB expansion areas in the Southwest area. There could be a potential to complete smaller Area Plans, potentially using Hill Road as the separation point with the areas west of Hill Road included in one Area Plan (West Hills South, Southwest 2, and West of Old Sheridan Road) and the areas east of Hill Road (Southwest 06 and Old Sheridan Road) included in another Area Plan.

Southwest Area as shown in MGMUP Framework Plan:



The overall Southwest Area will primarily provide land for housing. However, to incorporate elements of the Traditional Neighborhood and to accommodate commercial land need identified in the MGMUP, the southwest area should include two (2) Neighborhood Activity Centers (NACs), one in the northwest portion along a westerly extension of Fellows Street and one in the southeastern portion along a new major street that could provide a connection between Hill Road and Old Sheridan Road. Each NAC may be approximately 40 to 80 acres in size, with approximately 5-10 acres of neighborhood serving commercial, and approximately 5 to 10 acres of office space. Each NAC should also include approximately 15 acres of high-density residential development (R-5 zone). There should be about 2.0 acres of public plazas/parks in each NAC, and the remaining land in the NAC should be medium and lower density housing as appropriate to achieve the overall targeted density of 5.7 dwelling units per acre. Additional areas may be suitable for high-density residential development (R-5 zone), where potentially adjacent to future identified park locations, or along appropriate street corridors that may support future transit service.

To further provide services to support this residential area and to accommodate the park land need identified in the June 2024 PROS Plan, the Southwest Area should incorporate one - two neighborhood park~~s~~ of a minimum of 5 acres in size. The neighborhood park~~s~~ should be placed to ensure that future residents have access to a park within a 10-minute (or ½ mile) walk of their home, as described in the City of McMinnville June 2024 Parks, Recreation, and Open Space Plan. The Southwest Area should also incorporate one community park to accommodate the

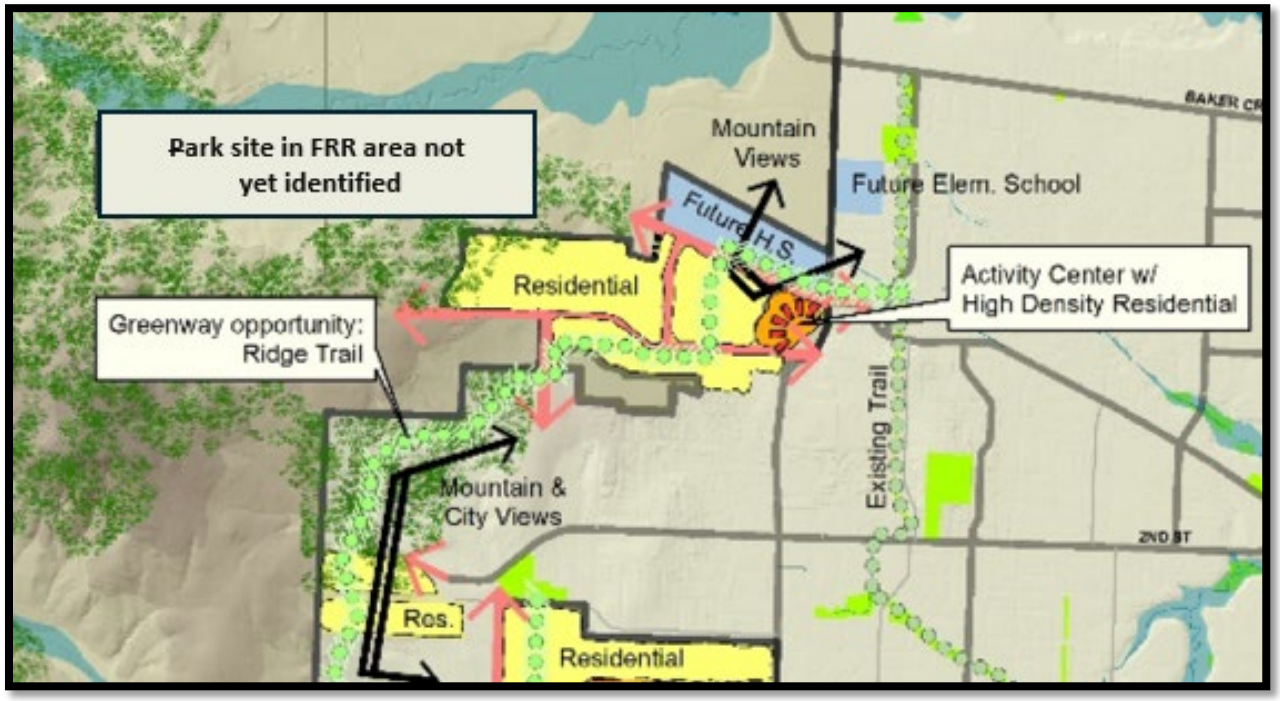
community park land need identified in the June 2024 Parks, Recreation, and Open Space Plan. The Southwest Area also has the opportunity for the development of greenway linear parks along the Cozine Creek, per the greenway land need identified in the June 2024 Parks, Recreation and Open Space Plan. A bike and pedestrian trail system could also be considered that connects the NACs and other major amenities (parks, schools, etc.) whose exact locations are yet to be determined. There may also be an opportunity for greenway or trail connectivity to the north through the Redmond Hill Road and West Hills areas, potentially in the form of a ridgeline greenway/greenspace at higher elevations that could also preserve existing tree stands that currently provide wildlife habitat.

