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

Wednesday, September 16, 2026
6:00 p.m. – City Council Work Session Meeting - CANCELED
6:00 p.m. – Special Called City Council 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:

To Provide Public Comment for PUBLIC HEARING:

- ***Oral Testimony:*** *Pre-register to speak during the public hearing by providing your name and phone number, or Zoom name, to the Planning Division Office before* ***12:00 pm on Wednesday, September 16, 2026****. During the public hearing, the City Recorder will read the list of those who pre-registered. When the City Recorder calls out your name, you will have three minutes to speak. You can preregister by emailing Heather.Richards@mcminnvilleoregon.gov or calling (503) 474-5107.);*
- ***Written Testimony:*** *Email testimony to Heather.Richards@mcminnvilleoregon.gov or mail to McMinnville Planning Division, 231 NE 5th Street McMinnville, OR 97128. Written testimony submitted to the Planning Division must be received by* ***noon on Tuesday, September 15, 2026*** *to be provided to the City Council in advance of the meeting. If you want to bring written testimony to the public hearing, please bring 12 copies of your testimony for distribution.*
- *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 SPECIAL CALLED MEETING:
You may join online via Zoom Webinar Meeting:
https://mcminnvilleoregon.zoom.us/j/87154695766?pwd=I0bQIOydR2Eqg72l3gaAU1biRJz9zS.1
Or you can call in and listen via Zoom: 1-253- 215- 8782
Webinar ID: 871 5469 5766

6:00 PM – SPECIAL CALLED CITY COUNCIL MEETING – VIA ZOOM AND SEATING AT CIVIC HALL

1. CALL TO ORDER

2. PUBLIC HEARING
   a. Public Hearing regarding **Ordinance No. 5182:** An Ordinance approving a Zone Change, with conditions, to the R-4 Medium, High-Density, 5000 SF Lot Residential Zone (Docket ZC 1-26) for the easterly portion of Tax Lot R4409CD 00100 upon annexation into the City limits, approximately 3.17 acres including abutting right-of-way, located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.

3. ORDINANCES
    a. Consider the first reading with a possible second reading of **Ordinance No. 5182:** An Ordinance approving a Zone Change, with conditions, to the R-4 Medium, High-Density, 5000 SF Lot Residential Zone (Docket ZC 1-26) for the easterly portion of Tax Lot R4409CD 00100 upon annexation into the City limits, approximately 3.17 acres including abutting right-of-way, located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.

4. ADJOURNMENT OF SPECIAL CALLED MEETING

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice: Kent Taylor Civic Hall is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made a least 48 hours before the meeting to the City Recorder (503) 435-5702 or CityRecorderTeam@mcminnvilleoregon.gov.

City of McMinnville

COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: September 16, 2026
TO: Adam Garvin, City Manager
SUBMITTED BY: Heather Richards, Community Development Director
WRITTEN BY: Tom Schauer, Senior Planner
SUBJECT: Public Hearing to Consider Ordinance No. 5182, Approving Zone Change Docket ZC 1-26 with Conditions

1. *Ordinance No. 5182. An Ordinance approving a Zone Change, with conditions, to the R-4 Medium, High-Density, 5000 SF Lot Residential Zone (Docket ZC 1-26) for the easterly portion of Tax Lot R4409CD 00100 upon annexation into the City limits, approximately 3.17 acres including abutting right-of-way, located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.*

Report in Brief:

This is a quasi-judicial land use public hearing to consider Ordinance No. 5182 approving a Zone Map Amendment (Docket ZC 1-26) with conditions, contingent upon approval of annexation of the subject property. On July 16, 2026, the Planning Commission held a public hearing and unanimously recommended approval of the Zone Map Amendment, subject to the conditions in the Decision Document. Consideration of Ordinance No. 5182 was placed on the August 25, 2026, City Council meeting agenda. On August 25, 2026, City Council elected to hold this September 16, 2026, public hearing per MMC 17.72.130, as described below.

At the August 25, 2026, City Council meeting, the September 16, 2026, public hearing was announced. On August 26, 2026, notice of the public hearing was mailed to property owners within 300 feet of the property proposed to be rezoned, and the project page on the City website was updated to include the information for the September 16, 2026 public hearing. Link: https://www.mcminnvilleoregon.gov/cd/page/zone-change-zc-1-26. On September 4, 2026 notice of the public hearing was published in the newspaper.

As of September 3, no additional written testimony has been submitted to the Planning Division. Any new written testimony submitted to the Planning Division before noon on September 15, 2026 will be compiled and distributed to City Council. Any subsequent written testimony is to be submitted at the public hearing. All testimony will be entered

into the public record for this quasi-judicial proceeding. Because this is a quasi-judicial land use proceeding, requirements for ex-parte communications apply.

The 120-day deadline for issuing a final decision is October 2, 2026.

For a Zone Map Amendment, per Section 17.72.130 of the Zoning Ordinance, the Planning Commission makes a recommendation to the City Council to approve or deny the application.

a. *If the decision of the Planning Commission recommends that an application be granted or that the proposal be adopted, or that the application be approved in a different form, the Planning Commission shall transmit to the City Council, a copy of the application, a scale drawing of the site, the minutes of the public hearing, the decision and findings of the Planning Commission, and any other materials deemed necessary for decision by the City Council.*

b. *If the decision of the Planning Commission recommends that the application be denied, or the proposal rejected, no further proceedings shall be held by either the Planning Commission or City Council, unless an appeal of the Commission's decision is filed.*

Upon receipt of the decision of the Planning Commission to recommend approval the Council shall:

a. *Based on the material in the record and the findings adopted by Commission and transmitted to the City Council, adopt an ordinance effecting the proposed change, or;*

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

The applicable criteria and standards are identified and addressed in detail in the decision document, which reflects the findings and conditions for the Planning Commission's recommendation. (Exhibit A to Ordinance No. 5182).

This is an application for a zone map amendment; thus the applicable criteria are in Section 17.74.020 as provided below.

> ***17.74.020 Comprehensive Plan Map Amendment and Zone Change – Review Criteria.*** *An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:*
>
> > *A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;*

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

Since the application concerns needed housing, and the land is designated as "Residential" on the Comprehensive Plan map, the last two paragraphs of this Section are applicable, and therefore, Criterion B is not applied.

Therefore, the two criteria that apply to the zone map amendment application are:

- Is the proposal consistent with the McMinnville Comprehensive Plan housing policies; and

- Can utilities and services be efficiently provided to serve the potential uses of the requested zoning district.

In addition, some provisions of state law apply, including OAR 660-012-0060, the section of the "Transportation Planning Rule" which applies to amendments including zone changes. This is addressed in the decision document.

Background:

This is an application for a Zone Change from County EF-80 zoning to City R-4 (Medium, High-Density, 5000 SF Lot Residential Zone) zoning for the remaining easterly portion of Tax Lot R4409CD 00100, approximately 3.17 acres including abutting right-of-way. This property has not been annexed into the city limits but has a pending annexation application. The zone change will be contingent upon the property being annexed into the city.

The subject property is located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School. ***See Vicinity Map (Figure 1). See Existing and Proposed Zoning Map (Figure 2).***

The subject property is an unincorporated island surrounded by City limits on all sides, within the Urban Growth Boundary (UGB) but outside City limits. The subject property is currently zoned County EF-80.

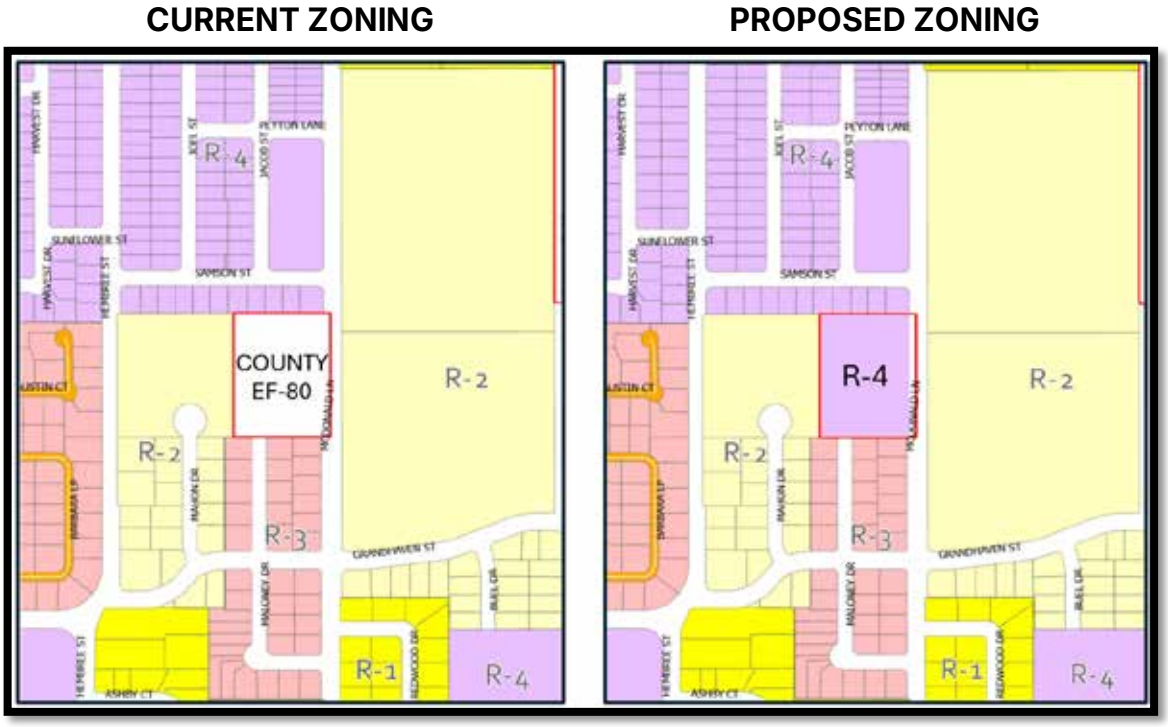
The applicant has applied for annexation, (Docket ANX 1-25). An annexation agreement was authorized by City Council by Resolution 2025-51 on October 14, 2025, and executed by the City Manager. Final annexation approval is subject to completion of the land use decision for the zone change. The zone change would become effective upon annexation of the subject property into the City.

Note: *This is an application for a zone change only. The application materials submitted for the zone change also included a conceptual development plan for the property. No decision regarding any development plan will be made as part of the zone change application.*

Figure 1. Vicinity Map/Aerial Photo



Figure 2. Current and Proposed Zoning



The property is located where surrounding zoning includes R-2, R-3, and R-4 zoning

Discussion:

On July 16, 2026, the Planning Commission held a public hearing and heard a staff report, testimony from the applicant, and public testimony.

The written public testimony received in advance of the Planning Commission hearing and at the hearing is attached to this staff report. The Decision Document lists those who provided oral testimony at the Planning Commission hearing, and the minutes provide a summary.

At the applicant's neighborhood meeting, and as part of the application submittal, the applicant submitted materials that illustrated development of the property. However, the Zone Change application doesn't approve a specific development plan, nor does it limit development to a specific use or development plan. And this review and approval is only for a zone change request and not the conceptual development plan.

Much of the public testimony received was focused on the conceptual development plan, the applicant's illustrative plans and the characteristics of that plan, and not the actual zone change itself and the criteria for a zone change. The Planning Commission's decision and recommendation focused on the zone change and the criteria for a zone change.

The Planning Commission found that the proposed zone map amendment is consistent with the housing policies in the McMinnville Comprehensive Plan and that utility services can be provided to support the requested zone.

Thus the Planning Commission found the applicable criteria were satisfied, subject to the conditions of approval. The Planning Commission recommended that City Council approve the Zone Change, subject to the conditions in the Decision Document. The vote was 7-0.

Attachments:

1. ZC 1-26 Application and Applicant's Attachments
2. July 14, 2026 Staff Memo with Additional Information and Written Public Testimony Through July 14, 2026
3. July 16, 2026 Staff Memo with Additional Written Public Testimony Through July 15, 2026
4. Additional Written Public Testimony Submitted at July 16, 2026 Public Hearing
5. Draft minutes from July 16, 2026 Planning Commission public hearing
6. Ordinance No. 5182 with Attachments
    a. Exhibit A to Ordinance No. 5182. ZC 1-26 Decision Document

The following items are not in the packet, but are available under "Supporting Documents" on the project website at https://www.mcminnvilleoregon.gov/cd/page/zone-change-zc-1-26

- July 16, 2026 Staff Memo with Updated Planning Commission Decision Document
- Staff PowerPoint presentation from July 16, 2026 Planning Commission public hearing

Fiscal Impact:

There is no direct fiscal impact to the City of McMinnville associated with this quasi-judicial land use decision.

Alternatives:

1. **Alternative 1 [Staff Recommendation]**: **ADOPT THE ORDINANCE** approving docket ZC 1-26 with conditions, and adopting the Decision, Findings of Fact, and Conclusionary Findings per the decision document provided, as recommended by the Planning Commission.

2. **Alternative 2**: **ADOPT THE ORDINANCE** approving docket ZC 1-26 with conditions, and adopting the Decision, Findings of Fact, and Conclusionary Findings per the decision document provided, **with revisions.**

3. **Alternative 3**: **DO NOT ADOPT THE ORDINANCE**, providing findings of fact and conclusionary findings based upon specific criteria to deny the application in the motion to not approve Ordinance No. 5182. If the application is not approved, the Applicant will be required to wait at least one year before making a similar application.

Recommendation:

The Planning Commission held a public hearing and reviewed the proposal for consistency with the applicable criteria. The Planning Commission found that the applicable criteria were satisfied with conditions, as provided in the decision document, and **RECOMMENDED APPROVAL of the application, subject to the conditions in the Decision Document.**

Suggested Motion:

"BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, THE MATERIALS SUBMITTED BY THE APPLICANT, AND EVIDENCE IN THE RECORD, I MOVE THAT THE CITY COUNCIL ADOPT ORDINANCE NO. 5182."

City Of McMinnville
Planning Department
231 NE Fifth Street ○ McMinnville, OR 97128
(503) 434-7311 Office ○ (503) 474-4955 Fax
www.mcminnvilleoregon.gov

Office Use Only:
File No. ZC 1-26
Date Received 5/7/26
Fee $7,523.00
Receipt No. 213046
Received by JH

569-26-000118-PLNG

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

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

Applicant Name MAC MULTI LLC (Cory Redding) Phone (503) 581-4488

Contact Name _____ Phone _____
(If different than above)

Address 2837 22nd St SE

City, State, Zip Salem, OR 97302

Contact Email credding@cdredding.com

Property Owner Information

Property Owner Name Yamhill Soil & Water Conservation District Phone (503) 472-6403
(If different than above)

Contact Name Andy Bleckinger, Executive Director Phone (503) 479-8643

Address 2200 SW 2nd Street

City, State, Zip McMinnville, OR 97128

Contact Email andy@yamhillswcd.org

Site Location and Description

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

Property Address No site address - undeveloped

Assessor Map No. R4 - 4 - 09CD- 100 Total Site Area 3.17 acres inc ROW

Subdivision N/A Block N/A Lot N/A

Comprehensive Plan Designation Residential Zoning Designation City (per Yamhill County)

This request is for a:

☐ ***Comprehensive Plan Amendment*** ☒ ***Zone Change***

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property. The project would include a multi-family development consisting of 75 dwelling units on the area to being annexed. The request is for the R-4 zone.

   See Zone Change Narrative for a complete description.

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2).

   See Zone Change Narrative for a complete description.

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay. N/A

4. If you are requesting a Planned Development, state how the proposal deviates from the requirements of the Zoning Ordinance and give justification for such deviation. N/A

5. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely.
See Zone Change Narrative for a complete description.

6. Describe any changes in the neighborhood or surrounding area which might support or warrant the request.
See Zone Change Narrative for a complete description.

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

See Zone Change Narrative for a complete description.

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

See Zone Change Narrative for a complete description.

In addition to this completed application, the applicant must provide the following:

- ☒ *A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating existing and proposed features within and adjacent to the subject site, such as: access; lot and street lines with dimensions; distances from property lines to structures; improvements; and significant features (slope, vegetation, adjacent development, drainage, etc.). If of a larger size, provide five (5) copies in addition to* ***an electronic copy*** *with the submittal.*
- ☒ *A legal description of the parcel(s), preferably taken from the deed.*
- ☒ Compliance of Neighborhood Meeting Requirements.
- ☒ *Payment of the applicable review fee, which can be found on the Planning Department web page.*

I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.

Applicant's Signature — Date: 11/25/2025

Property Owner's Signature — Date: 11/25/2025

MAC MULTI LLC
Cory D Redding

May 7, 2026

City of McMinnville Community Development Department
231 NE Fifth Street
McMinnville, OR 97128

Dear Members of the City Council, Planning Commission and City Staff,

I am writing to express my heartfelt gratitude to the City of McMinnville for considering the zone change of three acres of land to support efforts in addressing the current housing shortage in McMinnville. The decision on this zone change request is a crucial step toward ensuring that McMinnville continues to grow sustainably, providing much-needed housing for current and future residents.

We recognize that housing is a critical issue in McMinnville, and the city's proactive approach in making room for new developments is both timely and necessary. This zone change will allow for the creation of housing opportunities that are vital to maintaining a strong, vibrant community. As the city's population grows, it is important that we stay ahead of the demand for housing while maintaining the quality of life that McMinnville is known for.

We deeply appreciate the open-mindedness, collaboration, and thoughtful consideration the city will demonstrate throughout the zone change process. Your willingness to engage in dialogue with us and to make decisions that are in the best interest of all residents shows true leadership and foresight. We are proud to be part of a community that prioritizes thoughtful planning, sustainability, and the needs of its people.

I look forward to continuing our work together to develop these acres into a space that will serve as a testament to the city's commitment to growth and opportunity. We are excited to contribute to the long-term success of McMinnville, and we are confident that this annexation will play a vital role in the city's future.

Once again, thank you for your leadership and your commitment to addressing McMinnville's housing needs. We are eager to be part of the solution and look forward to our continued collaboration with the city.

Sincerely,

Cory D Redding

Cory D. Redding

2837 22nd St SE
Suite 155
Salem, OR 97302

credding@cdredding.com
(503) 581-0048

THE RUX GROUP, LLC

Douglas R. Rux AICP

15532 SW Thrasher Way
Sherwood, OR 97140
Cell: 971.275.7781
Email: Drux11@yahoo.com

CITY OF MCMINNVILLE
APPLICATION FOR ZONE CHANGE REVIEW

CORY REDDING - MAC MULTI LLC
2837 22nd St SE
Salem, OR 97302

Location: S.E. ¼ S.W. ¼ Section 9, T.M. 4.4.09CD
T. 4S, R. 4W, W.M.
T.L. 100 (portion)
Yamhill County, Oregon

Prepared by: Doug Rux, AICP, The Rux Group, LLC
Scott Beck, Scott Beck Architecture, LLC
Steve Ward, Westech Engineering, Inc.
Patrick Morley
Lacy Brown, DKS Associates

Prepared for: Cory Redding- MAC Multi LLC
2837 22nd St SE
Salem, OR 97302

May 7, 2026
Revisions per City completeness review - June 8, 2026

APPLICANT'S STATEMENT

PROJECT NAME:	Parkview Apartment Living
REQUEST:	Approval of Zone Change for 3.17 Acres within the Urban Growth Boundary of McMinnville to R-4 (Medium, High Density) Zone and to comply with Annexation Agreement Resolution No. 2025-51
APPLICANT'S REPRESENTATIVE:	Doug Rux, AICP The Rux Group, LLC 15532 SW Thrasher Way Sherwood, OR 97140 971-275-7781 Drux11@yahoo.com
APPLICANT/PROPERTY OWNER:	Applicant: Cory Redding – MAC Multi LLC 2837 22nd St SE Salem, OR 97302 Property Owner: Yamhill Soil and Water Conservation District 2200 SW 2nd Street McMinnville, OR 9 7128
SITE AREA:	Tax Lot 100 (portion) = 3.17 acres
LOCATION:	3210 NE Hembree Street and NE McDonald Lane McMinnville, OR 97128 (east ½ of property)
ASSESSOR'S INFORMATION:	S.E. ¼ S.W. ¼ Section 9, T.M. 4.4.09CD T. 4S, R. 4W, W.M. T.L. 100 Yamhill County, Oregon

TABLE OF CONTENTS

Applicable Zone Map Change Regulations 5

Background 7

Findings 11

FIGURES

1. Vicinity Map/Zone Map
2. County Zoning
3. Conceptual Site Plan
4. Site Photos

EXHIBITS

1. Zone Change Application Form
2. Resolution 2025-51 Annexation Agreement
3. Preliminary Title Report
4. Conceptual Site Plan
5. Property Description and Assessors Map
6. Legal Description and Map for Zone Change
7. Signed Statement Ownership
8. Neighborhood Meeting Material
9. Transportation Planning Rule Analysis/Traffic Impact Analysis
10. Sanitary Sewer System Map
11. Sanitary Sewer Analysis
12. Stormwater System Map

13. Water System Map

14. Neighborhood Area Map

DOCUMENTS INCORPORATED BY REFERENCE

McMinnville Residential Land Needs Analysis, May 2001
https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1303/4_mac_land_housing_sept01.pdf

City of McMinnville Housing Needs Analysis, November 2023
https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/ordinance/24976/ordinance_no._5141.pdf

City of McMinnville Zoning Ordinance, 2026
https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/community_development/page/1341/zoning_ordinance_-_6-26-25.pdf

City of McMinnville Transportation System Plan, May 2010
https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/mcminnville_tsp_2010.pdf

City of McMinnville Parks, Recreation and Open Spece Plan, June 2024
https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/parks_and_recreation/page/25383/mcminnville_prosp_adopted_res_2024-38.pdf

I. APPLICABLE ZONE MAP CHANGE REGULATIONS

A. MCMINNVILLE MUNICIPAL CODE

Title 17: Zoning

Chapter 17.21, R-4 Medium, High-Density, 5000 SF Lot Residential Zone

Section 17.21.010 Permitted Uses

Chapter 17.72: Applications and Review Process

Section 17.72.080: Legislative or Quasi-Judicial Hearings
Section 17.72.120: Applications - Public Hearings
Section 17.72.130: Public Hearing Process

Chapter 17.74: Review Criteria

Section 17.74.010: Purpose
Section 17.74.020: Comprehensive Plan Amendment and Zone Change – Review Criteria

B. MCMINNVILLE COMPREHENSIVE PLAN

Chapter II:	**Natural Resources**
Chapter III:	**Cultural, Historical, and Educational Resources**
Chapter IV:	**Economy of McMinnville**
Chapter V:	**Housing and Residential Development**
Chapter VI:	**Transportation System**
Chapter VII:	**Community Facilities**
Chapter VIII:	**Energy**
Chapter IX:	**Urbanization**
Chapter X:	**Citizen Involvement and Plan Amendment**

C. OREGON STATEWIDE PLANNING GOALS

Goal 1:	**Citizen Involvement**
Goal 2:	**Land Use Planning**
Goal 3:	**Agricultural Lands**
Goal 4:	**Forest Lands**
Goal 5:	**Open Spaces, Scenic and Historic Areas, and Natural Resources**
Goal 6:	**Air, Water and Land Resource Quality**
Goal 7:	**Natural Hazards**
Goal 8:	**Recreational Needs**
Goal 9:	**Economic Development**
Goal 10:	**Housing**
Goal 11:	**Public Facilities and Services**

Goal 12: Transportation
Goal 13: Energy Conservation
Goal 14: Urbanization

D. RESOLUTION NO. 2025-01 - ANNEXATION AGREEMENT

II. BACKGROUND:

Yamhill Soil and Water Conservation District (Property Owner) and Cory Redding – MAC Multi LLC (Applicant) are proposing to change the zoning for the property (east half) at 3210 NE Hembree Street that is in the process of being annexed into the City of McMinnville corporate limits from LDR9000 (in Yamhill County) according to City of McMinnville GIS map data to R-4 (Medium, High Density, 5000 SF Lot Residential) within the City of McMinnville. Yamhill County GIS map data has no zoning designation for the east half of the site (Figure 2). County GIS data does not identify a Comprehensive Plan designation for the subject area. Additional information in the County GIS data table indicates the zone is "city", comp plan is "city", and unzoned is "city". Conversation with city staff indicates the east half of the site has a County zoning designation of EF80 but that cannot be confirmed based on City and County GIS mapping data. A Vicinity Map/Zone Map is included as Figure 1 for the rezone to R-4. The purpose of the zone change is for the future development of Parkview Apartment Living consisting of 75 units (18 – one-bedroom, 39 two-bedroom and 18 three-bedroom units). An application is included for the rezone only as Exhibit 1.