A future school site should also be identified within the Southwest Area Plan. As an area that will accommodate a significant amount of the planned residential growth in the expanded UGB, one additional school site may be necessary in this area. Further coordination should occur with the McMinnville School District on the identification of future school sites, but the Southwest area could accommodate the approximately 10 acres of additional school land need identified in the MGMUP.

Fox Ridge Road Area Plan:

The Fox Ridge Road Area Plan should include the three study areas in this area due to their close proximity and future relationship between uses. These areas include the Fox Ridge Road study area (included in the UGB during MGMUP Phase I), the NW-EX1b-R3 study area, and the future High School site owned by the McMinnville School District (included in the UGB through previous UGB expansion).

Fox Ridge Road Area as shown in MGMUP Framework Plan (Amended 2025):



The Fox Ridge Road Area Plan will primarily be housing. However, the Fox Ridge Road Area Plan will include a significant land use within the site that is owned by the McMinnville School District and identified for the development of a future high school. The high school site will be within the northern portion of the Fox Ridge Road Area Plan. The Fox Ridge Road Area Plan should also provide an opportunity for a partial or half of a Neighborhood Activity Center (NAC) along the area's Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road. This modified and reduced NAC should be approximately 5 – 10 acres, with approximately 1 - 2 acres of neighborhood serving commercial and office development, approximately 2 acres of high-density residential development (R-5), and approximately 2 - 5 acres of medium-density residential housing. The remainder of the residential land within Fox Ridge Road Area Plan will likely be suitable for lower-density residential housing, where the lands begin to exhibit steeper slopes within the southern and western portions of the Fox Ridge Road area.