The western portion of the property was annexed into the city limits in July 2008 via Ordinance No. 4896 and a subsequent voter approval, and leased to the City of McMinnville in October 2008 for a future park. The City subsequently developed Chegwyn Farm Neighborhood Park on the annexed property. The eastern portion of the property was not annexed and remains as an unincorporated island surrounded by the city limits. Resolution No. 2025-51 approved an Annexation Agreement to annex the remaining unincorporated island. The final decision on the annexation is expected to occur in 2026 by the City Council (Exhibit 2). The Zone Change area does not have a conservation easement.

A Conceptual Site Plan is included as Figure 3 and Exhibit 4.

Photos of the site are included as Figure 4.

Figure 1- Vicinity Map/Zone Map

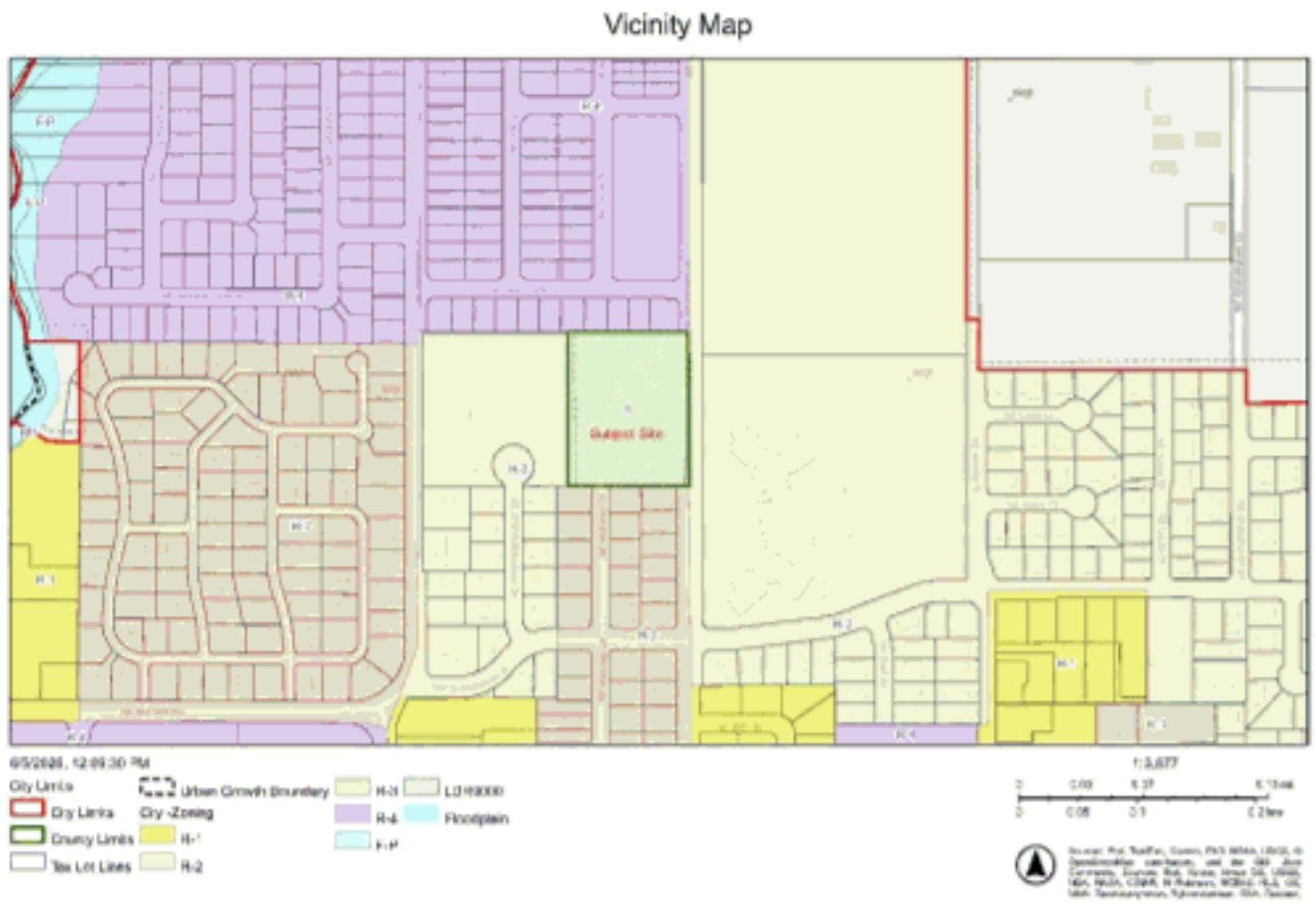


Figure 2 – County Zoning

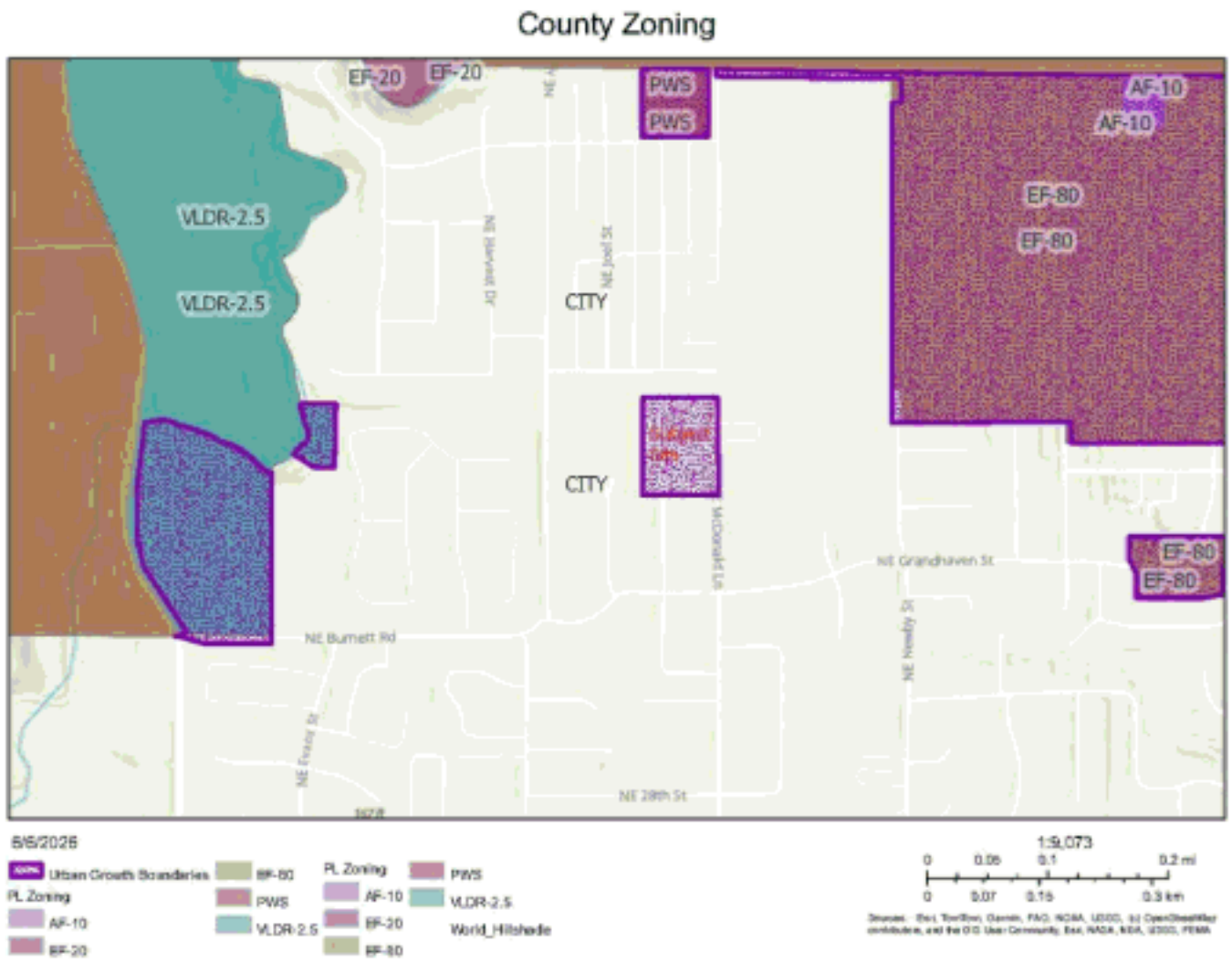


Figure 3 - Conceptual Site Layout

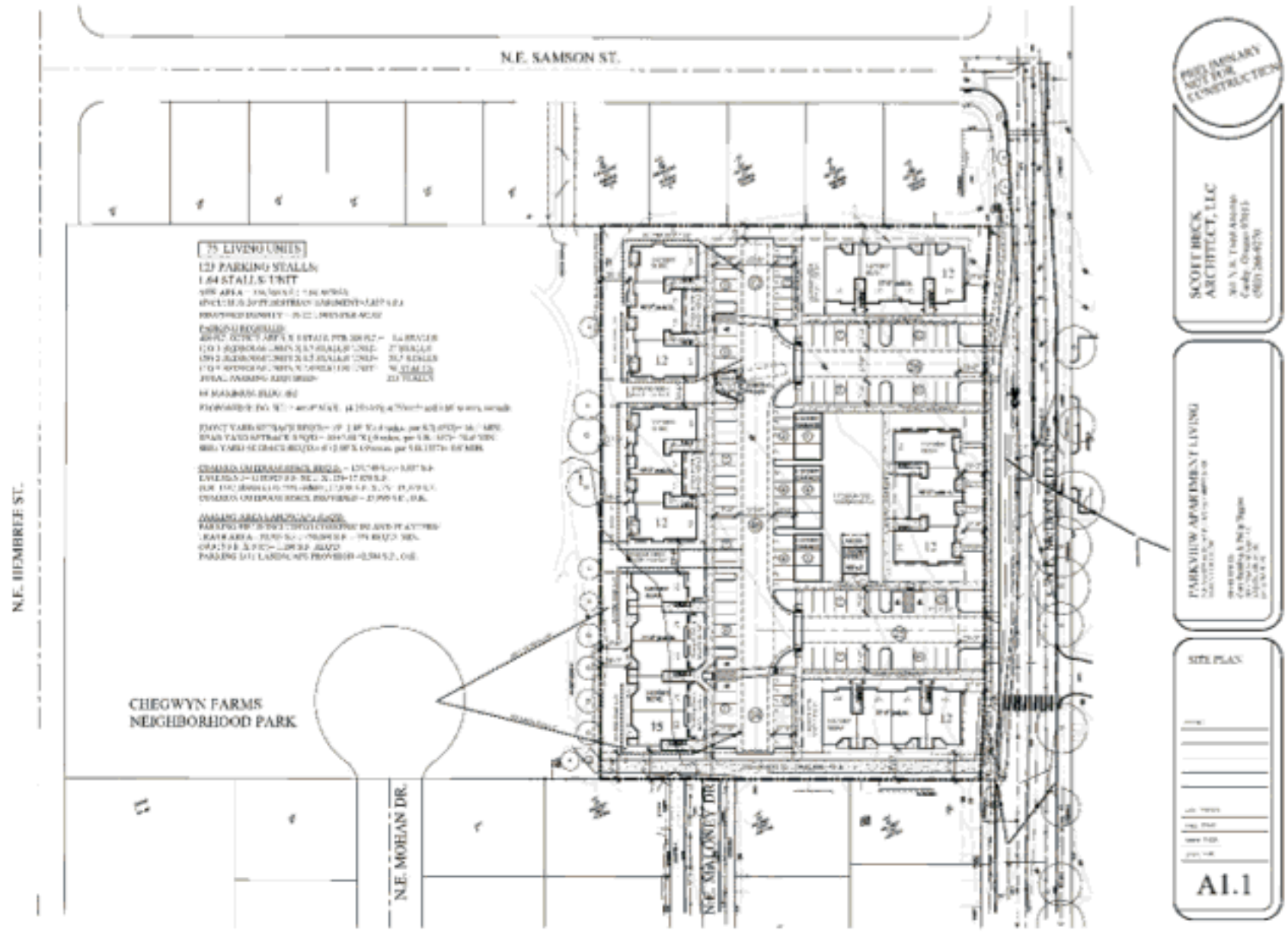


Figure 4 – Site Photos

Site Looking NW NE McDonald Lane



Site Looking West from NE McDonald Lane



Site Looking SW from NE McDonald Lane



Site Looking NE from Chegwyn Farms Neighborhood Park



The site has a City Comprehensive Plan designation of Residential.

Exhibit 3 contains documents from the Title Report for the subject property.

A Zone Change and corresponding Annexation of the subject property is a multi-step process. Cory Redding of MAC MULTI LLC has provided a cover letter explaining the proposed project.

Cory Redding -MAC Multi LLC has submitted an Annexation application and entered into an Annexation Agreement. The second step is submittal of a Zone Change application (Exhibit 1) that includes the requirements of the Annexation Agreement. The Applicant anticipates the final Annexation approval, and the Zone Change approval will occur on the same evening before the City Council under two separate actions by the City Council. The annexation will be a Legislative action and the Zone Change a Quasi-judicial action. This would be followed by the necessary land division for a Partition, landscape plan review application, and "opening day development review" TIA (which was submitted with the zone change application), public improvement permit, and required building permit approval process for physical development improvements on the site.

The required narrative with findings and documents is included in this Zone Change application.

III. FINDINGS

A. MCMINNVILLE MUNICIPAL CODE

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

[…]

C. Apartments; Multiple dwelling subject to the following:

1. Developments with five or more units.
2. The property on which the use will be located has direct access from a major collector or minor arterial street, or a local collector street within 600' of a collector or arterial street; or
3. The property is located within one-half mile of a planned or existing transit route; or
4. The property is within one-quarter mile from a planned or existing neighborhood or commercial shopping area.

[…]

Response: The proposed apartments meet three of the four requirements. The number of dwelling units complies with #1. Of the remaining three requirements only one needs to be met. The proposal complies with requirements #2 and #3, and #4 is not applicable. Each are discussed below.

1. There would be more than five new dwelling units. Seventy-five (75) dwelling units are proposed.

2. The subject site has direct access to NE McDonald Lane a Minor Collector. NE McDonald Lane intersects with NE Grandhaven Street, a Major Collector located 390 feet south of the southern property line of the subject site and is within the 600-foot requirement.

3. The subject site is located 1,370 feet northeast of the existing Transit Route 3 at NE Burnett

Road and NE Hembree Street following the path of NE Grandhaven Street and NE McDonald Lane. The path to the transit route is within one-half mile.

4. The subject site is 2,197 feet north from an existing neighborhood or commercial shopping area located at the intersection of NE McDonald Lane and Highway 99W and is beyond one-quarter mile, but the proposal complies with requirements #1, #2, and #3 so does not need to meet requirement #4.

> ***Chapter 17.72 Applications and Review Process***
>
> ***17.72.010 Purpose. The purpose of this chapter is to describe the various review and appeal processes for land use applications and permits in McMinnville.***
>
> ***17.72.020 Application Submittal Requirements. Applications shall be filed on forms provided by the Planning Department and shall be accompanied by the following:***
>
> *A. A scalable site plan of the property for which action is requested. The site plan shall show existing and proposed features, such as access, lot and street lines with dimensions in feet, distances from property lines, existing and proposed buildings and significant features (slope, vegetation, adjacent development, drainage etc.)*
>
> *B. An explanation of intent, nature and proposed use of the development, and any pertinent background information.*
>
> *C. Property description and assessor map parcel numbers(s).*
>
> *D. Legal description of the property when necessary.*
>
> *E. Signed statement indicating that the property affected by the application is in the exclusive ownership or control of the applicant, or that the applicant has the consent of all partners in ownership of the affected property.*
>
> *F. Materials required by other sections of the McMinnville Zoning Ordinance specific to the land use application.*
>
> *G. Other materials deemed necessary by the Planning Director to illustrate compliance with applicable review criteria, or to explain the details of the requested land use action.*

Response:

A. A Conceptual Site Plan is included as Exhibit 4.

B. This narrative explains the intent, nature and proposed use of the development and relevant background information.

C. A property description is included as Exhibit 5 along with an Assessors Map.

D. A legal description of the area that applies to the Zone Change is included as Exhibit 6.

E. Exhibit 7 is the signed statement that the Applicant has the consent of the property ownership to submit the Zone Change application.

F. Neighborhood Meeting material is included as Exhibit 8.

G. The Director requested a Transportation Planning Rule Analysis and Traffic Impact Analysis be prepared (Exhibit 9). An Annexation Agreement has been entered into (Exhibit 2). The conditions in the agreement has a Comprehensive Plan/Zoning section that requires submittal of a land use application for a Zone Map Amendment to occur. An application packet has been submitted to fulfill the requirement. Another section relates to Development with eight subsections listed as a – h. The conditions are development related and not applicable to the requested Zone Change.

> ***17.72.030 Filing Fees.*** ***The City shall charge and collect a filing fee for each such application as established by resolution of the City Council.***
>
> ***A. The applicant(s) shall submit the required filing fee at the time of application submittal;***
>
> ***B. Whether the request is approved or denied, the petitioner shall not be entitled to a refund of the initial fee paid.***

Response:

A. The Applicant has submitted the required application fee for the Zone Change.

B. The Applicant acknowledges that the Zone Change application is not refundable whether approved or denied.

> ***17.72.040 Application Review for Completeness.*** ***Upon receipt of a complete application, the Planning Director shall review the application for completeness within 30 (thirty) days of the date that the application is submitted. If, upon review, the application is found to be incomplete, the applicant shall be advised in writing of the information needed to complete the application within 30 (thirty) days of the date of application submittal. The application shall be deemed complete upon receipt of all the missing information or upon written notice from the applicant that some or all the missing information will not be provided. Throughout all land use proceedings, the burden of proof shall rest on the applicant.***

Response: The Applicant acknowledges the 30-day completeness review requirement by the Planning Director and if additional material is required the Applicant has the obligation to submit the missing information.

> ***17.72.050 Application Decision Time Limit.*** ***The City shall take final action on all land use requests that are wholly within the authority and control of the City***

within 120 days from the date the application is deemed complete. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time. The 120-day period does not apply to an amendment of the comprehensive plan or a land use regulation or adoption of a new land use regulation that was forwarded to the Director of the Department of Land Conservation and Development (DLCD) as required by ORS 197.610.

Response: The Applicant acknowledges that the City has 120-days from the date the application is deemed complete to take final action on the submitted Zone Change application.

17.72.060 Limitations on Renewal or Refiling of Application. Where an application that is subject to a public hearing has been denied, no new application for the same purpose shall be filed within one year of the date of the previous denial unless the City Council or Planning Commission, for good cause, shall grant permission to do so.

Response: The Applicant understands that a denial of the submitted Zone Change application prohibits submittal of another Zone Change application for a period of 1-year unless the City Council or Planning Commission grants permission to do so.

17.72.070 Concurrent Applications. When a proposal involves more than one application for the same property, the applicant may submit concurrent applications which shall be processed simultaneously. In so doing, the applications shall be subject to the hearing procedure that affords the most opportunity for public hearing and notice.

Response: There is a separate Annexation application that has been submitted for the subject property that is under review through the separate Annexation process. No other concurrent land use application is being proposed with the Zone Change application. If approved the Applicant will submit a separate Partition application and applications for physical site improvements.

17.72.080 Legislative or Quasi-Judicial Hearings. The applications listed in this Chapter are either legislative or quasi-judicial in nature and are subject to a public hearing before the Planning Commission or City Council.

A. A requested amendment to the text of the zoning ordinance or comprehensive plan would call for a legislative-type hearing, the purpose of which is to obtain public input primarily on matters of policy. A legislative amendment may be initiated by the City Council, the Planning Commission or by the Citizens' Advisory Committee. Any other citizen may petition the City Council requesting them to initiate a text amendment.

Response: The Applicant is not proposing a zoning ordinance or comprehensive plan text amendment; therefore, the above standards do not apply.

B. An application that is site specific (such as a zone change or annexation request) would call for a quasi-judicial hearing. The decisions made as a result of such hearings must be based upon testimony submitted and supported by Findings of Fact. An amendment that is site specific may

be initiated by the City Council, the Planning Commission, the Citizens' Advisory Committee or by application of the property owner.

Response: The Zone Change application has been submitted by the Applicant with concurrence from the property owner. As required, land use decisions will be issued after public hearings are held before the Planning Commission and City Council.

17.72.090 Application Review Summary Table. The following table offers an overview of land use applications and corresponding review body. Additional information regarding the notification and approval criteria for specific land use applications can be found by referring to the procedural reference section in the right-hand column of the table. Information regarding the hearing body and the hearing procedure can be found in this chapter. (Ord. 5106 §2, 2021; Ord. 5047 §2, 2018, Ord. 5034 §2, 2017; Ord. 4984 §1, 2014).
[…]

Applications Public Hearing – Planning Commission	***Appeal of Director Decision***	***17.72.170***
	Application (Director's Decision) for which a Public Hearing is Requested	***17.72.120***
	Area Plan	***17.10***
	Comprehensive Plan Map or Text Amendment*	***17.74.020***
	Conditional Use Permit	***17.74.030-060***
	Legislative Amendments	***17.72.120***
	Master Plan	***17.10***
	Planned Development Amendment*	***17.74.070***
	Subdivision (more than 10 lots)	***17.53.070***
	Variance	***17.74.100-130***
	Zone Change*	***17.74.020***

[…]
**** Following Public Hearing, Planning Commission makes recommendation to City Council***
****** McMinnville Urban Area Management Commission***

Response: The Application is a Zone Change.

17.72.095: Neighborhood Meetings.

A. A neighborhood meeting shall be required for:

1. All applications that require a public hearing as described in Section 17.72.120, except that neighborhood meetings are not required for the following applications:

a. Comprehensive plan text amendment; or

b. Zoning ordinance text amendment; or

c. Appeal of a Planning Director's decision; or

d. Application with Director's decision for which a public hearing is requested.

2. Tentative Subdivisions (up to 10 lots)

3. Short Term Rental

Response: A Neighborhood Meeting for the submitted Zone Change application was held on November 25, 2025. As required, the Applicant has submitted the attached Neighborhood Meeting documentation to demonstrate compliance with City standards (see Exhibit 8).

B. Schedule of Meeting.

1. The applicant is required to hold one neighborhood meeting prior to submitting a land use application for a specific site. Additional meetings may be held at the applicant's discretion.

2. Land use applications shall be submitted to the City within 180 calendar days of the neighborhood meeting. If an application is not submitted in this time frame, the applicant shall be required to hold a new neighborhood meeting.

Response:

1. A Neighborhood Meeting was held on November 25, 2025.

2. This application is being submitted on May 7, 2026, which is 163 days after the Neighborhood Meeting and within the 180-day timeframe.