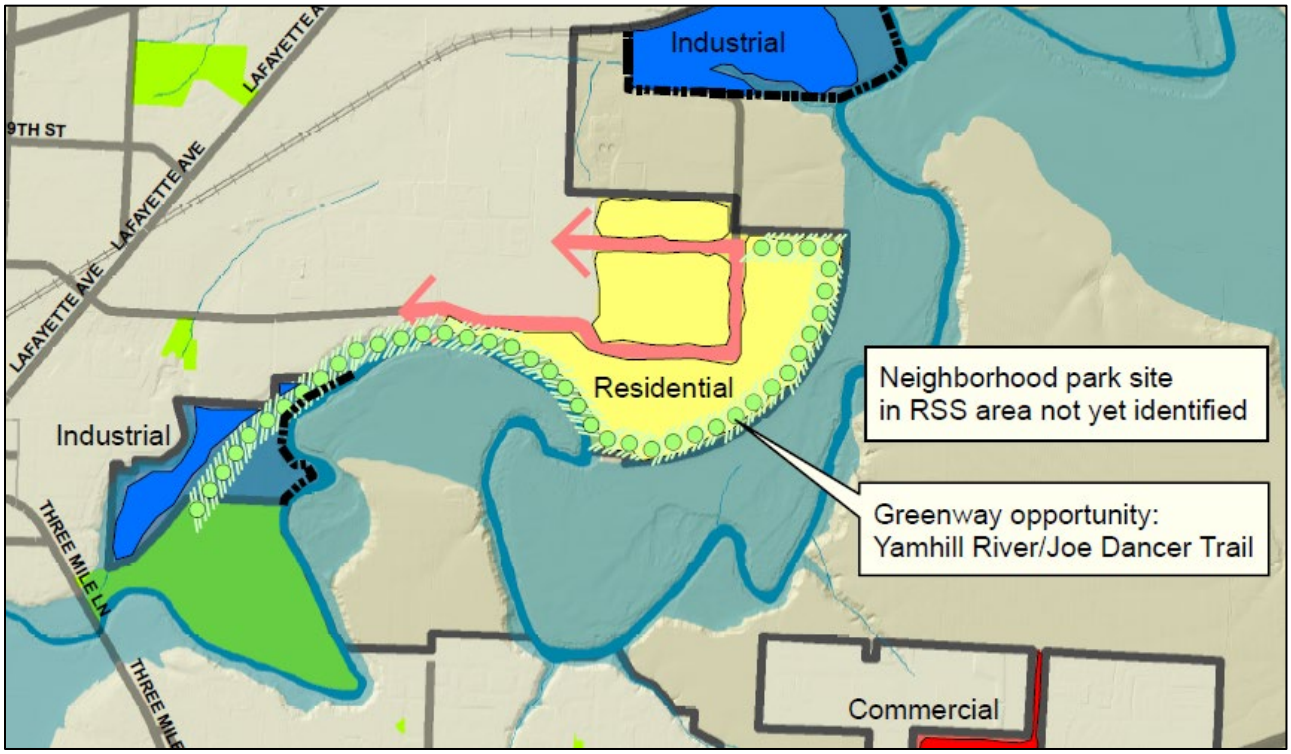
To further provide services to support this residential area and to accommodate the park land need identified in the June 2024 Parks, Recreation and Open Space Plan, the Fox Ridge Road Area Plan should incorporate one neighborhood park of a 5-acre minimum size to serve existing park service gaps as well as future development in this growth area along Fox Ridge Road in western McMinnville. This park should be co-located on or near the future high school site. It should include opportunities for passive and active recreation that are accessible to all residents with a 10-minute (or ½ mile) walk of their home. The Fox Ridge Road Area also includes several natural and geographic features that provide an excellent opportunity for a natural resource park. Natural green spaces or greenways should be considered that could connect the Fox Ridge Road Area to the West Hills and Redmond Hill Road area, potentially in the form or a ridgeline greenway/greenspace. A greenway/greenspace could also serve to preserve the tree stands in the Fox Ridge Road and West Hills areas that currently provide habitat for protected avian species.

Connectivity and coordination with the development of the high school site will be important in the Fox Ridge Road Area Plan. Land uses should anticipate the development of this major community feature, and land uses should transition appropriately to surrounding areas. Any trail networks considered should incorporate connectivity to the high school site. Bike and pedestrian connectivity should also be considered in the Area Plan, with consideration of connecting to the existing trails and linear parks (BPA and Westside trail systems) that are located just east within the existing UGB and may be able to be linked via Wallace Road.

Riverside South Area Plan:

The Riverside South Area Plan should include the entire area east of the existing UGB.

Riverside South as shown in MGMUP Framework Plan:



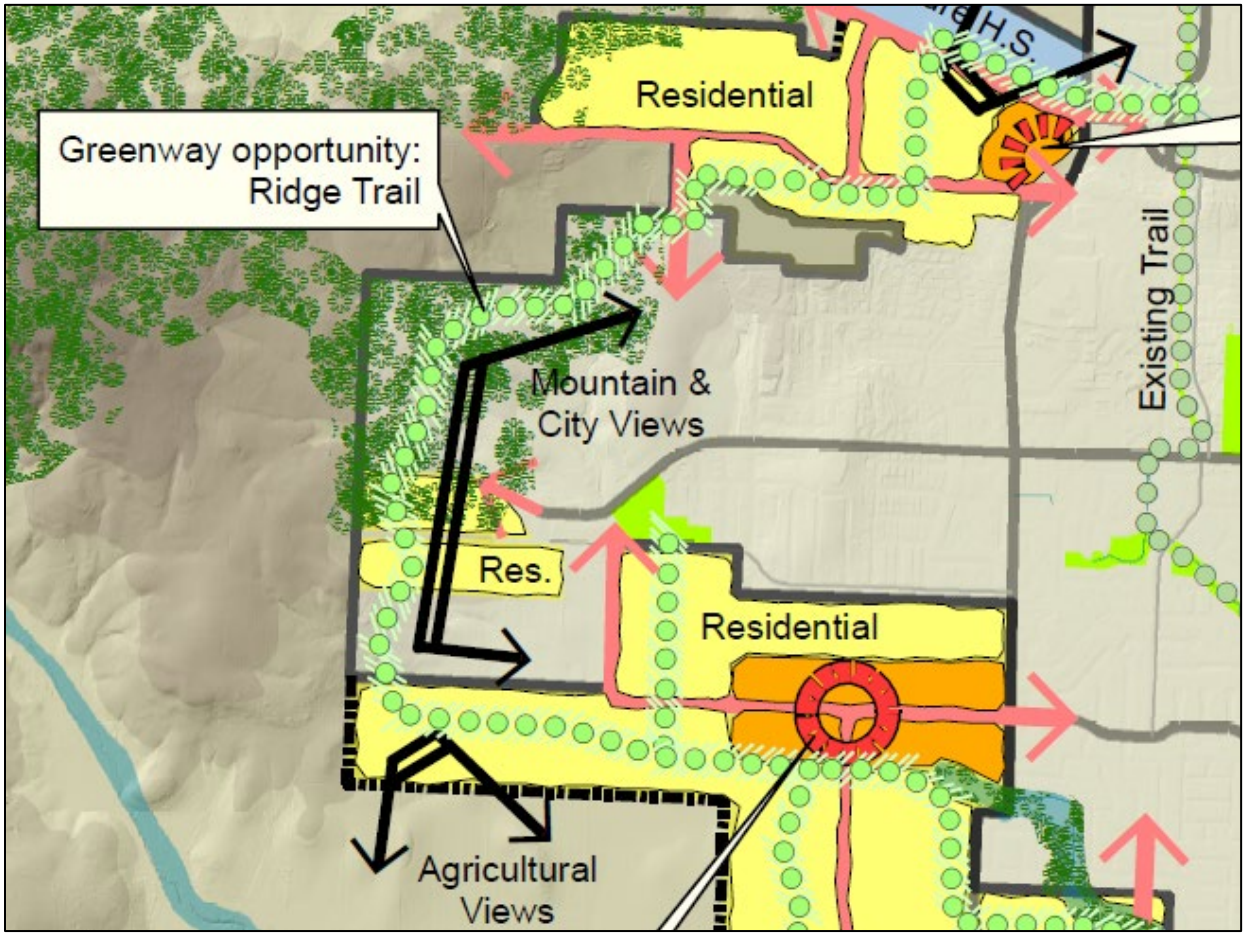
The Riverside South area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Riverside South area will likely accommodate only lower to medium density housing to meet identified needs for that type of residential land. However, to provide for some of the amenities of a Traditional Neighborhood and to accommodate the park land need identified in the June 2024 Parks, Recreation and Open Space Plan, a neighborhood park of a minimum of 5 acres should be included in the Riverside South Area Plan. This neighborhood park should serve future residents in the area that are otherwise separated from other residential areas and recreation opportunities.

There may also be an opportunity for a greenway/greenspace trail along the southern and eastern boundaries of the Riverside South Area, along the Yamhill River floodplain. Connectivity will be important for the Riverside South Area due to its current isolation. New street networks should be established, building off of the main existing street in Riverside Drive, to provide a neighborhood grid street pattern and enhance connectivity within the area. Bike and pedestrian connectivity should also be considered to provide opportunities for connections to the existing UGB, potentially through a trail corridor that connects the Riverside South area to Joe Dancer Park.

Redmond Hill Road Area Plan:

The Redmond Hill Road Area Plan should include the entire Redmond Hill Road area west of, and surrounded by, the existing UGB. This area could be considered and included in the Southwest Area Plan, if determined to be timely and appropriate through more detailed Area Planning processes.

Redmond Hill Road as shown in MGMUP Framework Plan:



The Redmond Hill Road area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Redmond Hill Road area will likely accommodate only lower to medium density housing to meet identified needs for that type of residential land. Due to its elevation, existing development pattern, and proximity to other existing parks, the Redmond Hill Road area may not be suitable for an additional neighborhood park. However, to provide for some of the amenities of a Traditional Neighborhood and to accommodate the park land need identified in the June 2024 Parks, Recreation and Open Space Plan, there may be an opportunity for a greenway/greenspace park to provide connectivity between the Southwest Area to the south and the West Hills and existing UGB to the north. This greenway/greenspace could potentially be in the form of a ridgeline trail that provides for overlooks that highlight views of the adjacent farmland and city.

Booth Bend Road Area Plan:

The Booth Bend Road Area Plan should include the entire area east of, and across, Highway 18 from the existing UGB.