C. Meeting Location and Time.

1. Neighborhood meetings shall be held at a location within the city limits of the City of McMinnville.

2. The meeting shall be held at a location that is open to the public and must be ADA accessible.

3. An 8 ½ x 11" sign shall be posted at the entry of the building before the meeting. The sign will announce the meeting, state that the meeting is open to the public and that interested persons are invited to attend.

4. The starting time for the meeting shall be limited to weekday evenings between the hours of 6 pm and 8 pm or Saturdays between the hours of 10 am and 4 pm. Neighborhood meetings shall not be held on national holidays. If no one arrives within 30 minutes after the scheduled starting time for the neighborhood meeting, the applicant may leave.

Response:

1. The Neighborhood Meeting was held November 25, 2025, at Golden Valley Brew Pub, 980 NE 4th Street McMinnville, OR 97128, within the city limits of McMinnville.

2. The Neighborhood Meeting was open to the public and met ADA accessibility requirements.

3. An 8 ½ x 11" sign was posted at the entry of the building that announced the meeting beginning on November 25, 2025, and stated the meeting is open to the public and that interested persons are invited to attend (Exhibit 8).

4. The Neighborhood Meeting was held on a weekday (Tuesday, November 25, 2025, at 6 pm). This day was not a national holiday.

D. Mailed Notice.

1. ***The applicant shall mail written notice of the neighborhood meeting to surrounding property owners. The notices shall be mailed to property owners within certain distances of the exterior boundary of the subject property. The notification distances shall be the same as the distances used for the property owner notices for the specific land use application that will eventually be applied for, as described in Section 17.72.110 and Section 17.72.120.***

2. ***Notice shall be mailed not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.***

3. ***An official list for the mailed notice may be obtained from the City of McMinnville for an applicable fee and within 5 business days. A mailing list may also be obtained from other sources such as a title company, provided that the list shall be based on the most recent tax assessment rolls of the Yamhill County Department of Assessment and Taxation. A mailing list is valid for use up to 45 calendar days from the date the mailing list was generated.***

4. ***The mailed notice shall:***

    a. ***State the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal.***

    b. ***Briefly describe the nature of the proposal (i.e., approximate number of lots or units, housing types, approximate building dimensions and heights, and proposed land use request).***

c. Include a copy of the tax map or a GIS map that clearly identifies the location of the proposed development.

d. Include a conceptual site plan.

5. The City of McMinnville Planning Department shall be included as a recipient of the mailed notice of the neighborhood meeting.

6. Failure of a property owner to receive mailed notice shall not invalidate the neighborhood meeting proceedings.

Response:

1. Mailed Notice was provided on October 29, 2025, based on a list provided by the City of McMinnville Planning Department (Exhibit 8).

2. Mailed notice occurred on October 29, 2025, which was 27 days before the Neighborhood Meeting.

3. The mailing list was obtained from the City of McMinnville Planning Department. The mailing occurred within 45-days of obtaining the list on October 27, 2025.

4. The mailed notice stated the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal; Briefly describe the nature of the proposal; Included a copy of the tax map or a GIS map that clearly identifies the location of the proposed development; and included a conceptual site plan.

5. The McMinnville Planning Department was included in the mailed notice (Exhibit 8).

6. The Applicant believes all parties were notified of the Neighborhood Meeting as required based on the mailing list provided by the City.

E. Posted Notice.

1. The applicant shall also provide notice of the meeting by posting one 18 x 24" waterproof sign on each frontage of the subject property not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.

2. The sign(s) shall be posted within 20 feet of the adjacent right-of-way and must be easily viewable and readable from the right-of-way.

3. It is the applicant's responsibility to post the sign, to ensure that the sign remains posted until the meeting, and to remove it following the meeting.

4. ***If the posted sign is inadvertently removed (i.e., by weather, vandals, etc.), that shall not invalidate the neighborhood meeting proceedings.***

Response:

1. A sign was posted on the subject property on November 4, 2025 (see Exhibit 8).

2. The sign was within 20 feet of the adjacent right-of-way (see Exhibit 8).

3. The Applicant posted the sign on November 4, 2025.

4. The Applicant periodically checked the site to ensure that the signs were not inadvertently removed.

F. Meeting Agenda.

1. ***The overall format of the neighborhood meeting shall be at the discretion of the applicant.***

2. ***At a minimum, the applicant shall include the following components in the neighborhood meeting agenda:***
   a. An opportunity for attendees to view the conceptual site plan;

   b. A description of the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities, proposed building size and height, proposed access and parking, and proposed landscaping, buffering, and/or protection of natural resources;

   c. An opportunity for attendees to speak at the meeting and ask questions of the applicant. The applicant shall allow attendees to identify any issues that they believe should be addressed.

Response: The Neighborhood Meeting was a drop in format with an opening presentation, and the Applicant and representatives present to answer questions from the community and take community input. A Conceptual Site Plan was provided for viewing and discussion with community members. Hard copies of the Conceptual Site Plan were made available in addition to Comment Sheets. No Comment Sheets were filled out.

G. Evidence of Compliance. In order for a land use application that requires a neighborhood meeting to be deemed complete, the following evidence shall be submitted with the land use application:

1. ***A copy of the meeting notice mailed to surrounding property owners;***

2. *A copy of the mailing list used to send the meeting notices;*

3. *One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of- way;*

4. *One 8 ½ x 11" copy of the materials presented by the applicant at the neighborhood meeting; and*

5. *Notes of the meeting, which shall include:*
    a. *Meeting date;*

    b. *Meeting time and location;*

    c. *The names and addresses of those attending;*

    d. *A summary of oral and written comments received; and*

    e. *A summary of any revisions made to the proposal based on comments received at the meeting.*

Response: As required, the attached Neighborhood Meeting documentation meets the above standards (see Exhibit 8).

<u>17.72.120 Applications – Director's Review with Notification.</u> The following shall be submitted as stated above in Section 17.72.020 and shall be reviewed by the Planning Director or designee.

- *Annexation*
- *Appeal of a Planning Director's Decision*
- *Application with Director's decision for which a public hearing is requested*
- *Comprehensive Plan Map Amendment*
- *Comprehensive Plan Text Amendment*
- *Conditional Use Permit*
- *Demolition of National Register of Historic Places Structure (Public hearing held by the Historic Landmarks Committee)*
- *Planned Development*
- *Planned Development Amendment*
- *Tentative Subdivision (more than 10 lots)*
- *Urban Growth Boundary Amendment*
- *Variance*
- *Zone Change*
- *Zoning Ordinance Text Amendment*
- *Any application listed in Section 17.72.110 for which a public hearing is requested.*

The above applications are subject to the following submittal, notice, and hearing requirements:

A. ***Applications must be filed not less than 35 (thirty-five) days prior to the date of the public hearing. Applications other than those involving text amendments or other legislative matters shall be reviewed for completeness as outlined above in Section 17.72.040.***

Response: The Zone Map Amendment application was filed on May 7, 2026. The Applicant anticipates that the first evidentiary public hearing will occur at least 35 days after the application submittal as established by the City.

B. ***The Director shall send a copy of the proposal to any agency or City department identified by the Director as having interest in the proposal including those agencies and departments responsible for determining compliance with state and federal requirements. The notified agency may provide written comment regarding the proposal.***

Response: The Applicant acknowledges that the Director has the responsibility to notify any agency or city department of the submitted application.

C. ***An application to amend the comprehensive plan map, zoning ordinance text, comprehensive plan text or other application requiring notice to the Department of Land Conservation (DLCD) and Development Commission as a "post acknowledgment plan amendment" shall be submitted to the Planning Department a minimum of 55 (fifty-five) days prior to the date of the public hearing so that notice of the application can be provided to the DLCD.***

Response: The submitted application for a Zone Change requires notification to DLCD as a Post Acknowledgement Plan Amendment. The Applicant acknowledges that the application's first evidentiary public hearing will be at least 55 days after submitting the application as established by the City.

D. ***Notice of the public hearing shall be published in a newspaper of general circulation in the City, not less than five (5) days nor more than 15 (fifteen) days prior to the date of the public hearing.***

Response: The City will provide the required published notice for the public hearing meeting and the required timeline.

E. ***Written notice of a variance request shall be mailed to the applicant and all property owners within 100 feet of the exterior boundary of the subject property, and within 200 feet of the exterior boundary of the subject property for an application for a conditional use permit not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.***

Response: The submitted application is not for a variance, and the criterion is not applicable.

F. ***Written notice of a request for applications other than those involving text amendments or other legislative matters shall be mailed to the applicant and all property owners within 300 feet of the exterior***

boundary of the subject property, not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.

Response: Written notice was mailed by the City in accordance with the above criterion.

Written notice of an application to change a zone for all or part of a mobile home park shall be provided for the tenants of a mobile home park at least 20 (twenty) days but not more than 40 (forty) days before the date of the first public hearing on the application. (Ord. 5034 §2, 2017; Ord. 4984 §1, 2014).

Response: The submitted Zone Change application does not propose a change to the zone for all or a part of a mobile home park and the criterion is not applicable.

17.72.130 Public Hearing Process. Public hearings shall be conducted as per requirements of McMinnville Ordinance No. 3682, as amended;

A. A staff report shall be submitted to the review body, and shall be made available to the public at least seven (7) days before the date of the public hearing. Any public hearing may be continued to a specific date, time, and location by oral announcement of that specific date, time, and location prior to the hearing being recessed. This announcement is sufficient notice to all applicants, adverse parties, and interested persons, and no further notice is required.

Response: The Applicant acknowledges that the City will provide a staff report at least seven days prior to scheduled public hearings on the submitted Zone Change application.

[…]

C. Quasi-judicial hearings: A quasi-judicial public hearing may be held over on the Planning Commission's own motion or on the request of any participant in the hearing who requests an opportunity to present additional evidence, arguments, or testimony on the application.

1. Should a participant request an opportunity to present additional evidence, arguments, or testimony, the Planning Commission shall have the discretion to grant the request by either:

a. Continuing the hearing to a specific date, time and location, provided the date is at least seven (7) days after the date of the initial evidentiary hearing or,

b. Holding the record open for the submission of additional written evidence, arguments, or testimony, provided that the record shall be left open for at least seven (7) days after the date of the initial evidentiary hearing.

2. *A request for continuance or a request to keep the record open shall be granted provided that the request occurs before the conclusion of the initial evidentiary hearing and either;*

    a. *There is sufficient time under ORS 197.178, or*

    b. *The applicant requests or agrees to the extension of time.*

3. *Within 45 (forty-five) days following the public hearing on a quasi-judicial matter, and unless a continuance is announced, the Planning Commission shall make specific Findings of Fact. Based on the findings, the Planning Commission shall render a decision which shall either approve or deny the application, or approve the application in a different form.*

4. *Planning Commission decisions on the following applications shall be final unless an appeal is filed.*

    - *Appeal of Planning Director's Decision*
    - *Conditional Use Permit*
    - *Tentative Subdivision (with more than 10 lots)*
    - *Variance*
    - *Any application listed in Section 17.72.110 for which a public hearing is called.*

5. *Following the public hearing for all other quasi-judicial applications listed in Section 17.72.120, the Planning Commission shall make a recommendation to the City Council to approve or deny the application, or that the proposal be adopted or rejected, or that the application or proposal be approved in a different form.*

    a. *If the decision of the Planning Commission recommends that an application be granted or that the proposal be adopted, or that the application be approved in a different form, the Planning Commission shall transmit to the City Council, a copy of the application, a scale drawing of the site, the minutes of the public hearing, the decision and findings of the Planning Commission, and any other materials deemed necessary for decision by the City Council.*

    b. *If the decision of the Planning Commission recommends that the application be denied, or the proposal rejected, no further proceedings shall be held by either the*

Planning Commission or City Council, unless an appeal of the Commission's decision is filed.

6. *Upon receipt of the decision of the Planning Commission to recommend approval the Council shall:*

    a. *Based on the material in the record and the findings adopted by Commission and transmitted to the City Council, adopt an ordinance effecting the proposed change, or;*

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

Response: The Applicant understands the hearing process, continuance requests, leaving the record open, findings of fact, recommendations, and ordinance adoption process outlined in 1 – 6 above.

17.72.140 Mailed Notification. The names and addresses of the property owners from the Yamhill County Assessor's Office most recent property tax assessment roll shall be used for the purposes of giving notice to affected parties. Failure of a person or persons to receive notice shall not impair the validity of the hearing.

Response: The Applicant understands that the mailed notification will be derived from the Yamhill County Assessor's office property tax assessment roll.

17.72.150 Notice of Decision. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

Response: The Applicant recognizes that as decisions are made on the submitted Zone Change application that the City of McMinnville Planning Department will provide notice of the decision within 5 working days.

17.72.160 Effective Date of Decision. Unless an appeal is filed, a decision made by the Planning Director, or the Planning Commission shall become final fifteen (15) calendar days from the date that the notice of the decision is mailed. Unless an appeal is filed, a decision made by the City Council shall become final 21 (twenty-one) days from the date that the notice of decision is mailed. (Ord. 5106 §2, 2021)

Response: The submitted application will require McMinnville City Council approval following a review or public hearing and the decision would become final 21 days after the date the notice of decision is mailed and that effective date for ordinances is 30 days after adoption.

[…]

17.72.190 Appeal from Ruling of City Council. An action or ruling of the City

Council may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twentyone) days of the date written notice of the decision is mailed.

Response: The Applicant acknowledges that they have the right to appeal a City Council decision to LUBA within 21-days after notice of the decision is mailed.

Chapter 17.74: Review Criteria

17.74.010 Purpose. The purpose of this chapter is to provide the approval criteria for the following applications:

- ***Comprehensive Plan Map Amendment***
- ***Conditional Use Permit***
- ***Planned Development Amendment***
- ***Variance-Administrative***
- ***Variance***
- ***Zone Change (Planned Development)***

Response: The application is for a Zone Change.

17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria.

An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;

Response: As required, the Applicant has addressed applicable goals and policies of the Comprehensive Plan in the narrative provided below.

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;

Response: The proposed Zone Change is orderly and timely considering the pattern of development in the area, surrounding land uses and changes in the neighborhood. The site is an unannexed island surrounded by the city limits and is in the process of being annexed. One of the conditions of the Annexation Agreement was to apply for a zone change and the Applicant is requesting the R-4 zone. To the north the land is zoned R-4 (Medium-High Density Residential, 5000 SF Lot Residential Zone) developed with The Bungalows at Chegwyn Village, The Bungalows

at Chegwyn Village II, and Cottages at Chegwyn Village subdivisions. To the east the land is zoned R-2 and is the location of Grandhaven Elementary School and undeveloped land to the north of the school. To the west the land is zoned R-2 (Low Density, 7000 SF Lot Residential Zone) and is the location of Chegwyn Farm Neighborhood Park. To the south the area is zoned R-3 (Medium Density, 6000 SF Lot Residential Zone) and is the location of Maloney First Addition and Witt Addition subdivisions. The requested zoning would be consistent with the R-4 zoning north of the subject site shown in Figure 1. The proposed development will adhere to the Great Neighborhood Principals which are discussed below. Because the requested R-4 zone would be for proposed apartments which are a needed housing type as described below under 17.74.020(C) subsection (B) is not applicable.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

Response: Utilities and services can efficiently be provided to serve the subject property because water, sanitary sewer, stormwater is adjacent to the site. Transportation improvements are anticipated along the site frontage for NE McDonald Lane.

An existing 8" sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8" sanitary sewer line located in NE Maloney Drive which could also be connected to. Exhibit 11 is a sanitary sewer analysis provided by Jacobs under contract with the City and paid for by the Applicant.

A public stormwater line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10" line that transitions to a 12" line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12" from NE Samson Street south to the midpoint of the subject property. There is a 12" storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 13).

Fire service is provided by the McMinnville Fire District. Station 1 is at 175 NE First Street and Station 12 is at 210 NW Baker Creek Road.

Parks are provided by the City of McMinnville. Chegwyn Farm Neighborhood Park is located immediately west of the subject site. Rotary Nature Preserve at Tice Woods is located southwest of the subject property on NE Baker Street.

K-12 education is provided by the McMinnville School District. Grandhaven Elementary School is located across the street from the subject property. Patton Middle School is located at 1175 NE 19th Street. McMinnville High School would serve the subject property and is located at 615 NE 15th Street.

Electrical and communication services can be efficiently extended by connecting to existing lines.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to:

> ***(1) exclude needed housing;***
> ***(2) unnecessarily decrease densities; or***
> ***(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.***

Response: ORS 197A.348 defines "Needed Housing" as:
"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

> (a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;
>
> (b) Government assisted housing;
>
> (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;
>
> (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
>
> (e) Agriculture workforce housing; and
>
> (f) Single room occupancies as defined in ORS 197A.430.
>
> […]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "… the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to

> (1) exclude needed housing;
> (2) unnecessarily decrease densities; or
> (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20-year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

[…]

B. MCMINNVILLE COMPREHENSIVE PLAN

CHAPTER II: NATURAL RESOURCES

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

LAND

Policies:

1.00 Urbanizable lands outside the city limits, but inside the Urban Growth Boundary, shall be retained, whenever possible, in agricultural use until such time as they are needed for urban development.

Response: The subject site is currently outside the city limits (an application for annexation has been submitted) but is within the Urban Growth Boundary. The subject property is 7.04 acres (gross) in size and is partially developed with Chegwyn Farm Neighborhood Park (area annexed in 2008). The balance of the site, approximately 3.17 acres (gross) and 2.86 acres net, is undeveloped. The site has not been retained for agricultural use. There is no conservation easement on the property.

2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.

Response: The subject site does not have any designated development constraints, limiting soil characteristics or natural hazards in the Comprehensive Plan or zoning regulations.

3.00 The City of McMinnville shall review any identified mineral and aggregate resource locations to determine the quality of the material, the likelihood that it will be extracted and the compatibility of the site with surrounding land uses. The City shall seek to resolve any conflicts between aggregate resource locations and surrounding land uses, and shall protect, whenever possible, mineral and aggregate resources from future encroachment by incompatible uses, especially residential uses.

Response: No designation exists for the subject property for mineral or aggregate resources according to City GIS data.

4.00 The City of McMinnville, in cooperation with the Oregon Department of Geologic and Mineral Industries, shall insure that aggregate sites are reclaimed after their usefulness has expired.

Response: No designation exists for the subject property for mineral or aggregate resources.

AIR

Policies:

5.00 – 7.00

Response: Policies 5.00 - 7.00 are not applicable because the proposal does not impact DEQ, and no air quality permit would be required, and no new major emissions would be generated from future residential (multi-family) development.

WATER

Policies:

8.00 The City of McMinnville shall continue to seek the retention of high water quality standards as defined by federal, state, and local water quality codes, for all the water resources within the planning area.

9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.

10.00 The City of McMinnville shall cooperate with the Oregon Department of Environmental Quality, the Mid-Willamette Valley Council of Governments, and other appropriate agencies and interests to maintain water quality and to

implement agreed upon programs for management of the water resources within the planning area.

11.00 *The City of McMinnville shall cooperate with McMinnville Water and Light, the Bureau of Land Management, and Yamhill County to insure that the land use development actions allowed in and around the municipal watershed do not lessen the water quality of the municipal water system below acceptable federal, state, and local standards.*

Response:

8.00 - The subject property is not a water resource location.

9.00 – The site does not have a floodplain designation.

10.00 – The site can be served by McMinnville Water & Light for water service based on information provided at the pre-application meeting.

11.00 – The site is outside of the municipal water shed area in the coast range.

NOISE

Policies:

12.00 *The City of McMinnville shall insure that the noise compatibility between different land uses is considered in future land use decisions and that noise control measures are required and instituted where necessary.*

Response: The subject site is proposed as R-4 for residential uses (multi-family) which would be compatible with surrounding residential uses to the north, south, and west, and the elementary school to the east. The development would need to comply with noise regulations in MMC 8.10.260.

CHAPTER III CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES

GOAL III 1: ***TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.***

Response: The subject site is not identified as a cultural resource site.

HISTORIC PRESERVATION

GOAL III 2: ***TO PRESERVE AND PROTECT SITES, STRUCTURES, AREAS, AND OBJECTS OF HISTORICAL, CULTURAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE TO THE CITY OF McMINNVILLE.***

Policies:

15.00 – 17.01

Response: Policies 15.00 – 17.01 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 3: INCREASE PUBLIC AWARENESS AND UNDERSTANDING OF McMINNVILLE'S HISTORY AND ITS HISTORIC PRESERVATION PROGRAM

Policies:

17.02 – 17.05

Response: Policies 17.02 – 17.05 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 4: ENCOURAGE THE PRESERVATION AND REHABILITATION OF HISTORIC RESOURCES

Policies:

17.06 – 17.07

Response: Policies 17.06 – 17.07 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 5: DOCUMENT AND PROTECT HISTORIC RESOURCES.

Policies:

17.08 – 17.13

Response: Policies 17.08 – 17.13 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 6: INCREASE HERITAGE TOURISM

Policies:

17.14 Amplify the heritage tourism program for McMinnville.

Response: Policy 17.14 does not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

EDUCATION

GOAL III 7: ***TO PROVIDE FOR THE EDUCATIONAL NEEDS OF McMINNVILLE THROUGH THE PROPER PLANNING, LOCATION, AND ACQUISITION OF SCHOOL SITES AND FACILITIES.***

Policies:

18.00 – 20.00

Response: Policies 18.00 – 20.00 do not apply because the application does not propose educational facilities. Existing educational facilities are provided within McMinnville by other providers, agencies or entities.

CHAPTER IV ECONOMY OF McMINNVILLE

GOAL IV 1: ***TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.***

Response: The subject property would be developed for apartments on approximately 2.86 acres (net) of the 3.17-acre site. Residents would be obtaining goods and services from existing commercial operations within the city supporting the economy. Residents may also be locally employed by businesses supporting the local economy.

COMMERCIAL DEVELOPMENT

GOAL IV 2: ***TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.***

Policies:

21.00 – 21.05

Response: Policies 21.00 – 21.05 do not apply because the proposal is not to designate the subject property for commercial uses.

GOAL IV 3: ***TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE NEIGHBORHOOD-SERVING AND OTHER COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT***

General Policies:

22.00 – 24.00

Location Policies:

24.50 – 28.00

Design Policies:

29.00 – 35.00

Response: Policies 22.00 – 35.00 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is apartments (multi-family).

GOAL IV 4: TO PROMOTE THE DOWNTOWN AS A CULTURAL, ADMINISTRATIVE, SERVICE, AND RETAIL CENTER OF McMINNVILLE.

Downtown Development Policies:

36.00 – 46.03

Response: Policies 36.00 – 46.03 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is apartments (multi-family).

INDUSTRIAL DEVELOPMENT

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

GOAL IV 6: TO INSURE INDUSTRIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USES, THAT IS APPROPRIATELY LOCATED IN RELATION TO SURROUNDING LAND USES, AND THAT MEETS NECESSARY ENVIRONMENTAL STANDARDS.

General Policies:

47.00 – 57.00

Response: Policies 47.00 – 57.00 do not apply because the proposal is not to designate the subject property for industrial uses. The proposed use is apartments (multi-family).

CHAPTER V HOUSING AND RESIDENTIAL DEVELOPMENT

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

General Housing Policies:

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

59.00 Opportunities for multiple dwelling and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

60.00 Attached single dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.

61.00 The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.

Response:

58.00 - The requested R-4 zone would provide the most flexibility for development of the site. The 3.17 acres (gross) and 2.86 acres net being annexed would be for approximately 75 apartment units with a mix of one-bedroom (18), two-bedroom (39), and three-bedroom (18) units. The net density would be 26.22 per acre. The gross density would be 23.66 units per acre.

59.00 - The proposed R-4 zone for apartments would encourage lower cost rental housing verses owner occupied housing. The housing would be developed in accordance with adopted McMinnville development regulations.

60.00 - The application does not propose attached single-family dwellings or common property ownership (condominiums).

61.00 - The City has the responsibility to prepare the annual report on housing development pattern, density and mix. The proposed multi-family housing project would add to the mix of housing types offered in McMinnville.

ORS 197A.348 defines "Needed Housing" as:
"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;
(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(e) Agriculture workforce housing; and

(f) Single room occupancies as defined in ORS 197A.430.

[...]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "... the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to

(1) exclude needed housing;
(2) unnecessarily decrease densities; or
(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

Housing Rehabilitation Policies:

62.00 The maintenance, rehabilitation, and restoration of existing housing in residentially designated areas shall be encouraged to provide affordable housing.

63.00 The utilization of federal and state loan and grant programs, as well as private sector financing, shall be encouraged to rehabilitate substandard housing.

Response:

62.00 – The proposed Zone Change does not include rehabilitation, and restoration of existing housing as the development site is currently undeveloped and the policy does not apply.

63.00 – The proposed Zone Change to accommodate apartments is not a rehabilitation project and the policy does not apply.

Low-Cost Housing Policies:

64.00 The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.

65.00 The City of McMinnville shall coordinate with the Mid-Willamette Valley Council of Governments to develop a "fair share" plan to allocate low-cost housing throughout the tri-county region.

66.00 The City of McMinnville shall continue to allow development of its fair share of the region's low-cost housing. The share accepted will be based on quantifiable studies which take into account the amount of the low-cost housing already in the community and the overall housing opportunities in the city and region.

67.00 Subsidized low-cost housing shall be dispersed throughout the McMinnville urban area. Dispersal plans shall be coordinated with appropriate agencies.

Response:

64.00 - The Zone Change to the R-4 zone would allow for an apartment (multi-family) housing project by a private development entity to address this housing need within the community. The housing would be market rate. The policy is not applicable.

65.00 – Not applicable because this is an issue between the City and Mid-Willamette Valley Council of Governments.

66.00 - The Zone Change is to allow an apartment (multi-family) housing project that would provide market rate housing. The policy is not applicable.

67.00 – The project would not be subsidized housing. The apartment (multi-family) housing would be market rate. The policy is not applicable.

GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

Policies:

Response: Policies 71.06 – 71.08 do not apply because the requested zoning is not R-1 or R-2.

Response: Policies 69.00 – 70.00 do not apply because the proposal does not propose a new regulatory ordinance and does not propose changes to zoning and subdivision ordinances.

Response: Policies 71.06 – 71.08 do not apply because the requested zoning is not R-1 or R-2.

Response: Policies 71.11 – 71.13 do not apply because the R-5 (High Density, Multiple-Dwelling Residential Zone is not being requested.

68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.

Response:

68.00 - The proposed Zone Change to R-4 would allow a compact form of development for residential housing, specifically a multi-unit apartment complex on the 2.86-acre (net) site. Urban services are available as identified in this application packet, noted above, with public infrastructure and other services such as parks, public safety and education.

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

Response: The subject site is identified as Residential on the Comprehensive Plan Map. An annexation application has been filed to bring the property into the city limits. The R-4 zone has been requested to accommodate an apartment (multi-family) housing project on 2.86 acres (net). As stated above all residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map. The application complies with the policy.

71.05 The City of McMinnville shall encourage annexations and rezoning which are consistent with the policies of the Comprehensive Plan so as to achieve a continuous five-year supply of buildable land planned and zoned for all needed housing types.

Response: ORS 197A.348 defines "Needed Housing" as:
"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;

(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;

(e) Agriculture workforce housing; and

(f) Single room occupancies as defined in ORS 197A.430.

[...]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "... the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to

(1) exclude needed housing;
(2) unnecessarily decrease densities; or
(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20-year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

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

1. Areas that are not committed to low density development;

2. Areas that have direct access from collector or arterial streets; or a local collector street within 600' of a collector or arterial street;

3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;

4. Areas where the existing facilities have the capacity for additional development;

5. Areas within one-quarter mile of existing or planned public transportation. (Ord. 5098, December 8, 2020; Ord. 4961, January 8, 2013; Ord. 4796, October 14, 2003)

Response:

1. The subject site is not committed for low density development. The Comprehensive Plan Map identifies the property as Residential which allows a range of residential densities. The Applicant is requesting the R-4 zone.

2. NE McDonald Lane is classified as a Minor Collector roadway in the Transportation System Plan (TSP Exhibit 2-3, incorporated by reference). The subject site would have direct access to this roadway.

3. The subject site does not have limitations for topography, flooding (no flood plan designation) or poorly drained soils to accommodate the requested R-4 zone.

4. Existing public infrastructure facilities have the capacity to accommodate development in an R-4 zone. Sanitary Sewer is already accessible to the site. An existing 8" sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8" sanitary sewer line located in NE Maloney Drive which could also be connected to.

   Stormwater is provided in NE McDonald Lane. A public storm line storm is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10" line that transitions to a 12" line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12" from NE Samson Street south to the midpoint of the subject property. There is a 12" storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 13).

NE McDonald Lane is already improved on its east side of the roadway. Frontage improvements would be provided along the subject site frontage to finish the roadway improvements to comply with the City's Minor Collector roadway cross-section.

5. The is no existing or planned transit improvements within one-quarter mile by Yamhill County Transit. Route 3 North Loop is just beyond the ¼ mile distance at the intersection of NE Burnett Road and NE Hembree Street.

71.10 The following factors should be used to define appropriate density ranges allowed through zoning in the medium density residential areas:

1. The density of development in areas historically zoned for medium and high density development;

2. The topography and natural features of the area and the degree of possible buffering from established low density residential areas;

3. The capacity of the services;

4. The distance to existing or planned public transit;

5. The distance to neighborhood or general commercial centers; and

6. The distance from public open space. (Ord. 4796, October 14, 2003)

Response:

1. The Neighborhood Areas (Exhibit 14) described under the Great Neighborhood Principles (187.10 – 187.50) below identify the different types of development and densities. The area is designated with R-1, R-2, R-3 and R-4 residential zones. The R-3 and R-4 zones are for Medium and High Density development. Within the Immediate Neighborhood Area the land north of the subject property is zoned R-4. Designating the subject site R-4 would be consistent with the land to the north.

2. Low density residential (R-2) areas are located to the west, southwest and east of the subject property. Directly to the south the area is zoned R-3 (Medium Density). Directly north the area is zoned R-4 (Medium-High Density) with The Bungalows at Chegwyn Village, The Bungalows at Chegwyn Village II, and Cottages at Chegwyn Village subdivisions. The site is generally flat. Buffers to low density areas would be achieved by existing fencing, and proposed landscaping. The physical apartment buildings on the site would range from approximately 20 feet to 24 feet from the existing low and medium density development and 13 feet from the R-4 zone development to the north.

3. NE McDonald Lane is designated a Minor Collector.

   An existing 8" sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The

subject site can be connected to this existing line. There is an 8" sanitary sewer line located in NE Maloney Drive which could also be connected to. Exhibit 11 is a sanitary sewer analysis provided by Jacobs under contract with the City and paid for by the Applicant.

A public stormwater line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10" line that transitions to a 12" line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12" from NE Samson Street south to the midpoint of the subject property. There is a 12" storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 13).

4. Transit is provided by Route 3 – North Loop at NE Burnett Road and NE Hembree Street which is approximately 1,381 feet following the transportation system from the subject site.

5. Commercial areas are located to the south along Highway 99W which is approximately ½ mile from the subject site along NE McDonald Lane at Highway 99W.

6. Chegwyn Farm Neighborhood Park is immediately west of the subject site.

Planned Development Policies:

Policies:

72.00 – 78.00

Response: Policies 72.00 – 78.00 do not apply because a request for a planned development is not proposed.

Residential Design Policies:

Policies:

79.00 The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.

81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.

82.00 The layout of streets in residential areas shall be designed in a manner that preserves the development potential of adjacent properties if such properties are recognized for development on the McMinnville Comprehensive Plan Map.

83.00 The City of McMinnville shall review the design of residential developments to insure site orientation that preserves the potential for future utilization of solar energy.

Response:

79.00 – The 2.86 acre (net) site would be used for apartment (multi-family) housing. Within the 2.86 acres to be developed there will be 75 apartment units with a mix of one-bedroom, two-bedroom and three bed-room units. This equates to 26.22 dwelling units per acre, within the 8 – 30-unit range identified in Policy 71.08. Sanitary Sewer is immediately available in NE McDonald Lane and NE Maloney Drive.

80.00 – There are no distinctive natural features on the site. The site is generally flat.

81.00 – The Conceptual Site Plan (Exhibit 4) identifies a variety of internal pathways within the proposed project area. The pathways will connect to a new public sidewalk that will be constructed on the west side of NE McDonald Lane. Paths are also shown to stub to a new path on the south side of the site connecting to Chegwyn Farm Neighborhood Park located to the west. The City of McMinnville Parks, Recreation and Open Space Plan (June 2024) identifies a future Capital Improvement Project for a path that would connect Chegwyn Farms Neighborhood Park to Grandhaven Elementary School. The Applicant is requesting that the City compensate for the public path easement and improvements either with a reimbursement or Parks SDC Credit.

82.00 – No new streets are proposed in the Conceptual Site Plan layout. There would be street frontage improvements for NE McDonald Lane.

83.00 – The physical improvements on the site will be required to be reviewed by the City for compliance.

Low-Cost Housing Development Policies:

84.00 Multiple dwelling, low-cost housing (subsidized) shall be dispersed throughout the community by appropriate zoning to avoid inundating any one area with a concentration of this type of housing.

Response: The requested R-4 zone will provide apartment (multi-family) dwellings at market rate. The proposed project is not a subsidized housing project. The policy is not applicable.

Multiple Dwelling Development Policies:

Policies:

Response: Policy 88.00 does not apply because it was deleted.

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

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

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

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

90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers or within neighborhood activity centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 5098, December 8, 2020; Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

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

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

92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)
92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)

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

Response:

86.00 - Designation of the property as R-4 would disperse housing throughout the city. North of the subject property existing development is zoned R-4. To the east property is zoned R-2 and contains Grandhaven Elementary School. To the south the land is zoned R-3. To the west land is zoned R-2. There are amenities in the immediate area with a public park (Chegwyn Farm Neighborhood Park), infrastructure is available to be extended to the site or is immediately adjacent to the site. Review of aerial photography for the area bounded by Highway 99, NE Baker Street and the UGB shows approximately 7 multi-family housing developments plus some senior housing development. The closest multi-family development to the subject site is approximately 832 feet (in a straight line) located at the intersection of NE Hembree Street and NE Burnett Road. Other multi-family developments are located on NE Evans Street, NE Baker Road, and NE 27th Street east of NE McDonald Lane. The balance of the housing is single-family units. Providing the R-4 zone for apartments would disperse this housing type in the residential area and further the City of McMinnville Great Neighborhood Principles.

87.00 – Future development would be at the allowed density established by the R-4 zone. The subject property is not located in the core area.

89.00 – Future development would provide for landscaped grounds meeting the open space and landscape percentage requirements in MMC Title 17.

90.00 – NE McDonald Lane is designated as a Minor Collector. NE Grandhaven Street located approximately 390 feet south of the subject property, is designated a Major Collector. The proposed project would be located adjacent to or in close proximity to Major and Minor collector roadways. No public transit is provided to the property. Arterial roadways are located 2,657 feet (1/2 mile) to the south at Hwy 99W.

91.00 – Access is proposed to be taken off NE McDonald Lane, a Minor Collector.

92.00 – No public transit is provided to the property by Yamhill County Transit. The closest transit is at NE Burnett Road and NE Hembree Street.

92.01 – The subject property is not located near a railroad line, heavy industrial uses or other nuisance areas.

92.02 – Walking to shopping, schools and parks is feasible for the property. Grandhaven Elementary School is located across the street from the subject property to the east. Rotary Nature Preserve at Tice Woods Park is located southwest of the property. Shopping is located along Highway 99W to the south, approximately 2,400 feet (1/2 mile).

92.03 – The proposed project is not proposed specifically for the elderly and is not applicable.

Manufactured Home Development Policies:

Policies:

93.00 – 98.00

Response: Policies 93.00 – 98.00 do not apply because a manufactured home development is not being proposed.

Urban Policies:

99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.

2. Storm sewer and drainage facilities (as required).

3. Streets within the development and providing access to the development, improved to city standards (as required).

4. Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)

Response:

1. An existing 8" sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8" sanitary sewer line located in NE Maloney Drive which could also be connected to. Capacity exists in the wastewater treatment facility for development within the existing Urban Growth Boundary according to city staff.

2. A public storm line storm line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10" line that transitions to a 12" line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12" from NE Samson Street south to the midpoint of the subject property. There is a 12" storm line in NE Hembree Street (Exhibit 12).

3. NE McDonald Lane is classified as a Minor Collector in the Transportation System Plan (Exhibit 2-3). The street provides access to the site. The roadway will need additional improvements along the property frontage which will be determined at the time physical site improvements are proposed.

4. Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. A 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 13).

Lot Sales Policy:

Policy:
99.10

Response: Policy 99.10 is not applicable because lots will not be made available for sale in the proposed development.

CHAPTER VI TRANSPORTATION SYSTEM

GOAL VI 1: ***TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.***

MASS TRANSPORTATION

Policies:

100.00 – 105.00

Response: Policies 100.00 – 105.00 do not apply because a mass transit facility is not proposed at the subject site.

TRANSPORTATION DISADVANTAGED

Policies:

106.00 – 107.00

Response: Policies 106.00 – 107.00 do not apply because they are City of McMinnville responsibilities to coordinate with providers for transportation disadvantaged individuals.

RAIL

Policies:

108.00 – 112.00

Response: Policies 108.00 – 112.00 do not apply because the proposed request is not related to rail facilities.

AIR

Policies:

113.00 – 116.00

Response: Policies 113.00 – 116.00 do not apply because the proposed request is not related to air transport facilities.

STREETS

Policies:

Response: Policies 123.00 – 125.00 are not applicable because the application does not require coordination with other governmental entities on maintenance of the road network and the site is not along Highway 99W.

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

Response: The subject property is fronted by NE McDonald Lane which provides access to the site. NE Maloney Drive terminates at the south side of the property. The Applicant will provide a barrier and connect the sidewalks on NE Maloney to the required east/west public path connecting NE McDonald Lane to Chegwyn Farm Neighborhood Park. The McMinnville Transportation System Plan (2010, incorporated by reference) identifies the transportation system to provide access to parcels.

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

1. ***Minimal adverse effects on, and advantageous utilization of, natural features of the land.***

2. ***Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.***

3. ***Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.***

4. ***Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths).***

5. ***Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist***

Response: No new public roadways would be proposed by the development under the R-4 zone. Improvements would occur along the subject site's frontage with NE McDonald Lane in accordance with the Transportation System Plan, 2010 and city regulations.

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

120.00 ***The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.***

121.00 ***The City of McMinnville shall discourage the direct access of small- scale residential developments onto major or minor arterial streets and major collector streets.***

Response:

119.00 – NE McDonald Lane is an existing transportation corridor. NE Maloney Drive is also an existing transportation corridor. No new roadways are proposed to be constructed, and the existing transportation system would be utilized.

120.00 – The subject site would have access off NE McDonald Lane at two locations to provide onsite circulation and to accommodate emergency services responses. This will provide safe access for the site. Access locations for emergency service have been discussed with the McMinnville Fire Department. No access to a major or minor arterial is proposed.

121.00 – No access to a major or minor arterial is proposed. NE McDonald Lane is classified as a Minor Collector (TSP Exhibit 2-3, incorporated by reference).

122.00: ***The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:***

1. Major, minor arterials.
–Access should be controlled, especially on heavy traffic-generating developments.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of adjacent lands.
–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922, February 23, 2010)

–As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

3. Local Streets

–Designs should minimize through-traffic and serve local areas only.

–Street widths should be appropriate for the existing and future needs of the area.

–Off-street parking should be encouraged wherever possible.

–Landscaping should be encouraged along public rights-of- way.

Response:

122.00 - NE McDonald Lane is classified as a Minor Collector. The roadway exists and minimizes the impact in the broader neighborhood area. Right-of-way dedication is anticipated with street frontage improvements to meet the Minor Collector street cross section requirements. On-street parking will need to be evaluated for functional capability only for the property frontage. Landscaping will need to be accommodated either in a planter strip or behind a curb-side sidewalk depending on the city's desire for the street cross-section requirements. The roadway system within the area is established and is represented in the Transportation System Plan.

PARKING

Policies:

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

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

128.00 The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.

Response:

126.00 - As shown on the Conceptual Site Plan parking for the future development would be located on-site and not within the public right-of-way (Exhibit 4). Any parking allowed within NE McDonald Lane will need to be determined by the City of McMinnville.
127.00 – Development of the site will comply with city off-street parking standards.

128.00 – Not applicable because the site is not in the downtown area.

BIKE PATHS

Policies:

130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connects residential areas to activity areas such as the

downtown core, areas of work, schools, community facilities, and recreation facilities.

130.05 *In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.*

131.00 *The City of McMinnville shall encourage development of bicycle and footpaths in scenic and recreational areas as part of future parks and activities.*

132.00 *The City of McMinnville shall encourage development of subdivision designs that include bike and foot paths that interconnect neighborhoods and lead to schools, parks, and other activity areas. (Ord. 4922, February 23, 2010; Ord. 4260, August 2, 1983)*

Response:

130.00 – NE McDonald Lane is identified not to have a bike system improvement north of NE Grandhaven Street (TSP Exhibit 6-3, incorporated by reference).

130.05 - NE McDonald Lane is identified not to have a bike system improvement north of NE Grandhaven Street (TSP Exhibit 6-3, incorporated by reference).

131.00 – Not applicable because the property is not identified in a scenic or recreational area.

132.00 – Not applicable because a subdivision is not being proposed.

SYSTEM PLAN

132.23.00 *The McMinnville Transportation System Plan shall be updated as necessary to remain consistent with: (a) the city's land use plan; (b) regional and statewide plans; and (c) the applicable local, State, and federal law. (Ord. 4922, February 23, 2010)*

Response: Not applicable to the application. Updates to the TSP are the responsibility of the City of McMinnville.

COMPLETE STREETS

132.24.00 *The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within the public right-of-way. Examples of how the Compete Streets policy is implemented:*

1. *Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).*

2. *Incorporate features that create a pedestrian friendly environment, such as:*

   a. *Narrower traffic lanes;*

   b. *Median refuges and raised medians;*

   c. *Curb extensions ("bulb-outs");*

   d. *Count-down and audible pedestrian signals;*

   e. *Wider sidewalks;*

   f. *Bicycle lanes; and*

   g. *Street furniture, street trees, and landscaping*

3. *Improve pedestrian accommodation and safety at signalized intersections by:*

   a. *Using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists.*
   b. *Timing signals to minimize pedestrian delay and conflicts.*
   c. *Balancing competing needs of vehicular level of service and pedestrian safety. (Ord. 4922, February 23, 2010)*

Response: Improvements to NE McDonald Lane will be provided based on requirements from the City that implement the Complete Street policy as applicable to the identified roadway frontage.

MULTI-MODAL TRANSPORTATION SYSTEM

132.25.00 *The transportation system for the McMinnville planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes.*

Response: The McMinnville TSP identifies a multi-modal transportation system. NE McDonald Lane accommodates vehicles and pedestrians to implement the Plan. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 notes the multimodal system on the area for sidewalks and bike lanes.

CONNECTIVITY AND CIRCULATION

132.26.00 *The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping, and industrial areas, and McMinnville's parks and schools.*

132.26.05 ***New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map.***

Response:

132.26.00 – Streets in the immediate vicinity include NE McDonald Lane, NE Maloney Drive, NE Hembree Street and NE Grandhaven Street. These roadways are part of an overall comprehensive transportation system providing vehicle, pedestrian, transit, and bicycle circulation to activity centers and neighborhood areas.

132.26.05 – Not applicable because no new street connections are proposed.

SUPPORTIVE OF GENERAL LAND USE PLAN DESIGNATIONS AND DEVELOPMENT PATTERNS

132.27.00 ***The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.***

Response: NE McDonald Lane is a Minor Collector. NE Grandhaven is a Major Collector. These roadway designations support the Comprehensive Plan designation for Residential given to the location of the subject property. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 further notes the transportation facilities.

REGIONAL MOBILITY

132.28.00 ***A balanced system of transportation facilities and services shall be designed for the McMinnville planning area to accommodate the mobility needs of residents, businesses, and industry.***

Response: The McMinnville Transportation System Plan establishes a balanced system of transportation facilities and services. Development of the subject property will improve the abutting transportation system (NE McDonald Lane) to City requirements. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 analysis the impact the proposed development will have on the transportation system noting that the system maintains its operation capacity and function.

GROWTH MANAGEMENT

132.29.00 ***The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.***

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the

property street frontage to City requirements. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 indicates that no mitigation is required on the system beyond the frontage improvements.

132.29.05 Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area may be required as a condition of approval for land divisions or other development permits.

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the property street frontage to City requirements. A pedestrian crossing is proposed on NE McDonald Lane to access Grandhaven Elementary Scholl. The TPR/TIA (Exhibit 9) recommends that the crossing be located north of the south access to the subject site for pedestrian safety. A pedestrian path is proposed on the south side of the subject site to provide access to Chegwyn Farm Neighborhood Park as shown on Exhibit 4 and in accordance with Resolution 2025-51 Annexation Agreement.

TRANSPORTATION SYSTEM AND ENERGY EFFICIENCY

132.30.00 The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.

Response: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

132.30.05 The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling. (Ord. 4922, February 23, 2010)

Response: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

TRANSPORTATION SAFETY

132.31.00 The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.

Response: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the property frontage to City requirements.

PUBLIC SAFETY

132.32.00 ***The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system.***

Response: The abutting transportation system to the subject property and its connected nature to the balance of the overall transportation system provides for safe, rapid movement of fire, medical, and police vehicles to serve the subject property.

ACCESSIBILITY FOR PERSONS WITH DISABILITIES

132.33.00 ***The McMinnville transportation system shall be designed with consideration of the needs of persons with disabilities by meeting the requirements set forth in the Americans with Disabilities Act (ADA). (Ord. 4922, February 23, 2010)***

Response: The City of McMinnville has an adopted Transportation System Plan – 2010 that implements the policy.

ECONOMIC DEVELOPMENT

Response: Policies 132.34.00 – 132.34.05 do not apply because the proposal is not for a commercial activity.

LIVABILITY

132.35.00 ***Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.***

Response: The City of McMinnville has an adopted Transportation System Plan that implements the policy.

HEALTH AND WELFARE

132.36.00 ***Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents.***

Response: NE McDonald Lane supports modes of travel, encouraging greater physical activity for area residents.

TRANSPORTATION SUSTAINABILITY

132.37.00 ***Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and***

consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.

Response: As indicated in the above narrative, the Applicant's proposal demonstrates adherence to the Transportation System Plan -2010 and Comprehensive Plan policies that support multi-modal transportation, safety goals, transportation sustainability, and connectivity to area businesses, residences, parks, open spaces, and recreation amenities.

AESTHETICS AND STREETSCAPING

132.38.00 ***Aesthetics and streetscaping shall be a part of the design of McMinnville's transportation system. Streetscaping, where appropriate and financially feasible, including public art, shall be included in the design of transportation facilities. Various streetscaping designs and materials shall be utilized to enhance the livability in the area of a transportation project. (Ord. 4922, February 23, 2010)***

Response: The City of McMinnville has an adopted Transportation System Plan - 2010 that implements the Policy.

INTERGOVERNMENTAL COORDINATION AND CONSISTENCY

Response: Policy 132.38.00 does not apply because no change to the Transportation System Plan is proposed.