Booth Bend Road as shown in MGMUP Framework Plan (Amended 2025):



The Booth Bend Road area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Booth Bend Road Area will likely accommodate only lower to medium density housing to meet identified needs for that type of residential land. Connectivity to other areas of the existing UGB will be important in the Booth Bend Road Area Plan, with all connectivity being provided currently by the Booth Bend Road bridge that crosses Highway 18. Bike and pedestrian connectivity should be considered to provide safer connectivity from the Booth Bend Road Area to the existing UGB and amenities in close proximity to the area.

City of McMinnville
MUNICIPAL AIRPORT

STAFF REPORT

DATE: **January 27, 2026**
TO: **Adam Garvin, Interim City Manager**
SUBMITTED BY: **Geoff Hunsaker, Public Works Director**
WRITTEN BY: **John Paskell, Airport Manager**
SUBJECT: **Update to McMinnville Municipal Code, Ch. 2.28, Airport Commission**

1. Ordinance 5171, Updating Section 2.28020(A) of the McMinnville Municipal Code

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Report in Brief:

Ordinance 5171 updates the standing meeting schedule of the Airport Commission from meeting every two months to meeting quarterly.

Background:

In its work session of November 12, 2025, City Council reviewed each of its standing Boards and Commissions to see if they were still relevant, meeting their intended purpose, and to discuss if any changes are required.

Discussion:

The Airport Manager responded to Council's request regarding the Airport Commission and suggested that quarterly meetings of the Airport Commission should be adequate, given the purpose of the Commission and the amount of business requiring the Commission's attention. Council agreed that quarterly meetings were appropriate, so long as the ability to request ad-hoc meetings remained.

Attachments:

1. Ordinance No. 5171

Fiscal Impact:

None

Alternatives:

Alternative 1 [Staff Recommendation]: Adopt the attached Ordinance amending MMC Chapter 2.28 as presented, changing the Airport Commission's standing meetings to quarterly.

Alternative 2: Reject the attached Ordinance. Airport Commission meetings would continue to be every other month.

Alternative 3: The Council may consider any other alternative not presented by staff.

ORDINANCE NO. 5171

AN ORDINANCE AMENDING CHAPTER 2.28 OF THE MCMINNVILLE MUNICIPAL CODE TO UPDATE THE AIRPORT COMMISSION STANDING MEETING SCHEDULE.

RECITALS:

WHEREAS, the City of McMinnville adopted through Ord 4933, the Municipal Code, Title 2, Chapter 2.28 (Airport Commission); and

WHEREAS, the City of McMinnville Municipal Code, Title 2, Chapter 2.28.020(A) requires bi-monthly meetings; and

WHEREAS, the McMinnville City Council desires to make its Boards and Commission meetings more efficient and effective; and

WHEREAS, these changes to the McMinnville Municipal Code, Chapter 2.28.020(A) will reduce the number of standing meetings of the Airport Commission, requiring fewer City resources.

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

1. McMinnville Municipal Code section 2.28.020 (Organization and Meetings) is amended as follows [*underlined language is new; ~~strikethrough~~ language is to be repealed*]:

2.28.020 Organization and Meetings

A. Airport Commission meetings are public meetings and shall conform to the requirements of the Oregon Public Meetings Law. The Commission shall meet ~~every two months~~ quarterly and may hold special meetings as deemed necessary, advisable, or convenient, at the discretion of the Commission and Airport ~~Administrator~~ Manager. Special meetings may be called at the request of the Airport ~~Administrator~~ Manager, Commission chairperson, or any member of the Commission~~.~~ with the consent of the Chairperson.
(. . . .)

2. This Ordinance will take effect 30 days after passage by the City Council.

Passed by the McMinnville City Council this 27th day of January, 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form: Attest:

_____ _____
City Attorney City Recorder

City of McMinnville
ADMINISTRATION

STAFF REPORT

DATE: **January 27, 2025**
TO: **Mayor Morris & City Council**
SUBMITTED BY: **Adam D. Garvin, Interim City Manager**
WRITTEN BY: **Adam D. Garvin, Interim City Manager**
SUBJECT: **Amendment to City Council Meeting Schedule**

1. Ordinance No. 5172 - An Ordinance amending Section 2.04.010 of the McMinnville Municipal Code to adjust the standing dates of regular City Council meetings.

Report in Brief:

The City Council is considering an ordinance amending Section 2.04.010 of the McMinnville Municipal Code to change the standing dates of regular City Council meetings from the second and fourth Tuesday of each month to the second and fourth Wednesday of each month, while maintaining the 7:00 p.m. meeting time.