GROWTH MANAGEMENT

132.40.00 ***Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)***

Response: The McMinnville TSP, Chapter 2 has mobility standards to evaluate growth and intersection mobility. Exhibit 9 for the TPD/TIA analysis analyzes proposed development on the subject site for compliance with volume to capacity adopted levels.

132.40.05 ***Conditions of Approval–In accordance with the City's TSP and capital improvements plan (CIP), and based on the level of impact generated by a proposed development, conditions of approval applicable to a development application should include:***

1. Improvement of on-site transportation facilities,

2. Improvement of off-site transportation facilities (as conditions of development approval), including those that create safety concerns, or those that increase a facility's operations beyond the City's mobility standards; and

3. Transportation Demand Management strategies. (Ord. 4922, February 23, 2010)

Response: The development will comply with conditions of approval related to transportation improvements based on the impact generated and requirements within the TSP.

132.40.10 Multi-modal Improvements – To manage growth, improvements to transportation facilities may include both motorized and non-motorized facilities improvements, constructed in accordance with the City's minimum design standards. (Ord. 4922, February 23, 2010)

Response: NE McDonald Lane has a sidewalk north of NE Grandhaven Street on its east side. On the west side the sidewalk stops at the south property line of the subject site. Frontage improvements will be done along the property frontage to fill in the missing sidewalk segment. Bike lanes are not identified on NE McDonald Lane.

132.40.15 Transportation SDCs – The City should update its transportation systems development charge (SDC) to address growth-related traffic impacts.

Response: The City has the responsibility to administer its SDC program. The development will pay the appropriate Transportation SDC.

CIRCULATION

132.41.00 Residential Street Network – A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:

1. ***Pedestrian circulation;***
2. ***Enhancement of emergency vehicle access;***
3. ***Reduction of emergency vehicle response times;***
4. ***Reduction of speeds in neighborhoods;, and***
5. ***Mitigation of other neighborhood concerns such as safety, noise, and aesthetics.***

Response: The City of McMinnville has an adopted Transportation System Plan that implements the Policy. Improvements to NE McDonald Lane will fill in missing sidewalk connections. A mid-block pedestrian crossing is also required per the Annexation Agreement that can assist in reducing traffic speeds.

132.41.05: Cul-de-sac streets in new development should only be allowed when connecting neighborhood streets are not feasible due to existing land uses, topography, or other natural and physical constraints.

Response: No cul-de-sac streets are proposed.

132.41.10 Limit Physical Barriers – The City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that

facilitate the establishment of a safe and efficient traffic circulation network. (Ord. 4922, February 23, 2010)

Response: No new buildings are proposed that would encumber the ability to improve the transportation system.

132.41.15 ***Establish Truck Routes – To support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the city's major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets. (Ord. 4922, February 23, 2010)***

Response: The TSP - 2010, Chapter 8 (incorporated by reference) identifies designated truck routes. NE McDonald Lane and Grandhaven Street are not designated truck routes.

132.41.20 ***Modal Balance – The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic. (Ord. 4922, February 23, 2010)***

Response: The McMinnville TSP -2010 has the overall community circulation system for vehicle, pedestrian and bicycles. The system is designed for the efficient movement of pedestrians and bicycle traffic.

132.41.25 ***Consolidate Access – Efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways. (Ord. 4922, February 23, 2010)***

Response: NE McDonald Lane is a Minor Collector. There are no current driveway access to NE McDonald Lane from the site. Two new accesses are proposed to allow appropriate access and emergency services access.

132.41.30: Promote Street Connectivity – The City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods.

Response: Extension of NE Maloney Drive is not proposed and is not required based on discussions with City staff.

STREET WIDTH – HUMAN SCALE

132.42.00 ***Generally, a major arterial street should not be widened beyond two through lanes in each direction with auxiliary turn lanes as appropriate. Minor arterials and collector streets should not be widened beyond one through lane in each direction with auxiliary left-turn lanes as appropriate. Major arterial streets with more than five lanes and minor arterial and collector streets with more than three lanes are perceived as beyond the scale that is appropriate for McMinnville. (Ord. 4922, February 23, 2010)***

Response: NE McDonald Lane has two travel lanes, one in each direction.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Response: Policies 132.43.00 - 132.42.05 do not apply because no new streets are proposed.

132.43.10 ***Limited Neighborhood Cut–Through Traffic – Local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood.***

Response: No new streets are proposed that would allow for cut-through traffic.

ACCESS MANAGEMENT

132.44.00 ***The City should continue to coordinate with ODOT in the administration of jointly adopted plans to manage access and highway improvements as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)***

Response: Policy 132.44.00 does not apply because the subject property is not located on an ODOT facility.

IMPERVIOUS SURFACE AREA

132.45.00 ***Supplement Street Design Standards – McMinnville's standards should be supplemented to achieve reductions in impermeable surfaces, consistent with safety and operating standards. Innovative design and materials should be utilized to reduce impermeable surfaces.***

Response: The existing impervious surface with frontage improvements and right-of-way dedication for NE McDonald Lane is appropriate for existing and planned development using the roadway.

ENVIRONMENTAL PRESERVATION

Response: Policies 132.46.00 – 132.46.10 do not apply because the frontage streets are existing.

AESTHETICS

Response: Policy 132.47.00 does not apply because the city has existing street design standards.

SAFETY AND MAINTENANCE

132.48.00 ***Pavement Maintenance Plan Implementation – The City should develop and implement its pavement maintenance plan to best preserve the existing transportation infrastructure. (Ord. 4922, February 23, 2010)***

132.49.00 ***Routing System Inspection – The City should promote safety through continued and routine inspection and rehabilitation of existing signage, roadway striping, and street lighting; identifying and rectifying existing deficiencies as they are identified. (Ord. 4922, February 23, 2010)***

Response: Policies 132.47.00 – 132.49.00 do not apply because maintenance and inspections are the responsibility of the City.

SYSTEM INVENTORY

132.50.00 **System Inventory – The City shall inventory and map existing pedestrian facilities. Facility inventories and selected inventory updates should be performed every five years to determine the success or failure of meeting the Plan's pedestrian goal, objectives, and policies. The city has already partially met this policy objective having completed the walking inventory of all public streets as part of the TSP. (Ord. 4922, February 23, 2010)**

Response: Policy 132.50.00 does not apply because this is a City responsibility.

SYSTEMS DEVELOPMENT

132.51.00 ***Formalize New Sidewalk Construction Program – To complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City's funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the city that would provide improved access to schools, parks, shopping, and transit services. (Ord. 4922, February 23, 2010)***

Response: Not applicable to the proposed application as the policy is the responsibility of the City.

132.51.05 ***Ensuring Future Sidewalk Connections – All future development must include sidewalk and walkway construction as required by the McMinnville Zoning Ordinance and City Code and adopted City of McMinnville Design Standards. All road construction or renovation projects shall include sidewalks. The City will support, as resources are available, projects that would remove identified barriers to pedestrian travel or safety. (Ord. 4922, February 23, 2010)***

Response: The proposed project will construct the missing section of sidewalk on the west side of NE McDonald Lane as part of the frontage improvement. This will provide a continues sidewalk from NE Grandhaven Street to NE Samson Street.

132.51.10 ***Complete Connections with Crosswalks – All signalized intersections must have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Subject to available funding, and where appropriate, marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited mobility. Marked crosswalks may also be installed at other high volume pedestrian locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians. (Ord. 4922, February 23, 2010)***

Response: The proposed site improvements will construct a mid-block pedestrian crossing that will allow students the ability to cross the street from the proposed development and provide access to Chegwyn Farm Neighborhood Park. Exhibit 9 TPR/TIA provides additional information on the proposed pedestrian crossing and pedestrian safety evaluation.

132.51.15 ***Connecting Shared-Use Paths – The City will continue to encourage the development of a connecting, shared-use path network, expanding facilities along parks and other rights-of-way. (Ord. 4922, February 23, 2010)***

Response: As part of the annexation process an Annexation Agreement has been entered into that requires an easement and construction of a shared use path between NE McDonald and Chegwyn Farm Neighborhood Park on the south side of the subject property. This will fulfill a path designation in the Parks, Recreation and Open Space Plan (2024).

AMERICANS WITH DISABILITIES ACT COMPLIANCE

132.52.00 ***Compliance with ADA Standards – The City shall comply with the requirements set forth in the Americans with Disabilities Act regarding the location and design of sidewalks and pedestrian facilities within the City's right-of-way. (Ord. 4922, February 23, 2010)***

Response: ADA compliance would occur with any roadway frontage improvements when the property is developed and the improvement plans reviewed by the City.

SYSTEMS MAINTENANCE

132.53.00 ***Maintaining Quality of Facilities – The City will establish standards for the maintenance and safety of pedestrian facilities. These standards should include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping. (Ord. 4922, February 23, 2010)***

Response: Policy 132.53.00 does not apply because it is a City responsibility.

PEDESTRIAN PROGRAMS

132.54.00 ***Promoting Walking for Health and Community Livability – The City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community. (Ord. 4922, February 23, 2010)***

Response: Does not apply because the policy applies to City activities. The subject site location will provide walking opportunities to park and commercial areas.

132.55.00 ***Safe Routes to School – The City shall work, where possible, with the McMinnville School District and neighborhood associations to maintain and improve its programs to evaluate the existing pedestrian access to***

local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)

Response: Does not apply because coordination is the responsibility of the City and the McMinnville School District and neighborhood associations. Exhibit 4 shows a Conceptual Site Plan with a mid-block pedestrian crossing that will assist in providing safe access for students crossing NE McDonald Lane to reach Grandhaven Elementary School.

BICYCLE SYSTEM PLAN

132.56.00 Provide Bicycle Facilities on Arterials and some Collector Streets – To the extent possible, arterial and some collector streets undergoing overlays or reconstruction will either be re-striped with bicycle lanes or sharrow (bicycle/auto shared-lane) routes as designated on the Bicycle System Plan Map. Every effort will be made to retrofit existing arterials and selective collectors with bicycle lanes, as designated on the Bicycle System Plan Map. (Ord. 4922, February 23, 2010)

Response: NE McDonald Lane is a Minor Collector and is not a street designated for bicycle system improvements (TSP, Exhibit 6-3, incorporated by reference) north of NE Grandhaven Street.

132.56.05 Mitigation of On-street Parking Loss From Bicycle Projects – New bicycle facilities require the removal of on-street parking spaces on existing streets, parking facilities should be provided that mitigate this loss, to the extent practicable. (Ord. 4922, February 23, 2010)

Response: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.10 Eliminate Barriers to Bicycle Travel – The City will actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel. As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel. (Ord. 4922, February 23, 2010)

Response: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.15 Bicycle Routes and Signage – As resources are available, the City will periodically consult with local bicyclists to review existing and proposed bicycle lanes, and identify improvements needed to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map. (Ord. 4922, February 23, 2010)

Response: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.20 Complete the Major Bicycle System – A completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel. The City will work toward annually completing a minimum five percent addition to the bicycle system, as designated on the Bicycle System Plan Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard. (Ord. 4922, February 23, 2010)

Response: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.25 Establish Minimum Standards for Bicycle Facility Maintenance – The City shall develop minimum standards that will keep bicycle facilities clean of debris, properly striped, and clearly marked and signed. (Ord. 4922, February 23, 2010)

Response: Not applicable because maintenance of bicycle facilities within the right-of-way is the responsibility of the City.

132.56.30 Zoning Ordinance Requirements for Bicycle Parking – The McMinnville Zoning Ordinance (Section 17.60.140) contains bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type. (Ord. 4922, February 23, 2010)

Response: Bicycle parking will be provided in compliance with the McMinnville Zoning Ordinance at the time of site review and development.

132.56.35 Bicycle Parking at Transit Facilities – The City will work with the Yamhill County Transit Authority (YCTA) to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles. (Ord. 4922, February 23, 2010)

Response: Not applicable because there is no transit facility in proximity or proposed on the subject property.

132.56.40 Target and Eliminate Key Behaviors that Lead to Bicycle Accidents – The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems. (Ord. 4922, February 23, 2010)

Response: No applicable because the policy applies to the City and other organizations.

132.56.45 Safe Routes to School – The City will work with the McMinnville School District to: evaluate existing bicycle access to local schools and supporting

infrastructure (bicycle racks, lockers, etc.); estimate the current and potential use of bicycling as a travel mode; evaluate safety needs; and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)

Response: Not applicable because the policy applies to the City and McMinnville School District.

TRANSIT SYSTEM PLAN

Response: Policies 132.57.00 – 132.57.20 do not apply because there is no transit provided on NE McDonald Lane. The closest transit route is at NE Burnett Road and NE Hembree Street.

TRANSPORTATION DEMAND MANAGEMENT PLAN

Response: Policies 132.58.00 – 132.58.20 do not apply because the Transportation Demand Management is the responsibility of the City to coordinate with Yamhill County and Yamhill Cuonty Transit.

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

Response: Policies 132.59.00 – 132.59.20 do not apply because the site is not related to truck routes, an airport, or railroad.

CAPITAL IMPROVEMENTS

Response: Policies 132.60.00, and 132.60.15 – 132.60.20 do not apply because motor fuel tax, Bike fundings and federal and state grants are not applicable to the development.

132.60.05 ***Systems Development Charge – The City should continue to consider the impacts of future growth on the McMinnville transportation system and determine what level of development charges should be collected by the City to mitigate impacts placed on area-wide transportation facilities by expected future development. (Ord. 4922, February 23, 2010)***

Response: The proposed development will pay the required SDCs to mitigate the impacts of the development.

132.60.10 ***Development Exactions – The City should require new developments to mitigate their impacts on the transportation system. (Ord. 4922, February 23, 2010)***

Response: The proposed development related to the Zonce Change anticipates dedicating right-of-way along NE McDonald Lane and constructing required transportation improvements required by the City.

PAVEMENT MANAGEMENT

Response: Policies 132.61.00 – 132.61.20 do not apply the policies relate to the identifying and obtaining funding sources for pavement management which is a City responsibility.

McMINNVILLE TSP IMPLEMENTATION

Response: Policies 132.62.10, 132.62.15, 132.62.25 do not apply because the project is not triggering a capital improvement, is not involved in seeking State or Federal funding, and is not updating the Transportation System Plan.

132.62.00 ***TSP as Legal Basis – The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decisionmakers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended projects shall be considered in all decision-making processes that impact or are impacted by the transportation system. (Ord. 4922, February 23, 2010)***

Response: The TSP - 2010 is being used to determine the functional classification of roadways and what improvements are necessary for the proposed application and future development.

132.62.05 ***TSP Policies – The City of McMinnville shall use the McMinnville TSP to:***

1. Describe the classification or function of all streets within the McMinnville planning area. Policies found in the Plan shall be used to develop connective local street circulation patterns.

2. Require new development to provide adequate accessibility, as defined by the McMinnville Zoning Ordinance, for all travel modes within a development and in coordination with existing and other proposed development. Street design standards in the McMinnville Zoning Ordinance are to be used to secure adequate public street and sidewalk facilities.

3. Identify measures and programs to be undertaken to enhance mobility for all travel modes.

4. Form the basis from which identified projects are placed into the State Transportation Improvement Program (STIP).

5. Establish funding and project construction priorities when preparing funding scenarios for measures. (Ord. 4922, February 23, 2010)

Response: NE McDonald Lane is classified as a Minor Collector, NE Grandhaven Street south of the subject site is designated as a Major Collector. The streets provide adequate accessibility for the proposed development site. The mobility to the site is established by the existing transportation system. There is no proposal to add a project to the STIP. The application does not propose priorities for preparing funding scenarios for measures. Exhibit 9 TPR/TSP analysis has additional details on the transportation system.

132.62.20 ***TSP Use in Review of Land Use Actions – The City of McMinnville shall consider and apply the goals, policies, planning principles, recommended projects, implementation strategies, and maps contained in McMinnville TSP in the review of land use actions and development applications. (Ord. 4922, February 23, 2010)***

Response: The TSP - 2010 is the goals, policies and planning principles for transportation improvements associated with the proposed application and the subsequent development application to construct the 75 units of multi-family. Exhibit 9 TPR/TSP analysis has additional details on the transportation system and the impacts of the proposed zone change indicating there is no functional classification change to the analyzed streets, no mitigation is required, and recommends the location of the mid-block pedestrian crossing on NE McDonald Lane.

CHAPTER VII COMMUNITY FACILITIES AND SERVICES

GOAL VII 1: ***TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.***

PUBLIC ADMINISTRATIVE AND STORAGE FACILITIES

Response: Policies 133.00 – 135.00 do not apply because the proposal is not for city, county, state or federal offices or public storage and workshop facilities.

SANITARY SEWER SYSTEM

Policies:

Response: Policies 137.00 – 139.00 do not apply because long range planning is a City responsibility, the planning for a sewer system is a City responsibility, and extension of the sewer system is not proposed.

136.00 ***The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.***

140.00 ***The City of McMinnville shall continue to limit sewer service extensions to the areas within the urban growth boundary, except where service is granted to comply with state or federal laws. Areas outside the city limits, but within the urban growth boundary, shall be granted sewer service hook-ups only under policies adopted by the City.***

141.00 ***The City of McMinnville shall continue to separate storm and sanitary sewers where they are connected to reduce the inflow of storm sewer waters to the sewage treatment plant. Ongoing maintenance and***

improvements of the existing system shall also be undertaken to reduce infiltration of rain water into the system.

Response:

136.00 – Future development of the subject property would connect to the existing sanitary sewer system as required per city regulations.

140.00 – The requested Zone Change application would allow for connection to the existing sanitary sewer system to accommodate future development at urban densities.

141.00 – Site development would connect separate systems, one for sanitary sewer and the other to stormwater.

STORM DRAINAGE

Policies:

142.00 ***The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.***

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

Response:

142.00 - Future development would connect to the existing stormwater system in NE McDonald Lane Exhibit 10.

143.00 – Does not apply because there is no natural drainage way on the property.

WATER SYSTEM

Policies:

144.00 ***The City of McMinnville, through McMinnville Water and Light, shall provide water services for development at urban densities within the McMinnville Urban Growth Boundary.***

145.00 ***The City of McMinnville, recognizing McMinnville Water and Light as the agency responsible for water system services, shall extend water services within the framework outlined below:***

1. ***Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.***

2. ***Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.***

3. ***For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.***

4. ***Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.***

Response:

144.00 – Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. A 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 12).

145.00 - Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. A 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 12).

Policies 146.00 – 150.00 do not apply.

WATER AND SEWER – LAND DEVELOPMENT CRITERIA

Policies:

151.00 ***The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:***

1. ***Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.***

2. ***Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.***

3. ***Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.***

4. ***Federal, state, and local water and waste water quality standards can be adhered to.***

5. ***Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.***

Response:

1. McMinnville Water & Light (MW&L) has indicated in communications they can serve the subject property.

2. Sewerage can be accommodated. An existing 8" sanitary sewer line is located in NE McDonald Lane. The subject site can be connected to this existing line. There is a 8" sanitary sewer line located in NE Maloney Drive which could also be connected to.

3. The City and MW&L have existing staff that can service the public infrastructure.

4. Federal, state and local water and wastewater quality standards will be adhered to.

5. Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, will be adhered to.

POLICE AND FIRE PROTECTION

Policies:

Response: Policy 154.00 does not apply because the McMinnville Fire District is responsible to plan for their facilities.

152.00 ***The City of McMinnville shall encourage the provision of adequate police and fire facilities and personnel to meet the needs of the community as it expands.***

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

155.00 ***The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.***

Response: 152.00 – 153.00 and 155.00 - It is anticipated that City of McMinnville police and fire services have the capacity to serve the proposed subject property.

SOLID WASTE

GOAL VII 2: ***TO PROVIDE FOR THE ORDERLY AND EFFICIENT MANAGEMENT OF SOLID WASTE IN AN ENVIRONMENTALLY ACCEPTABLE AND ECONOMICALLY FEASIBLE MANNER.***

Policies:

Response: Policies 156.00 – 158.00 do not apply because management of solid waste is a responsibility of the City.

PARKS AND RECREATION

GOAL VII 3: ***TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOYMENT OF ALL CITIZENS OF THE COMMUNITY.***

Policies:

Response: Policies 160.00 – 162.00, 163.05 – 167.00 and 170.00 – 170.06 do not apply because park improvements are a city function, recreational leisure activities are a city function, the school district and city coordination are not a responsibility of the development, the site is not designated as a park, the site is not within a flood plain, and the site is not identified as open space.

159.00 ***The City of McMinnville's Parks, Recreation, and Open Space Master Plan shall serve to identify future needs of the community, available resources, funding alternatives, and priority projects.***

163.00 ***The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.***

168.00 ***Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.***

169.00 ***Drainage ways in the City shall be preserved, where possible, for natural areas and open spaces and to provide natural storm run-offs.***

170.05 ***For purposes of projecting future park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space Master Plan shall be used.***

Response: Chegwyn Farm Neighborhood Park is located on the west side of the proposed Zone Change application site.

159.00 - The subject site is not identified as future park land in the McMinnville Parks and Recreation Master Plan (June 2024). An existing park is developed to the west of the subject site with Chegwyn Farm Neighborhood Park.

163.00 – The Applicant acknowledges that a Park SDC fee will be required from the development to further the acquisition and/or development of parklands, natural areas, and open spaces.

168.00 – There are no inventoried distinctive material features on the subject property.

169.00 – There is no natural drainage way on the subject property.

170.05 -The McMinnville Parks, Recreation, and Open Space Master Plan does not identify the subject site as future park land.

CHAPTER VIII
ENERGY

GOAL VIII 1: ***TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.***

ENERGY SUPPLY DISTRIBUTION

Policies:

Response: Policies 171.00 – 177.00 do not apply because energy supply and distribution are the responsibility of other entities such as MW&L, Northwest Natural and BPA.

ENERGY CONSERVATION

GOAL VIII 2: ***TO CONSERVE ALL FORMS OF ENERGY THROUGH UTILIZATION OF LAND USE PLANNING TOOLS.***

Policies:

Response: Policies 179.00 – 180.50 do not apply because it has adopted zoning regulations for design and has provisions for weatherization.

178.00 ***The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.***

Response: The anticipated development would be compact in form and follow required City development standard requirements.

CHAPTER IX URBANIZATION

GOAL IX 1: ***TO PROVIDE ADEQUATE LANDS TO SERVICE THE NEEDS OF THE PROJECTED POPULATION TO THE YEAR 2023, AND TO ENSURE THE CONVERSION OF THESE LANDS IN AN ORDERLY, TIMELY MANNER TO URBAN USES.***

GOAL IX 2: ***TO ESTABLISH A LAND USE PLANNING FRAMEWORK FOR APPLICATION OF THE GOALS, POLICIES, AND PROPOSALS OF THE McMINNVILLE COMPREHENSIVE PLAN.***

URBAN GROWTH BOUNDARY

Policies:

Response: Policies 181.00 – 182.50 do not apply because the application is not to expand the Urban Growth Boundary.

GENERAL DEVELOPMENT PATTERN

Policies:

183.00 ***The City of McMinnville, with the cooperation of Yamhill County, shall establish three categories of lands within the Urban Growth Boundary. Future urbanizable lands are those lands outside the city limits, but inside the Urban Growth Boundary. These lands shall be retained in agricultural resource zones until converted to urbanizable lands by annexation to the City of McMinnville. Urbanizable lands are those lands within the city limits which are not yet developed at urban densities. Conversion of these lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities.***

Response: Per the Comprehensive Plan Map the subject property is designated Residential. The Residential designated land is considered urbanizable and may be developed at urban densities. The property currently has a LDR9000 (in Yamhill County) according to City of McMinnville GIS map data to R-4 (Medium, High Density, 5000 SF Lot Residential) within the City of McMinnville. Yamhill County GIS map data has no zoning designation for the east half of the site (Figure 2). County GIS data does not identify a Comprehensive Plan designation for the subject area. Additional information in the County GIS data table indicates the zone is "city", comp plan is "city", and unzoned is "city". Conversation with city staff indicates the east half of the site has a County zoning designation of EF80 but that cannot be confirmed based on City and County GIS mapping data. The Applicant is requesting the R-4 zone within the city.

184.00 ***The City of McMinnville shall establish a Comprehensive Plan Map designating allowed land uses within the McMinnville Urban Growth Boundary. Land uses allowed under the specific designations shall be set in Volume I of the McMinnville Comprehensive Plan, Chapter IX.***

Response: Per the Comprehensive Plan Map the subject property is designated Residential.

184.50 ***The City shall establish the following Comprehensive Plan Map Designations, which will relate to the zoning map, as follows. The zoning map classifications are identified in the zoning ordinance.***

Residential – This designation covers all the zoning designations from R-1 through R-5, and any additional zones that may be created for residential uses.
[…]

Response: Per the Comprehensive Plan Map the subject property is designated Residential.

LAND USE DEVELOPMENT TOOLS

Response: Policies 185.00 – 186.00 do not apply because an Urban Growth Boundary has already been established and the site is not in a planned development overlay.

187.00 ***The City of McMinnville shall adopt additional implementation ordinances and measures to carry out the goals and policies of the McMinnville Comprehensive Plan. These shall include, but not be limited to, the Zoning Ordinance and Map, Annexation Ordinance, and Mobile Home Development Ordinance.***

Response: The City of McMinnville has an adopted Zoning Ordinance and Annexation regulations in the Municipal Code.

GREAT NEIGHBORHOOD PRINCIPLES

Policies:

187.10 ***The City of McMinnville shall establish Great Neighborhood Principles 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.***

Response: The City if McMinnville established the Great Neighborhood Principals in 2019 to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The principles are supported by the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74 (incorporated by reference). The proposed Zone Change ensures that the site when developed creates a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value by bringing multi-family dwellings into a neighborhood area that is predominantly detached single-family dwellings. The Conceptual Site Plan (Exhibit 4) indicates how the Zone Change would set the stage for a multi-family development that would be livable by its design in accordance with MMC Title 17.

187.20 ***The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure, and can accommodate future technology and infrastructure.***

Response: The proposed Zone Change responds to 187.10 – 187.50 balancing the five policies together to address neighborhood design to create livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood. Infrastructure can be accessed from NE McDonald Lane.

187.30 ***The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.***

Response: The neighborhood as defined for the Zone Change is described in two geographies. The Immediate Neighborhood Area is the area bounded by NE Burnett Road and NE Grandhaven Street on the south, the Urban Growth Boundary (UGB) on the west and north, and NE Newby Street on the east. Within this geography lands are zoned R-1, R-2, R-3, R-4, and F-P. There are also unincorporated areas that have not been annexed into the city limits. Exhibit 14 shows the boundary of the Immediate Neighborhood Area. To the north and northwest of the subject site the area is zoned R-4 and developed with Autumn Ridge Subdivision Phase 1 - 3, The Bungalows at Chegwyn Village 1 - 3, The Cottages at Chegwyn Village 1 - 2, and individual dwellings on existing lots or on partitioned lots. To the northeast and east is Grandhaven Elementary school and undeveloped school district property that is zoned R-2. Immediately south of the subject site the area is zoned R-3 and developed with Maloney First Addition Subdivision. To the southwest and west of the subject site the area is zoned R-2, R-3 and R-1 and developed with Witt Addition Subdivision and Heather Manor manufactured home park.

The Larger Neighborhood Area is bounded on the south by Highway 99W, to the east by the UGB, the north by the UGB and the west by NE Baker Street, Baker Creek Road and the UGB (Exhibit 13). The zoning and development pattern in the larger neighborhood consists of R-1, R-2, R-3, R-4, C-3 and F-P. There are also unincorporated areas that have not been annexed to the city limits. The larger neighborhood area is predominantly developed except for areas outside of the city limits but within the UGB. There are some infill development opportunities as well.

As noted above, the Immediate Neighborhood Area and Larger Neighborhood Area are part of the broader McMinnville area and the Great Neighborhood Principles apply to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens and not for the exclusion of certain development types.

187.40 ***The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.***

Response: The proposed Zone Change is not a master plan or small area plan. The Zone Change does have a parallel Annexation application that is being processed by the City. Following the Zone Change and annexation of the subject site to the city limits development of the site will require a development application responding to the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74. Per the City's Zone Change process one of the identified residential zones can be applied to the subject property. The R-4 zone has been requested, which is the same as the zoning for the residential area to the north and northwest of the subject site as shown on Exhibit 14.

187.50 ***The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.***

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive

lands, steep slopes, wetlands, wooded areas, and landmark trees.

Response: The subject site does not have designated watercourses, sensitive lands, steep slopes, wetlands, wooded areas or landmark trees. The Immediate Neighborhood Area to the north, east and south are developed with residential dwellings and an elementary school. The land to the west is developed with Chegwyn Farm Neighborhood Park. Within the described Immediate Neighborhood Area noted above there are watercourses, steep slopes, wetlands and wooded areas. These natural features are located in the general area of NE Baker Street/NW Baker Road and the associated drainage of Baker Creek. These features are not abutting the subject site and are approximately 1,453 feet or more away from the subject site.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

Response: Chegwyn Farm Neighborhood Park is located to the immediate west side of the subject site and is a public park. Existing development within the Immediate Neighborhood Area has streets that are oriented north/south or east/west. There are no city listed scenic corridors. Based on the orientation of dwellings their views are either to abutting development property or public streets. Dwellings along NE McDonald Lane have views to the elementary school, or if north of the site to undeveloped land owned by the McMinnville School District. Some residential dwellings have views to Chegwyn Farm Neighborhood Park from their backyards. There are no identified significant natural areas adjacent to the subject site. On the western edge of the Immediate Neighborhood Area along NE Baker Street/NW Baker Road there is the Baker Creek drainage with flood plan, open spaces and wetlands but is more than 1,453 feet west of the subject property.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.

b. Central parks and plazas shall be used to create public gathering spaces where appropriate.

c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

Response: The developed Chegwyn Farm Neighborhood Park is located to the immediate west side of the subject site and is a public park within the described Immediate Neighborhood Area. Rotary Nature Preserve at Tice Woods is located to the west, outside of the lager described neighborhood area on NE Baker Street.

The subject site location is outside of the central park area noted in the McMinnville Parks, Recreation and Open Space Plan - 2024 (incorporated by reference) as noted on Map 5-1.

Review of the McMinnville Parks, Recreation and Open Space Plan - 2024 plan does not identify additional future park land within the Immediate Neighborhood Area or Larger Neighborhood Area described above as noted on Map 5-1.

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.

a. ***Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.***

b. ***Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).***

Response: The proposed Zone Change incorporates connections to an existing pedestrian network. In the Immediate Neighborhood Area, the existing developments have provided sidewalks. With development of the subject site a missing segment of public sidewalk would be added on the west side of NE McDonald Lane filling in a gap in the pedestrian system. Additionally, per the Annexation Agreement (Resolution No. 2025-51) an easement would be provided to connect NE McDonald Lane to Chegwyn Farm Neighborhood Park with a 10-foot-wide path. This path would connect to a pedestrian crossing of NE McDonald Lane to connect with Grandhaven Elementary School. Chegwyn Farms Neighborhood Park has internal pathways.

Pedestrian connections are provided on NE McDonald Lane to the commercial areas located on Highway 99W. A pedestrian crossing is required by Resolution No. 2025-51 that would connect the subject site to Grandhaven Elementary School. An easement would be provided to connect NE McDonald Lane to Chegwyn Farms Neighborhood Park with a 10-foot-wide path. A pedestrian connection would be provided on NE Maloney Drive to the easement with the 10-foot path for connectivity.

Within the Immediate Neighborhood Area it has pedestrian connectivity and this connectivity extends to the Larger Neighborhood Area. The pedestrian system furthers the system identified in the City of McMinnville Transportation System Plan – 2010 (incorporated by reference).

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. ***Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.***

b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

Response: The proposed Zone Change furthers the bicycle system in the Immediate Neighborhood and Larger Neighborhood Area. Within the Immediate Neighborhood Area, the bike system occurs as shared with the streets. In the City of McMinnville Transportation System Plan – 2010 (incorporated by refence) Grandhaven Street and NE Burnett Road are identified as sharrow streets. In the Larger Neighborhood Area, the City of McMinnville Transportation System Plan – 2010 identifies Grandhaven Street and NE Burnett Road as sharrow streets, NE 27th Street as having sharrows, NE McDonald Lan south of Grandhaven Street with sharrows, and NE Evans Street south of NE 27th Street has having sharrows. NE Baker Street is identified as a Complete Street.

Bike connections to commercial areas are identified as a sharrow system on NE McDonald Lane.

Overall, the Immediate Neighborhood Area and Larger Neighborhood Area have a planned bike friendly system. Improvement of the subject property frontage for NE McDonald Lane will enhance the overall bike friendly system.

6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.

b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.

Response: NE McDonald Lane is classified as a Minor Collector street. The west side on NE McDonald Lane will be improved by widening the street and will have a sidewalk, planter strip, street trees and street lighting. NE Maloney Drive will not be extended and remain as a dead-end street with pedestrian connections to the new east/west pedestrian path. These improvements will connect to the existing street network within the Immediate Neighborhood and Larger Neighborhood Areas providing an integrated system. A mid-bock pedestrian crossing will be constructed as required by Resolution No. 2025-51 to provide pedestrian crossing safety to Grandhaven Elementary School. The City of McMinnville Transportation System Plan – 2010 (incorporated by reference) identifies the functional classification of all McMinnville streets. NE McDonald Lane will be a shared roadway for bikes with vehicles as identified in the Transportation System Plan (incorporated by reference).

7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.

a. ***To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.***

b. ***Design practices should strive for best practices and not minimum practices.***

Response: The proposed Zone Change integrates the subject site into the overall accessibility of both the Immediate Neighborhood Area and the Larger Neighborhood Area. NE McDonald Lane will be improved by development of the multi-family project with a widened street, allows bicycles, incorporates a new sidewalk, provides a new pedestrian connection between NE McDonald Land and Chegwyn Farm Neighborhood Park, and would provide a mid-block pedestrian crossing to Grandhaven Elementary School, which all improvements will need to meet accessibility requirements.

The design of required improvements both on-site and off-site will comply with best design practices and will be reviewed by the City of McMinnville. The improvements will enhance Immediate Neighborhood Area and the Larger Neighborhood Area.

8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.

a. ***The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.***

b. ***Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle oriented uses in less prominent locations.***

c. ***Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).***

Response: The proposed Zone Change site is requesting the R-4 zone which would allow multi-family development. Within the Immediate Neighborhood Area, the size, form, and proportionality of development is predominantly 1 and 2-story single-family dwellings with the addition of Grandhaven Elementary School with a portion extending above one-story. Within the Larger Neighborhood Area, the existing residential development consists of 1 and 2-story single-family dwellings, 1, 2 and 3-story apartment and senior living facilities and 1 – 2 story commercial buildings along Highway 99W. Multi-story apartments and senior living facilities in the Larger Neighborhood Area are adjacent to existing 1 and 2-story single family dwellings. Examples of locations are on NE Baker Street and NE 27th Street.

The Conceptual Site Plan for the subject site begins to identify some of the design elements. Buildings are pulled up to NE McDonald Lane while meeting setback requirements. Buildings are also oriented to Chegwyn Farm Neighborhood Park. Parking is located interior to the site to diminish its visual appearance.

The conceptual design of the multi-family development is at a human scale with 3-story walk up units, balconies, building articulation, street trees along NE McDonald Lane, landscaping and open space with the site, and lighted public areas within the site. The final design would be reviewed by the City for compliance with requirements in MMC Title 17 (incorporated by reference).

The overall design concept as is relates to MMC Title 17 requirements is in alignment to create a human scale design to advance the Great Neighborhood Principles.

9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.

a. ***Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.***

b. ***Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.***

c. ***Neighborhoods are designed such that owning a vehicle can be optional.***

Response: The Zone Change application as it relates to the Immediate Neighborhood Area is directly across the street from Grandhaven Elementary School which will allow students a short walk for educational activities and not require vehicular travel. The subject site is immediately adjacent to Chegwyn Farm Neighborhood Park providing access for the developments residents by walking with no vehicular travel. Commercial services are accessible by NE McDonald Lane for activities along Highway 99W which is ½ mile to the south of the subject site.

Existing commercial services are provided within the Larger Neighborhood Area along Highway 99W to the south of the subject site. There are no commercial services within the Immediate Neighborhood Area.

The proposed Zone Change would provide the opportunity to have residential development that is within walking distance to an elementary school, neighborhood park and commercial services, reducing the need for a vehicle for shorter daily needs. The proposal would be in alignment with and builds on other R-4 zoned lands, and those that are developed as multi-family in the Larger Neighborhood Area for a mix of activities.

10.Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.

a. ***Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.***

Response: The subject site is not adjacent to a rural area. Existing development within the Immediate Neighborhood Area abuts rural areas to the north outside of the UGB and to the west outside the UGB. There are existing transitions that occur at the northern and western edges of the Immediate Neighborhood Area. The Larger Neighborhood Area has existing transitions to rural areas that are outside the UGB.

11. Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. ***A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.***

Response: The proposed Zone Change would provide for a multi-family housing development at market rates. The Immediate Neighborhood Area is a mix of residential development within the R-1, R-2, R-3 and R-4 zones. Based on the development type there is a mix of housing forms and types for different income levels. The McMinnville Parks, Recreation and Open Space Plan – 2024 has data that shows income levels (Figure 4-2) indicating within the Immediate Neighborhood Area incomes range from $81,000 - $109,000. Within the Larger Neighborhood Area, the incomes levels range from $33,716 to $109,000.

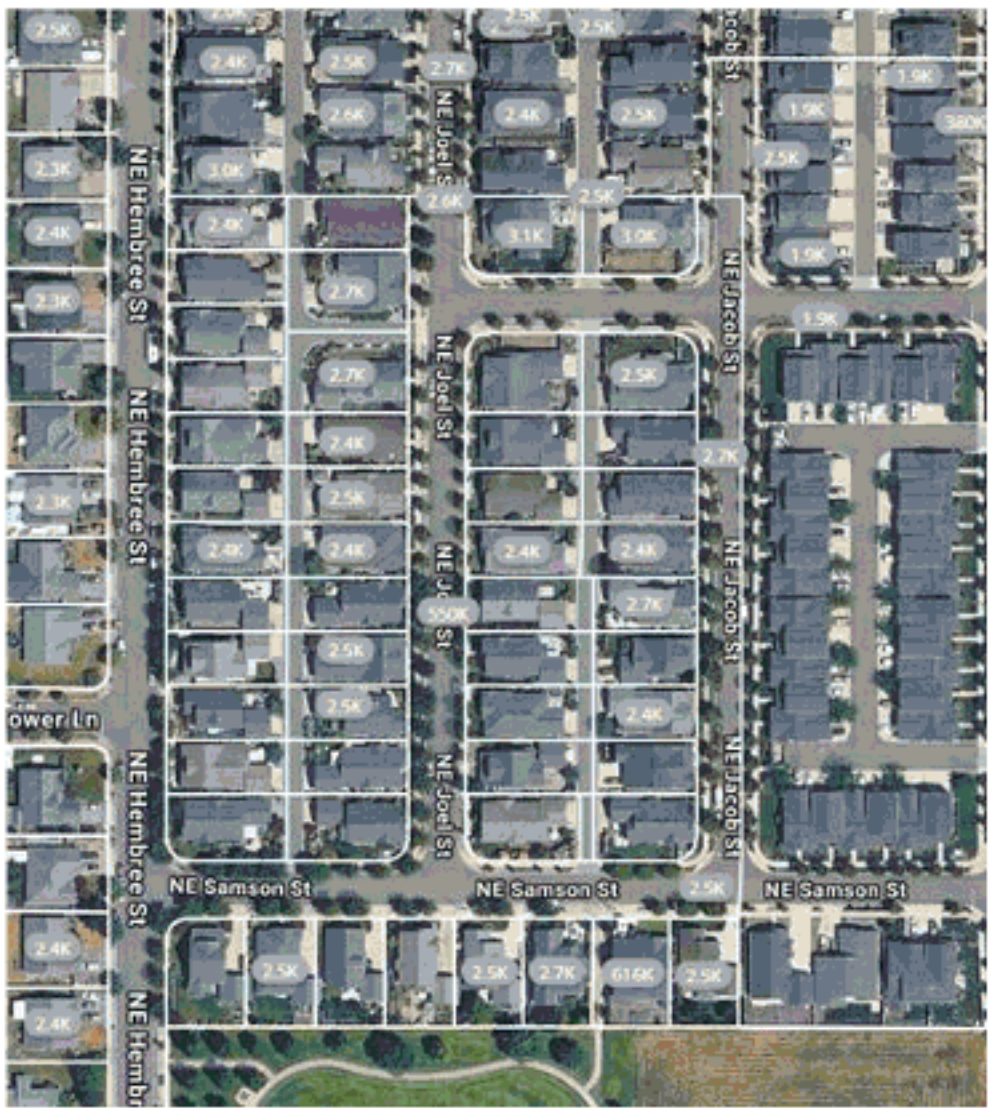
Zillow was used to identify active rental listings and evaluate price ranges in the area surrounding of the proposed project. Zillow's map indicates that within a one-mile radius of the site, only nine rental listings are currently available. These consist of two single-family homes, two duplex units, and five apartment units. Advertised rents range from $1,475+ to $2,790 per month. Notably, there are no rental listings at all within a quarter-mile of the property, highlighting the scarcity of nearby rental options.



Zillow Rental listings

Type	Bd	Bth	sqft	Rent	Distance
Home	4	3	1,758	$2,790	0.4 miles
Home	3	2	1,300	$2,500	0.4 miles
Duplex	3	1	1,000	$1,900	0.9 miles
Apartment	2	1	865	$1,785	0.6 miles
Apartment	2	2	1,000	$1,700	0.5 miles
Duplex	2	1	944	$1,695	0.9 miles
Apartment	2	1	865	$1,675	0.6 miles
Apartment	2	1	942	$1,590+	0.8 miles
Apartment	1	1	704	$1,475+	0.8 miles

The two closest available rentals are single-family homes located nearly half a mile from the site, priced at $2,500 and $2,700 per month. This aligns with the housing stock in the immediate neighborhood, which is predominantly composed of owner-occupied single-family homes. Zillow's estimated rental values for surrounding properties range from $2,300 to $3,000 per month (see below), further underscoring the high cost barrier for renters who wish to live near the park and school.



You must look nearly a full mile away to find a rental unit priced under $2,000 per month.

The proposed Parkview Apartment Living development would introduce 75 new rentals priced at or well below $2,000 per month. This represents a meaningful increase in accessible housing options and would broaden the resident pool that can enjoy proximity to the park and elementary school.

Park View Apartments Estimates

Bd	Bth	sqft	Rent
1	1	750	$1,450
2	2	950	$1,750
3	2	1,100	$2,000

Typical rental qualification standards require applicants to earn approximately 2.5 to 3.0 times the monthly rent in gross income. Income data presented above indicates the following:

- Immediate Neighborhood Area: $81,000–$109,000 annual income
- Larger Neighborhood Area: $33,716–$109,000 annual income

Given current rental pricing near the site, a household would need at least $75,000—and more realistically around $90,000—per year to rent in the Immediate Neighborhood Area. In contrast, Parkview Apartment Living's estimated rents would allow an individual or household earning approximately $43,500 per year (representative of incomes in the Larger Neighborhood Area) to live in this neighborhood.

The proposed development would introduce a much-needed housing option for families and individuals who are priced out of purchasing a detached single-family home, based on income levels typical within the Larger Neighborhood Area. By adding rental opportunities in a part of McMinnville where they are currently scarce, the project directly enhances local housing affordability. Its introduction would not only meet significant unmet rental demand but also strengthen economic and social diversity within the community.

12.Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

a. Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

Response: The Immediate Neighborhood is a mix of detached single-family dwellings at varying densities. The Larger Neighborhood Area is a mix of detached single-family dwellings and multi-family dwellings at varying densities. Designation of the subject site as R-4 for a multi-family dwelling project within the Immediate Neighborhood Area will integrate a new housing type. The Zone Change would build upon the multi-family development type that exists within the Lager Neighborhood Area creating a mix of different housing types.

Within the Immediate Neighborhood Area, the housing types that are similar provide a variety of building form and design. Within the Larger Neighborhood Area, the housing types that are similar provide a variety of building form and design.

13.Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.

b. Opportunities for public art provided in private and public spaces.

c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood.

Response: The property subject to the requested Zone Change will be constructed to current land use and building code requirements that address energy efficiency.

The proposed development does not have art integrated into the design.

The proposed Zone Change and development of a multi-family project would provide bike racks, landscaping, off-street paved parking, streetlights, fencing and other required design elements in conformance with Resolution No. 2025-51 and MMC Title 17 requirements. The site improvements would enhance the Immediate Neighborhood Area and Larger Neighborhood Area elements and features.

UGB EXPANSION AREA PLANNING PROCESS

Response: Policies 187.60.00 - 187.610 do not apply because the proposed application is not to expand the Urban Growth Boundary.

FRAMEWORK PLANS

Response: Policies 187.70.00 – 187.70.30 do not apply because the proposed application is not to expand the Urban Growth Boundary

AREA PLANNING

Response: Policies 187.80.00 – 187.80.30 do not apply because the proposed application is not to expand the Urban Growth Boundary.

MASTER PLANNING

Response: Policies 187.90.00 – 187.90.40 do not apply because the proposed application is not to create a Master Plan for an area greater than 10 acres in size.

NEIGHBORHOOD ACTIVITY CENTERS

Goal: NEIGHBORHOOD ACTIVITY CENTERS PROVIDE SHOPPING, SERVICES, RECREATION, HIGH-DENSITY HOUSING, OFFICE AND INSTITUTIONAL FACILITIES NEEDED TO SUPPORT A SURROUNDING NEIGHBORHOOD OR URBAN AREA.

Policies:

Response: Policies 187.95.00 – 187.95.02 do not apply because the development concept is not for a neighborhood activity center.

Neighborhood Activity Center Locational Criteria Policies:

Response: Policies 187.95.03 – 187.95.04 do not apply.

Neighborhood Activity Center Site Area and Development Size and Intensity

Response: Policies 187.95.05 – 187.95.07 do not apply.

CHAPTER X CITIZEN INVOLVEMENT AND PLAN AMENDMENT

GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

GOAL X 2: TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.

GOAL X 3: TO PERIODICALLY REVIEW AND AMEND THE McMINNVILLE COMPREHENSIVE PLAN TO REFLECT CHANGES IN COMMUNITY CIRCUMSTANCES, IN CITIZEN DESIRES, AND IN THE STATEWIDE GOALS.

Policies:

Response: Policies 189.00 – 196.00 do not apply because the application is not to amend the Comprehensive Plan, the Committee for Citizen Involvement is a City function along with advisory positions and youth positions, making technical information available to citizens is a city function, and allocating human, financial and is a city function.

188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.

Response: A Neighborhood Meeting was conducted on November 25, 2025, to allow for public input. Additional public input opportunities are provided through Planning Commission and City Council public hearings.