Background:

The McMinnville Municipal Code establishes regular City Council meetings on the second and fourth Tuesday of each month at 7:00 p.m. The City Council also holds Work Sessions on the Wednesday between those regular meeting weeks at 7:00 p.m.

On March 25, 2025 - Council Meeting Schedule Discussion topic:

Council Meeting Schedule Discussion Mayor Morris stated Councilor Chenoweth requested this topic on the agenda. Councilor Chenoweth requested an interest in a potential shift in schedule and would prefer to have all three meetings on the same day. Secondly, would like to ask not to have meetings on Tuesday nights because of a personal commitment. Suggested Monday as a thought for the date change. Mayor Morris expressed concerns about having meetings on Mondays, which include holidays typically falling on Mondays and the potential of extra work it may have on staff. Asking the Council to consider this request and will bring it back to the next City Council meeting.

On April 08, 2025 - Council Meeting Schedule Discussion Continued topic:

Mayor Morris opened the floor for discussion. There was discussion on the proposed request to move the date of the City Council meetings. The consensus was to leave the meeting dates as is.

On January 13, 2026, the City Council discussed interest in adjusting the standing meeting schedule to better align meeting dates, improve operational efficiency, and provide greater consistency for public engagement.

Discussion:

The proposed amendment would align all City Council meetings to Wednesdays at 7:00 p.m., creating a consistent and predictable meeting schedule for residents, stakeholders, and partner organizations.

From an operational perspective, court operations are scheduled in the building until 5:00 p.m. on Wednesdays. Holding City Council meetings on Wednesdays allows for more efficient use of the facility by reducing the need to condition and prepare the building on multiple days of the week for evening meetings.

The proposed change does not affect the number of meetings, meeting times, or public participation opportunities. It solely modifies the standing meeting dates to align with existing practices and improve clarity and efficiency.

Attachments:

1. **Ordinance No. 5172** – Amending Section 2.04.010 (Regular Meetings)

Fiscal Impact:

No direct fiscal impact is anticipated. The proposed change may result in minor operational efficiencies related to facility use and climate control.

Alternatives:

Alternative 1:
Adopt the attached ordinance amending Section 2.04.010 of the McMinnville Municipal Code to change regular City Council meetings to the second and fourth Wednesday of each month at 7:00 p.m.

Alternative 2:
Direct staff to return with a different meeting schedule option or a trial period before amending the Municipal Code.

Alternative 3:
Reject the ordinance and retain the current meeting schedule of the second and fourth Tuesday of each month.

Alternative 4:
The Council may consider any other alternative not presented by staff.

ORDINANCE NO. 5172

An Ordinance amending Section 2.04.010 of the McMinnville Municipal Code to adjust the standing dates of regular City Council meetings.

RECITALS:

WHEREAS, Section 2.04.010 of the McMinnville Municipal Code establishes the standing dates and times for regular City Council meetings; and

WHEREAS, the City Council currently meets on the second and fourth Tuesday of each month at 7:00 p.m. and holds Work Sessions on the third Wednesday of each month at 7:00 p.m.; and

WHEREAS, on January 13, 2026, the City Council discussed interest in changing the dates of regular City Council meetings from the second and fourth Tuesday of each month to the second and fourth Wednesday of each month; and

WHEREAS, aligning regular City Council meetings with existing Wednesday Work Sessions would create consistency in meeting days and times, improving clarity and predictability for the public: and

WHEREAS, conducting City Council meetings on Wednesdays allows for more efficient use of City facilities, as court operations occur in the building until 5:00 p.m. on Wednesdays, reducing the need for additional building conditioning and setup on separate days.

NOW, THEREFORE, THE CITY OF MCMINNVILLE ORDAINS, as follows:

1. Section 2.04.010 of the McMinnville Municipal Code (Regular Meetings) is amended as follows [*underlined language is new; ~~strikethrough~~ language is to be repealed*]:

   A. The common council shall meet at 7:00 p.m. on the second ~~Tuesday~~ Wednesday of each month in the council chambers except on holidays, in which event the council shall meet on the ensuing business day.

   B. The common council shall also meet at 7:00 p.m. on the fourth ~~Tuesday~~ Wednesday of each month in the council chambers except on holidays, in which event the meeting shall be cancelled unless the council calls for a special council meeting.

2. This Ordinance will take effect April 1st 2026 after passage by the City Council.

Passed by the McMinnville City Council this 27th day of January, 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form: _____
City Attorney

Attest: _____
City Recorder