C. OREGON STATEWIDE PLANNING GOALS

Goal 1:Citizen Involvement

Summary: Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

Response: The requested land use action is to change the Zoning designation for the site from LDR9000 (in Yamhill County) according to City of McMinnville GIS map data to R-4 (Medium, High Density, 5000 SF Lot Residential) within the City of McMinnville. Yamhill County GIS map data has no zoning designation for the east half of the site (Figure 2). County GIS data does not identify a Comprehensive Plan designation for the subject area. Additional information in the County GIS data table indicates the zone is “city”, comp plan is “city”, and unzoned is “city”. Conversation with city staff indicates the east half of the site has a County zoning designation of EF80 but that cannot be confirmed based on City and County GIS mapping data. The Applicant is requesting the R-4 zone within the city. As required, citizens will have the opportunity to comment on the proposed Zone Change at public hearings before the Planning Commission and review or public hearing before the City Council.

Goal 2:Land Use Planning

Summary: Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

Response: As discussed throughout this Applicant’s Narrative, the subject site is included in McMinnville’s UGB and is designated Residential in the Comprehensive Plan. The subject site was selected for inclusion in the city limits is based on a number of locational factors including its access to the local street system, the ability to provide orderly and economic provision of public facilities and services, and compatibility with adjacent residential uses.

As discussed above, the proposed Zone Change will help meet the City’s identified housing needs. The proposed zone change to R-4 is consistent with existing R-4 designations to the north of the site. As required, the Applicant’s Narrative addresses how the proposed Zone Change meets applicable goals and policies of the City of McMinnville Comprehensive Plan. This proposal does not require an exception to any Statewide Planning Goals.

Goal 3:Agricultural Lands

Summary: Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

Response: The subject site is currently located within the City of McMinnville Urban Growth Boundary. The parcel is currently under Yamhill County jurisdiction and is zoned "City". The subject property is not being used for agricultural activities. The Goal is not applicable.

Goal 4:Forest Lands

Summary: This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

Response: The subject property is not designated forest lands and does not have an active forest operation. The Goal is not applicable.

Goal 5:Open Spaces, Scenic and Historic Areas and Natural Resources

Summary: Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

Response: The subject site does not contain any designated open spaces, scenic, or historic areas.

Goal 6:Air, Water and Land Resources Quality

Summary: This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

Response: If the proposed zoning designation is approved, specific site development plans will be submitted for building permit review. The permitting process will ensure compliance with local, state, and federal air, water, and land resource quality standards.

Goal 7:Areas Subject To Natural Disasters and Hazards

Summary: Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

Response: No natural hazard areas have been identified on the subject property that would be required to respond to applicable regulations.

Goal 8:Recreation Needs

Summary: This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

Response: The McMinnville Parks and Recreation Plan (2024) does not identify park facilities on the subject site. Chegwyn Farm Neighborhood Park is located immediately adjacent to the subject property to the west.

Goal 9:Economic Development

Summary: Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

Response: The 2.86 acre (net) subject site is currently designated Residential on the City's Comprehensive Plan Map. Currently the subject property is located within the UGB and outside the city limits of McMinnville. Since this proposal does not involve existing commercial or industrial lands, the proposed Zone Change is consistent with Goal 9.

Goal 10: Housing

Summary: This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

Response: The City's Land Needs Analysis (May 2001) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Map Amendment of the subject site is essential when addressing the public need for additional housing.

> ***Goal 11: Public Facilities and Services***
>
> ***Summary: Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.***

Response: The needed public utilities are located in the vicinity of the site and can be extended or connected to when the subject property is developed. An existing 8" sanitary sewer line is located in NE McDonald Lane (Exhibit 10).

A public storm line storm is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10" line that transitions to a 12" line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12" from NE Samson Street south to the midpoint of the subject property. There is a 12" storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10" cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. A 8" ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12" ductile iron line is located in NE Hembree Street (Exhibit 13).

Electrical and communication services can be provided by connecting to existing lines. With annexation of the property, the subject site will also have access to City fire and police services. Therefore, the proposed map amendment complies with Goal 11.

> ***Goal 12: Transportation***
>
> ***Summary: The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."***

Response: The transportation system is existing along the subject property frontage and surrounding area. Improvements will need to be made at the time of development to meet City standards along the property frontage.

As part of a Zone Change OAR 660-012-0060 requires that for a zone change an evaluation must occur if the change would significantly affect an existing or planned transportation facility. Exhibit 9, Transportation Impact Analysis (TIA), includes the Transportation Planning Rule (TPR) Analysis. The reasonable worst case development scenario is the subject site going from R-1 (Low Density) to the proposed R-4 (Medium-High Density) zone designation. The analysis indicates that AM Peak Trips between R-1 and R-4 is 28 net new trips, PM Peak Trips would be 34 net new trips and Weekday Trips would be 229 net new trips. This increase is well below the OHP threshold of 400 daily trips for determination of a significant effect. The conclusion in the TIA for the TPR analysis states "It can be concluded that the proposed zone change will not have a significant impact and would cause "no further degradation" to the surrounding transportation system. No additional

TPR analysis is required." Additional details of the traffic generation, impacts and mitigation are outlined in Exhibit 9.

Goal 13: Energy

Summary: Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Response: This proposed Zone Change does not significantly affect Goal 13. A discussion of energy conservation is provided under Goal 14 below.

Goal 14: Urbanization

Summary: This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is converted to an urban use.

Land Need

Establishment and change of urban growth boundaries shall be based on the following:

(1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and

Response: The City's Land Needs Analysis (May 2001) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Map Amendment of the subject site is essential when addressing the public need for additional housing.

> ***(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need categories in this subsection (2).***

Response: The subject property is designated as Residential on the City of McMinnville Comprehensive Plan Map. As discussed above, there is a documented need to develop additional housing to meet the needs of the projected population. The proposed zone change will help meet this need for additional housing.

> ***Boundary Location***
>
> ***The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:***
>
> ***(1) Efficient accommodation of identified land needs;***

Response: The Applicant is not proposing changes to the existing urban growth boundary, therefore these factors do not apply.

D. RESOLUTION NO. 2025-51 - ANNEXATION AGREEMENT

Response: An Annexation Agreement has been entered into (Exhibit 2). The conditions in the agreement has a Comprehensive Plan/Zoning section that submittal of a land use application for a Zone Map Amendment to occur. An application packet has been submitted to fulfill the requirement. Another section relates to Development with eight subsections listed as a – h. The conditions are development related and not applicable to the requested Zone Change.

IV. SUMMARY AND CONCLUSIONS

Based on the above findings, the Applicant has demonstrated compliance with applicable sections of the City of McMinnville Municipal City Code, McMinnville Comprehensive Plan, Oregon Statewide Planning Goals, and Resolution 2025-01. Therefore, the Applicant requests that the Zone Change be approved.

EXHIBIT 1
ZONE CHANGE APPLICATION

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

Office Use Only:
File No.
Date Received
Fee
Receipt No.
Received by

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

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

Applicant Name MAC MULTI LLC (Cory Redding) Phone (503) 581-4488

Contact Name Phone
(If different than above)

Address 2837 22nd St SE

City, State, Zip Salem, OR 97302

Contact Email credding@cdredding.com

Property Owner Information

Property Owner Name Yamhill Soil & Water Conservation District Phone (503) 472-6403
(If different than above)

Contact Name Andy Bleckinger, Executive Director Phone (503) 479-8643

Address 2200 SW 2nd Street

City, State, Zip McMinnville, OR 97128

Contact Email andy@yamhillswcd.org

Site Location and Description

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

Property Address No site address - undeveloped

Assessor Map No. R4 - 4 - 09CD- 100 Total Site Area 3.17 acres inc ROW

Subdivision N/A Block N/A Lot N/A

Comprehensive Plan Designation Residential Zoning Designation City (per Yamhill County)

This request is for a:

☐ ***Comprehensive Plan Amendment*** ☒ ***Zone Change***

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property. The project would include a multi-family development consisting of 75 dwelling units on the area to being annexed. The request is for the R-4 zone.

   See Zone Change Narrative for a complete description.

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2).

   See Zone Change Narrative for a complete description.

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay. N/A

4. If you are requesting a Planned Development, state how the proposal deviates from the requirements of the Zoning Ordinance and give justification for such deviation. N/A

5. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely.
   See Zone Change Narrative for a complete description.

6. Describe any changes in the neighborhood or surrounding area which might support or warrant the request.
   See Zone Change Narrative for a complete description.

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

See Zone Change Narrative for a complete description.

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

See Zone Change Narrative for a complete description.

In addition to this completed application, the applicant must provide the following:

- ☒ *A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating existing and proposed features within and adjacent to the subject site, such as: access; lot and street lines with dimensions; distances from property lines to structures; improvements; and significant features (slope, vegetation, adjacent development, drainage, etc.). If of a larger size, provide five (5) copies in addition to* ***an electronic copy*** *with the submittal.*
- ☒ *A legal description of the parcel(s), preferably taken from the deed.*
- ☒ Compliance of Neighborhood Meeting Requirements.
- ☒ *Payment of the applicable review fee, which can be found on the Planning Department web page.*

I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.

Applicant's Signature — Date: 11/25/2025

Property Owner's Signature — Date: 11/25/2025

Legal Description For:
Proposed Annexation Tract

A tract of land situated in the southwest one-quarter of Section 9, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the north line of that property described in Instrument No. 200807718, Yamhill County Deed Records, said point bears South 89°52'36" East 410.55 feet from the northwest corner of said property; and running thence:
South 89°52'36" East 325.49 feet along the north line of said property to the northeast corner thereof, said point being on the centerline of McDonald Lane;
thence South 00°00'41" West 424.32 feet along said centerline to the southeast corner of said property;
thence leaving said centerline, North 89°53'13" West 326.29 feet along the south line of said property;
thence leaving said south line, North 00°07'11" East 424.38 feet to the Point of Beginning, containing 3.17 acres of land, more or less.

Bearings are based on the Oregon Coordinate Reference System (OCRS) Salem Zone, referenced to NAD83 (2011), Epoch 2010.00.

EXHIBIT 2
RESOLUTION NO. 2025-51 ANNEXATION AGREEMENT

RESOLUTION NO. 2025 - 51

A Resolution authorizing the Interim City Manager to sign an Annexation Agreement with Yamhill Soil and Water Conservation District (property owner) and MAC Multi LLC (buyer), for the future annexation of Tax Lot R4409CD00100.

RECITALS:

WHEREAS, on December 8, 2020, the McMinnville City Council adopted Ordinance No. 5098 adopting the *McMinnville Growth Management and Urbanization Plan*; and

WHEREAS, on July 21, 2021, city staff hosted a work session with the McMinnville City Council to review draft amendments to the McMinnville City Code to bring the City's governing codes in compliance with state laws and the *McMinnville Growth Management and Urbanization Plan* relative to annexations; and

WHEREAS, on September 16, 2021, the Planning Commission held a duly noticed public hearing to consider the proposed amendments and the Planning Commission recommended approval of the proposed amendments; and

WHEREAS, on October 26, 2021, the City Council, being fully informed about said request, found that the requested amendments conformed to the applicable Comprehensive Plan goals and policies, as well as the McMinnville Municipal Code based on the material submitted by the Planning Department and the findings of fact and conclusionary findings for approval, adopting Ordinance No. 5106; and

WHEREAS, on March 4, 2025, Yamhill Soil and Water Conservation District and MAC Multi LLC applied for the annexation of their property (Tax Lot R4409CD00100) to be annexed into the City of McMinnville; and

WHEREAS, the City leadership team comprised of staff members from Planning, Engineering, Parks and Recreation, and the City Attorney, as well as staff members from McMinnville Water and Light and the McMinnville Fire District reviewed the annexation application and drafted an annexation agreement for the McMinnville City Council and the property owners.

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

1. That the City Council would like to enter into an agreement with Yamhill Soil and Water Conservation District and MAC Multi LLC for the annexation of their property into the City of McMinnville (Tax Lot R4409CD00100).
2. That the City Manager is authorized to sign the attached Annexation Agreement **(Exhibit A)** on behalf of the City of McMinnville.
3. This Resolution will take effect immediately upon passage.

Adopted by the Common Council of the City of McMinnville at a regular meeting held the 14th day of October, 2025 by the following votes:

Ayes: Chenoweth, Payne, Geary, Cunningham, Tucholsky, Peralta

Nays: _____

Approved this 14th day of October 2025.

_____
MAYOR

Approved as to form:

Tyler C. Yeoman-Millette
Acting City Attorney

Attest:

Claudia Cisneros
City Recorder

EXHIBITS:

A. Annexation Agreement with Yamhill Soil and Water Conservation District and MAC Multi LLC for Tax Lot R4409CD00100.

After Recording Return To:

City of McMinnville
220 NE Second Street
McMinnville, OR 97128

ANNEXATION AGREEMENT

This Annexation Agreement is made and entered into this ____ day of _____, _____, by and between the City of McMinnville, Oregon, an Oregon municipal corporation (hereinafter "City") and Yamhill Soil and Water Conservation District (hereinafter "Owner"), and Cory Redding, MAC Multi LLC (hereinafter "Buyer").

W I T N E S S E T H

WHEREAS, Owner is the record owner of the property legally described on Exhibit 1 attached hereto and incorporated herein (hereinafter referred to as the "Property"); and

WHEREAS, Buyer has the property under contract to purchase to develop a multi-dwelling development; and

WHEREAS, the Property is within the City's urban growth boundary, contiguous to the currently existing City limits, and is proposed to be annexed to the City; and

WHEREAS, Owner desires to have the Property annexed to the City; and

WHEREAS, Owner will submit a petition for annexation and provide the City with all required consents for annexation; and

WHEREAS, the City is willing to consider annexation of the Property on the terms and conditions, and subject to the provisions, of this Agreement; and

WHEREAS, the City will apply urban zoning upon the successful completion and approval of a land use application for a Zone Map Amendment; and

WHEREAS, the City and Owner desire to enter into this Agreement to regulate the annexation, zoning, use and development of the Property; and

WHEREAS, should a property owner who chooses not to execute the Annexation Agreement, refuses to grant a right-of-way and/or easement across his or her property in accordance with the City's Public Facilities Plans, the City may institute condemnation proceedings to effectuate such right-of-way and/or easement, or modify the Public Facilities Plans to bypass the property, in order to accommodate the orderly construction of the public infrastructure; and

WHEREAS, Council will consider this annexation agreement on October 14, 2025.

NOW, THEREFORE, in consideration of the representations, promises and mutual covenants contained herein, the City and Owner agree as follows:

1. **RECITALS:** The foregoing recitals are incorporated herein as is fully set forth in this Section.

2. **ANNEXATION**

a. City agrees that it will initiate an ordinance annexing the Property into the City once the following conditions are met:

1. All required consents have been received by the City. (See McMinnville Municipal Code (MMC) 16.20.020 for a list of required consents.)

2. A signed Annexation Agreement has been received by the City.

3. The Owner has received a final unappealed land-use approval for city zoning on the property.

b. This agreement is void if the Property is not annexed to the City of McMinnville within five years after the effective date of this Agreement and after the City's receipt of all required consents.

c. Owner may terminate this Agreement by serving written notice to the City no less than 60 days prior to the effective date of the termination. The notice must be received by the City at least 60 days prior to the public hearings for council consideration of the annexation. If the City receives such notice, this Agreement terminates as of the effective date of the notice. After the annexation ordinance is adopted by the City, this Agreement may only be terminated or amended by written consent of the Owner and City. Pursuant to this Agreement, the City agrees that an annexation ordinance will be considered by the McMinnville City Council; however, the City cannot guarantee that the annexation ordinance will be adopted by the City Council.

3. **COMPREHENSIVE PLAN/ZONING**: Prior to the development and annexation of the property, the Owner is required to complete a land-use application for a zoning map amendment for the property in compliance with the McMinnville Comprehensive Plan and McMinnville Zoning Ordinance. Upon successful annexation and a Zone Map Amendment adoption, the City will apply the Zoning designation identified in the land-use application to the property.

4. **DEVELOPMENT:** Owner agrees as follows:

a. Owner shall waive and shall not assert any claim against the City that may now exist or that may accrue through the date of annexation of the Property that it may claim due to its ownership of the Property. This includes any claim arising out of any land use regulation or under Measure 37 (ORS 197.352), Measure 49, and Measure 56 (ORS 227.186).

b. Owner agrees that any development of the property will comply with the City's Zoning Ordinance as it exists now or is later amended. In addition, the development of the Property shall comply with the applicable approved land-use decisions for the property and will incorporate and follow the City's Great Neighborhood Principles as found in the McMinnville Comprehensive Plan and McMinnville Zoning Ordinance as applicable. The Community Development Director or Hearings Body shall determine the applicability of the Great Neighborhood Principles to the subject property as necessary. All development must also comply with federal, state and city regulations.

c. Owner agrees that it will, without any cost to the City, dedicate the necessary rights-of-way or easements for all Planned Improvements identified in the City's Public Facilities Plan and that will be necessary for the development of the property. The Public Facilities Plan includes the Wastewater Conveyance Plan, Water Master Plan, Transportation System Plan, and Parks and Recreation Plan.

All public rights-of-way to be dedicated shall be free and clear of all encumbrances or other restrictions that may interfere with their intended public use.

d. Required frontage improvements will include up to a half street improvement and restriping along NE McDonald Lane and minor improvements to permanently terminate NE Maloney Drive. Right-of-way dedication, any necessary easement vacations, and frontage improvements are subject to review and approval by the City Engineer.

e. Owner agrees to construct a pedestrian mid-block crossing on NE McDonald Lane between NE Grandhaven Street and NE Samson Street. Design and location to be reviewed and approved by the City Engineer and will need to include the installation or replacement of the receiving ramp on the east side of NE McDonald Lane.

f. Owner/Buyer agrees to provide connectivity from the pedestrian crossing at NE McDonald Lane with the stubbed out path on the south end of Chegwyn Park by dedicating a twenty (20) foot public utility easement (PUE) to the City and constructing a ten (10) foot concrete path within the PUE. The path should avoid vehicular/parking lot crossings and conflicts, and the two remaining five (5) feet of buffer on either side of the concrete path within the PUE shall be planted, irrigated and maintained.

This pedestrian path should also provide connectivity to the existing sidewalks along NE Maloney Drive and a connection to the mid-block crossing on NE McDonald Drive required in Section 4(d) of this Agreement.

Path will be subject to design review and approval of the City Engineer.

Owner/Buyer agrees to construct a four to six (6) foot tall fence on the subject site between the Chegwyn Park and the development, with the only opening being twenty (20) feet wide at the path entrance. The fence must be constructed in a way that provides a physical barrier but allows clear visibility through the fence,

such as a vertical bar fence. This will be subject to the approval of the Parks and Recreation Director.

g. Owner shall remove all water rights from Property, unless partial use is otherwise approved by the McMinnville City Council.

h. Owner agrees to not remonstrate against the formation of a local improvement district or reimbursement district created for the purpose of funding public improvements that will serve the Property. This waiver applies to the Property until all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City. When all of the necessary improvements are completed and accepted by the City, the remonstrance for the local improvement district is terminated.

5. AMENDMENT: This Agreement and any exhibits attached hereto may be amended only by the mutual written consent of both parties.

6. SEVERABILITY: If any provision, covenant or portion of this Agreement or its application to any person, entity, property or portion of property is held invalid, or if any ordinance or resolution adopted pursuant to this Agreement or its application to any person, entity, property or portion of property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Agreement or other ordinances or resolutions passed pursuant hereto, and to that end, all provisions, covenants, and portions of this Agreement and of the ordinances and resolutions adopted pursuant hereto are declared to be severable.

7. NO WAIVER OF RIGHT TO ENFORCE AGREEMENT: Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.

8. ENTIRE AGREEMENT: This Agreement supersedes all prior agreements, negotiations and exhibits and is a full integration of the entire agreement of the parties relating to the subject matter hereof. The parties shall have no obligations other than specifically stated in this Agreement except those of general applicability.

9. SURVIVAL: The provisions contained in this Agreement shall survive the annexation of the property and shall not be merged or expunged by the annexation of the property or any part thereof to the City.

10. SUCCESSORS AND ASSIGNS: This Agreement shall run with the land described on Exhibit B and inure to the benefit of, and be binding upon, the successors in title of the Owners and their respective successors, grantees, lessees, and assigns, and upon successor corporate authorities of the City and successor municipalities.

11. **TERM OF AGREEMENT**: This Agreement shall be binding upon the parties and their respective successors and assigns for the full statutory term of twenty (20) years, commencing as of the date of this Agreement unless superseded by Section 2.b of this Agreement.

12. **ENFORCEMENT:** Owner agrees that if it fails to perform as required under this Agreement, the City Council may, at the City Council's option, refuse to process any development application submitted for the Property or include as conditions of approval any requirement of this Agreement. Owner hereby waives any claim regarding such conditions of approval, whether to LUBA or to any state or federal court.

13. **ATTORNEY FEES:** In any proceeding to enforce, apply or interpret this Agreement, each party shall bear its own attorneys' fees and costs.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the date first above written.

CITY

_____
Adam Garvin, Interim City Manager
City of McMinnville

OWNER

_____
Barbara Boyer, Chair of YSWCD
Yamhill Soil and Water Conservation District

BUYER

_____
Cory Redding, MAC Multi LLC

_____

Claudia Cisneros, City Recorder

STATE OF OREGON)
) ss.
County of Yamhill)

This instrument was acknowledged before me this ____ day of _____, _____ by Adam Garvin, Interim City Manager, on behalf of the City of McMinnville, who acknowledged that he had authority to sign on behalf of the City of McMinnville and this instrument to be the City's voluntary act and deed.

_____
Notary Public for Oregon

STATE OF OREGON)
) ss.
County of Yamhill)

This instrument was acknowledged before me this ____ day of _____, _____ by Barbara Boyer, owner of the property at R4409CD00100, who acknowledged this instrument to be his/her voluntary act and deed.

_____
Notary Public for Oregon

EXHIBIT 1:

Legal Description of the Property to Be Annexed:

A tract of land situated in the southwest one-quarter of Section 9, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the north line of that property described in Instrument No. 200807718, Yamhill County Deed Records, said point bears South 89°52'36" East 410.55 feet from the northwest corner of said property; and running thence:
South 89°52'36" East 325.49 feet along the north line of said property to the northeast corner thereof, said point being on the centerline of McDonald Lane;
thence South 00°00'41" West 424.32 feet along said centerline to the southeast corner of said property;
thence leaving said centerline, North 89°53'13" West 326.29 feet along the south line of said property;
thence leaving said south line, North 00°07'11" East 424.38 feet to the Point of Beginning, containing 3.17 acres of land, more or less.

Bearings are based on the Oregon Coordinate Reference System (OCRS) Salem Zone, referenced to NAD83 (2011), Epoch 2010.00.

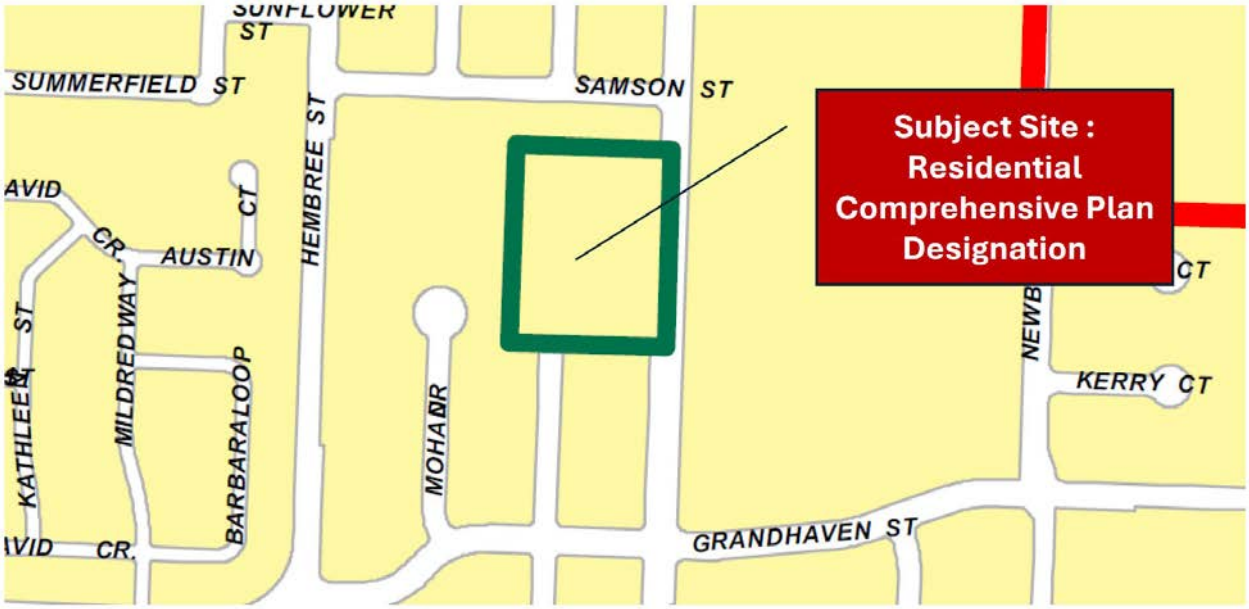
EXHIBIT 2:

Maps of Subject Site:

Aerial of Subject Site:



Comprehensive Plan Designation of Subject Site:



Vicinity Map:



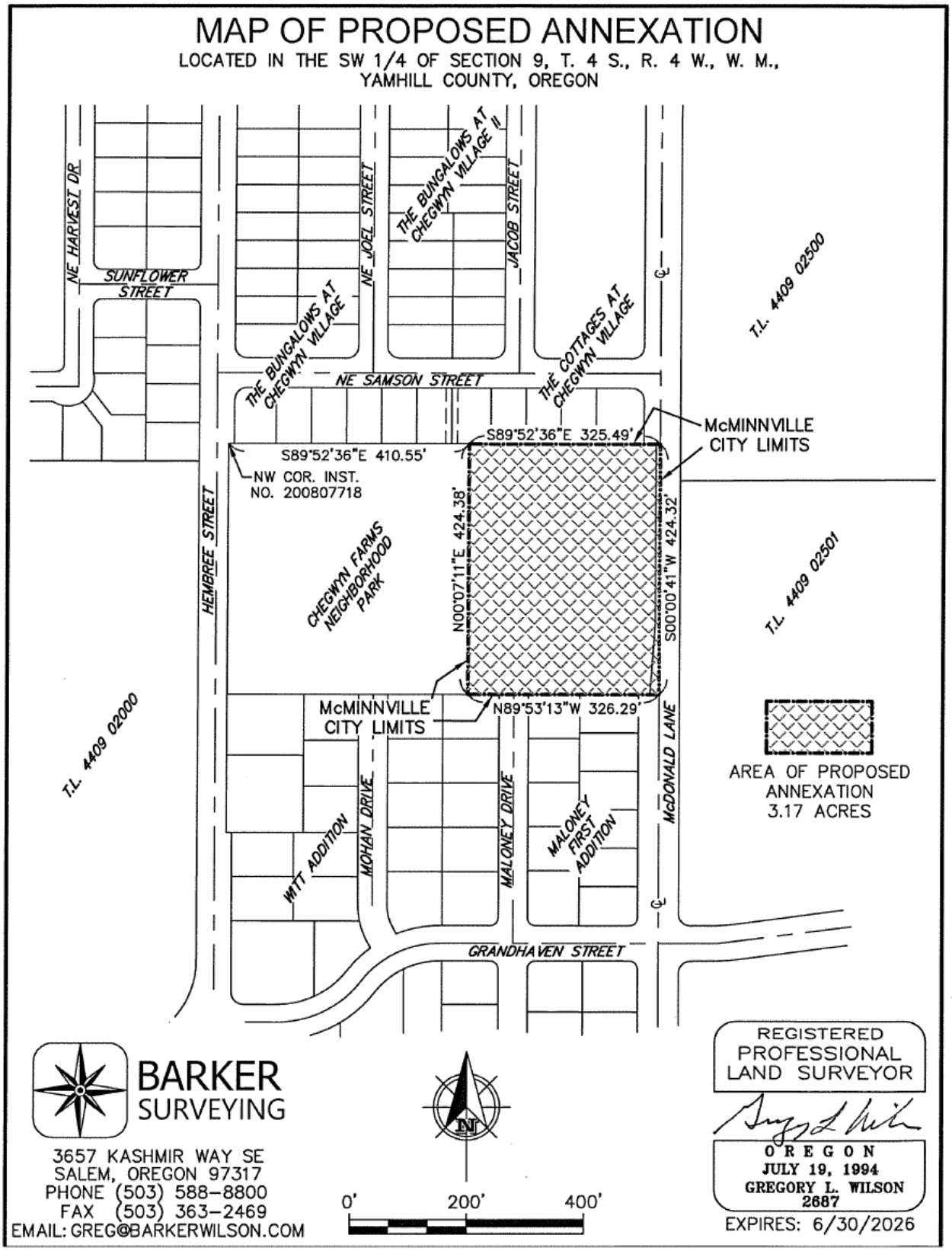

MAP OF PROPOSED ANNEXATION
LOCATED IN THE SW 1/4 OF SECTION 9, T. 4 S., R. 4 W., W. M.,
YAMHILL COUNTY, OREGON
NE HARVEST DR
SUNFLOWER STREET
NE JOEL STREET
THE BUNGALOWS AT CHEGWYN VILLAGE II
JACOB STREET
THE BUNGALOWS AT CHEGWYN VILLAGE
THE COTTAGES AT CHEGWYN VILLAGE
NE SAMSON STREET
T.L. 4409 02500
McMINNVILLE CITY LIMITS
S89°52'36"E 325.49'
S89°52'36"E 410.55'
NW COR. INST. NO. 200807718
HEMBREE STREET
CHEGWYN FARMS NEIGHBORHOOD PARK
N00°07'11"E 424.38'
S00°00'41"W 424.32'
T.L. 4409 02501
T.L. 4409 02000
McMINNVILLE CITY LIMITS
N89°53'13"W 326.29'
McDONALD LANE
AREA OF PROPOSED ANNEXATION
3.17 ACRES
MOHAN DRIVE
MALONEY DRIVE
MITT ADDITION
MALONEY FIRST ADDITION
GRANDHAVEN STREET
BARKER SURVEYING
3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: GREG@BARKERWILSON.COM
0'
200'
400'
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 19, 1994
GREGORY L. WILSON
2687
EXPIRES: 6/30/2026

EXHIBIT 3:

Proposed Development Plan of Subject Site:

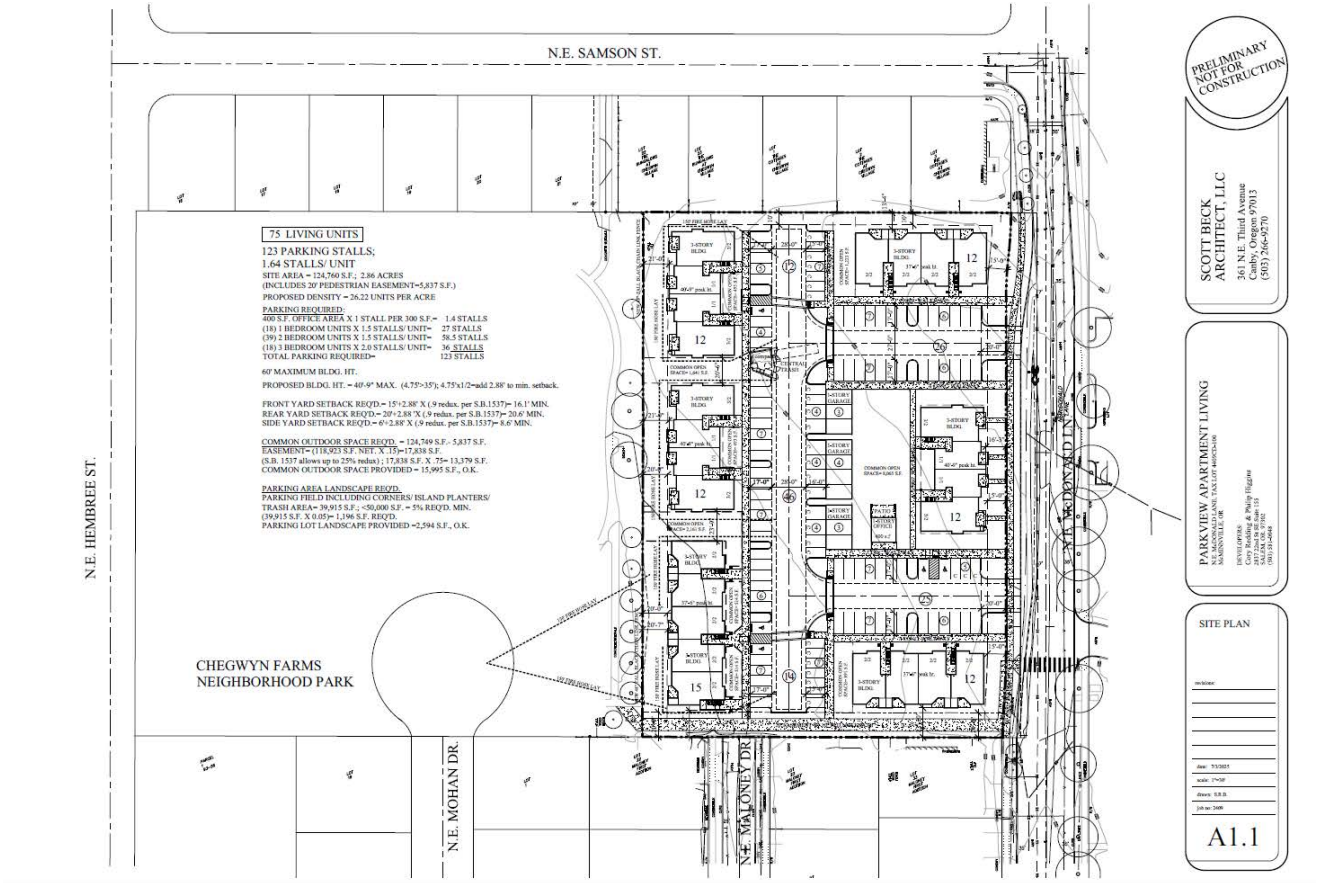


EXHIBIT A to Resolution No. 2025-51

OFFICIAL YAMHILL COUNTY RECORDS
KERI HINTON, COUNTY CLERK

202512039

After Recording Return To:

City of McMinnville
220 NE Second Street
McMinnville, OR 97128

00699260202500120390110116

$157.00

12/05/2025 03:55:14 PM

DMR-CONDMR Cnt=1 Pgs=11 Stn=1061 MORRISONK
$56.00 $10.00 $20.00 $11.00 $60.00

ANNEXATION AGREEMENT

This Annexation Agreement is made and entered into this 24 day of November, 2025 by and between the City of McMinnville, Oregon, an Oregon municipal corporation (hereinafter "City") and Yamhill Soil and Water Conservation District (hereinafter "Owner"), and Cory Redding, MAC Multi LLC (hereinafter "Buyer").

W I T N E S S E T H

WHEREAS, Owner is the record owner of the property legally described on Exhibit 1 attached hereto and incorporated herein (hereinafter referred to as the "Property"); and

WHEREAS, Buyer has the property under contract to purchase to develop a multi-dwelling development; and

WHEREAS, the Property is within the City's urban growth boundary, contiguous to the currently existing City limits, and is proposed to be annexed to the City; and

WHEREAS, Owner desires to have the Property annexed to the City; and

WHEREAS, Owner will submit a petition for annexation and provide the City with all required consents for annexation; and

WHEREAS, the City is willing to consider annexation of the Property on the terms and conditions, and subject to the provisions, of this Agreement; and

WHEREAS, the City will apply urban zoning upon the successful completion and approval of a land use application for a Zone Map Amendment; and

WHEREAS, the City and Owner desire to enter into this Agreement to regulate the annexation, zoning, use and development of the Property; and

WHEREAS, should a property owner who chooses not to execute the Annexation Agreement, refuses to grant a right-of-way and/or easement across his or her property in accordance with the City's Public Facilities Plans, the City may institute condemnation proceedings to effectuate such right-of-way and/or easement, or modify the Public Facilities Plans to bypass the property, in order to accommodate the orderly construction of the public infrastructure; and

WHEREAS, Council will consider this annexation agreement on October 14, 2025.

NOW, THEREFORE, in consideration of the representations, promises and mutual covenants contained herein, the City and Owner agree as follows:

1. **RECITALS:** The foregoing recitals are incorporated herein as is fully set forth in this Section.

2. **ANNEXATION**

a. City agrees that it will initiate an ordinance annexing the Property into the City once the following conditions are met:

1. All required consents have been received by the City. (See McMinnville Municipal Code (MMC) 16.20.020 for a list of required consents.)

2. A signed Annexation Agreement has been received by the City.

3. The Owner has received a final unappealed land-use approval for city zoning on the property.

b. This agreement is void if the Property is not annexed to the City of McMinnville within five years after the effective date of this Agreement and after the City's receipt of all required consents.

c. Owner may terminate this Agreement by serving written notice to the City no less than 60 days prior to the effective date of the termination. The notice must be received by the City at least 60 days prior to the public hearings for council consideration of the annexation. If the City receives such notice, this Agreement terminates as of the effective date of the notice. After the annexation ordinance is adopted by the City, this Agreement may only be terminated or amended by written consent of the Owner and City. Pursuant to this Agreement, the City agrees that an annexation ordinance will be considered by the McMinnville City Council; however, the City cannot guarantee that the annexation ordinance will be adopted by the City Council.

3. **COMPREHENSIVE PLAN/ZONING**: Prior to the development and annexation of the property, the Owner is required to complete a land-use application for a zoning map amendment for the property in compliance with the McMinnville Comprehensive Plan and McMinnville Zoning Ordinance. Upon successful annexation and a Zone Map Amendment adoption, the City will apply the Zoning designation identified in the land-use application to the property.

4. **DEVELOPMENT:** Owner agrees as follows:

a. Owner shall waive and shall not assert any claim against the City that may now exist or that may accrue through the date of annexation of the Property that it may claim due to its ownership of the Property. This includes any claim arising out of any land use regulation or under Measure 37 (ORS 197.352), Measure 49, and Measure 56 (ORS 227.186).

b. Owner agrees that any development of the property will comply with the City's Zoning Ordinance as it exists now or is later amended. In addition, the development of the Property shall comply with the applicable approved land-use decisions for the property and will incorporate and follow the City's Great Neighborhood Principles as found in the McMinnville Comprehensive Plan and McMinnville Zoning Ordinance as applicable. The Community Development Director or Hearings Body shall determine the applicability of the Great Neighborhood Principles to the subject property as necessary. All development must also comply with federal, state and city regulations.

c. Owner agrees that it will, without any cost to the City, dedicate the necessary rights-of-way or easements for all Planned Improvements identified in the City's Public Facilities Plan and that will be necessary for the development of the property. The Public Facilities Plan includes the Wastewater Conveyance Plan, Water Master Plan, Transportation System Plan, and Parks and Recreation Plan.

All public rights-of-way to be dedicated shall be free and clear of all encumbrances or other restrictions that may interfere with their intended public use.

d. Required frontage improvements will include up to a half street improvement and restriping along NE McDonald Lane and minor improvements to permanently terminate NE Maloney Drive. Right-of-way dedication, any necessary easement vacations, and frontage improvements are subject to review and approval by the City Engineer.

e. Owner agrees to construct a pedestrian mid-block crossing on NE McDonald Lane between NE Grandhaven Street and NE Samson Street. Design and location to be reviewed and approved by the City Engineer and will need to include the installation or replacement of the receiving ramp on the east side of NE McDonald Lane.

f. Owner/Buyer agrees to provide connectivity from the pedestrian crossing at NE McDonald Lane with the stubbed out path on the south end of Chegwyn Park by dedicating a twenty (20) foot public utility easement (PUE) to the City and constructing a ten (10) foot concrete path within the PUE. The path should avoid vehicular/parking lot crossings and conflicts, and the two remaining five (5) feet of buffer on either side of the concrete path within the PUE shall be planted, irrigated and maintained.

This pedestrian path should also provide connectivity to the existing sidewalks along NE Maloney Drive and a connection to the mid-block crossing on NE McDonald Drive required in Section 4(d) of this Agreement.

Path will be subject to design review and approval of the City Engineer.

Owner/Buyer agrees to construct a four to six (6) foot tall fence on the subject site between the Chegwyn Park and the development, with the only opening being twenty (20) feet wide at the path entrance. The fence must be constructed in a way that provides a physical barrier but allows clear visibility through the fence,

such as a vertical bar fence. This will be subject to the approval of the Parks and Recreation Director.

g. Owner shall remove all water rights from Property, unless partial use is otherwise approved by the McMinnville City Council.

h. Owner agrees to not remonstrate against the formation of a local improvement district or reimbursement district created for the purpose of funding public improvements that will serve the Property. This waiver applies to the Property until all utility service and all required infrastructure that will service or benefit the Property is completed and accepted by City. When all of the necessary improvements are completed and accepted by the City, the remonstrance for the local improvement district is terminated.

5. AMENDMENT: This Agreement and any exhibits attached hereto may be amended only by the mutual written consent of both parties.

6. SEVERABILITY: If any provision, covenant or portion of this Agreement or its application to any person, entity, property or portion of property is held invalid, or if any ordinance or resolution adopted pursuant to this Agreement or its application to any person, entity, property or portion of property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants or portions of this Agreement or other ordinances or resolutions passed pursuant hereto, and to that end, all provisions, covenants, and portions of this Agreement and of the ordinances and resolutions adopted pursuant hereto are declared to be severable.

7. NO WAIVER OF RIGHT TO ENFORCE AGREEMENT: Failure of any party to this Agreement to insist upon the strict and prompt performance of the terms, covenants, agreements and conditions herein contained, or any of them, upon any other party imposed, shall not constitute or be construed as a waiver or relinquishment of any party's right thereafter to enforce any such term, covenant, agreement or condition, but the same shall continue in full force and effect.

8. ENTIRE AGREEMENT: This Agreement supersedes all prior agreements, negotiations and exhibits and is a full integration of the entire agreement of the parties relating to the subject matter hereof. The parties shall have no obligations other than specifically stated in this Agreement except those of general applicability.

9. SURVIVAL: The provisions contained in this Agreement shall survive the annexation of the property and shall not be merged or expunged by the annexation of the property or any part thereof to the City.

10. SUCCESSORS AND ASSIGNS: This Agreement shall run with the land described on Exhibit B and inure to the benefit of, and be binding upon, the successors in title of the Owners and their respective successors, grantees, lessees, and assigns, and upon successor corporate authorities of the City and successor municipalities.

11. **TERM OF AGREEMENT**: This Agreement shall be binding upon the parties and their respective successors and assigns for the full statutory term of twenty (20) years, commencing as of the date of this Agreement unless superseded by Section 2.b of this Agreement.

12. **ENFORCEMENT:** Owner agrees that if it fails to perform as required under this Agreement, the City Council may, at the City Council's option, refuse to process any development application submitted for the Property or include as conditions of approval any requirement of this Agreement. Owner hereby waives any claim regarding such conditions of approval, whether to LUBA or to any state or federal court.

13. **ATTORNEY FEES:** In any proceeding to enforce, apply or interpret this Agreement, each party shall bear its own attorneys' fees and costs.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the date first above written.

CITY

Adam Garvin, Interim City Manager
City of McMinnville

OWNER

Barbara Boyer, Chair of YSWCD
Yamhill Soil and Water Conservation District

BUYER

Cory Redding, MAC Multi LLC

Claudia Cisneros

Claudia Cisneros, City Recorder

SEE ATTACHED NOTARIAL CERTIFICATE

STATE OF OREGON)
) ss.
County of Yamhill)

This instrument was acknowledged before me this 4th day of November, 2025 by Adam Garvin, Interim City Manager, on behalf of the City of McMinnville, who acknowledged that he had authority to sign on behalf of the City of McMinnville and this instrument to be the City's voluntary act and deed.

OFFICIAL STAMP
CLAUDIA CISNEROS
NOTARY PUBLIC - OREGON
COMMISSION NO. 1031977
MY COMMISSION EXPIRES JANUARY 5, 2027

Claudia Cisneros
Notary Public for Oregon

STATE OF OREGON)
) ss.
County of Yamhill)

This instrument was acknowledged before me this 24th day of November, 2025 by Barbara Boyer, owner of the property at R4409CD00100, who acknowledged this instrument to be his/her voluntary act and deed.

OFFICIAL STAMP
PEGGY LYNN HOWD
NOTARY PUBLIC - OREGON
COMMISSION NO. 1020150
MY COMMISSION EXPIRES JANUARY 05, 2026

Howd
Notary Public for Oregon

EXHIBIT 1:

Legal Description of the Property to Be Annexed:

A tract of land situated in the southwest one-quarter of Section 9, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

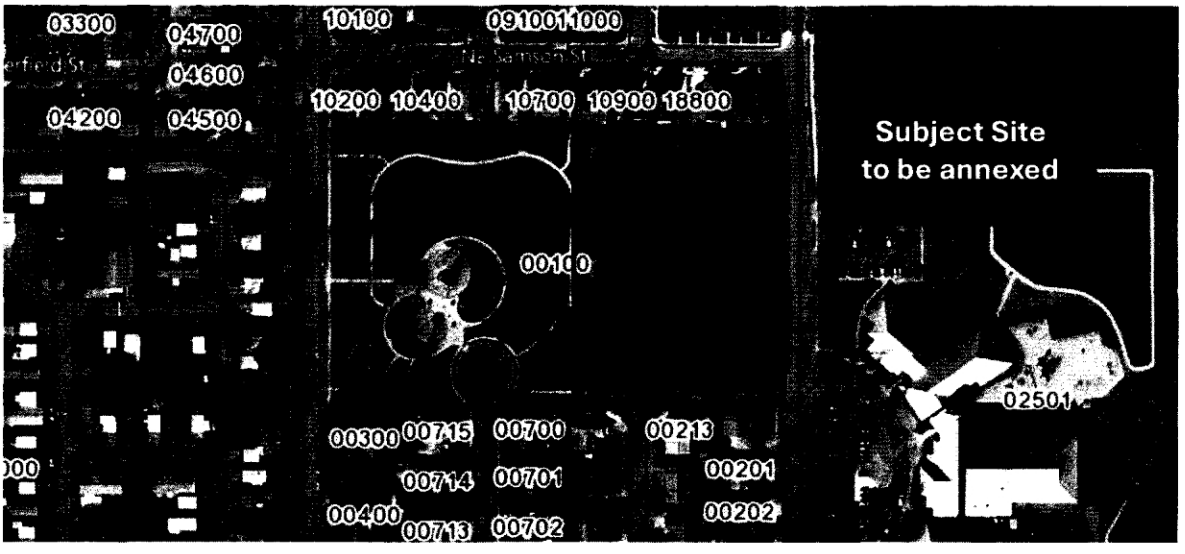
Beginning at a point on the north line of that property described in Instrument No. 200807718, Yamhill County Deed Records, said point bears South 89°52'36" East 410.55 feet from the northwest corner of said property; and running thence:
South 89°52'36" East 325.49 feet along the north line of said property to the northeast corner thereof, said point being on the centerline of McDonald Lane;
thence South 00°00'41" West 424.32 feet along said centerline to the southeast corner of said property;
thence leaving said centerline, North 89°53'13" West 326.29 feet along the south line of said property;
thence leaving said south line, North 00°07'11" East 424.38 feet to the Point of Beginning, containing 3.17 acres of land, more or less.

Bearings are based on the Oregon Coordinate Reference System (OCRS) Salem Zone, referenced to NAD83 (2011), Epoch 2010.00.

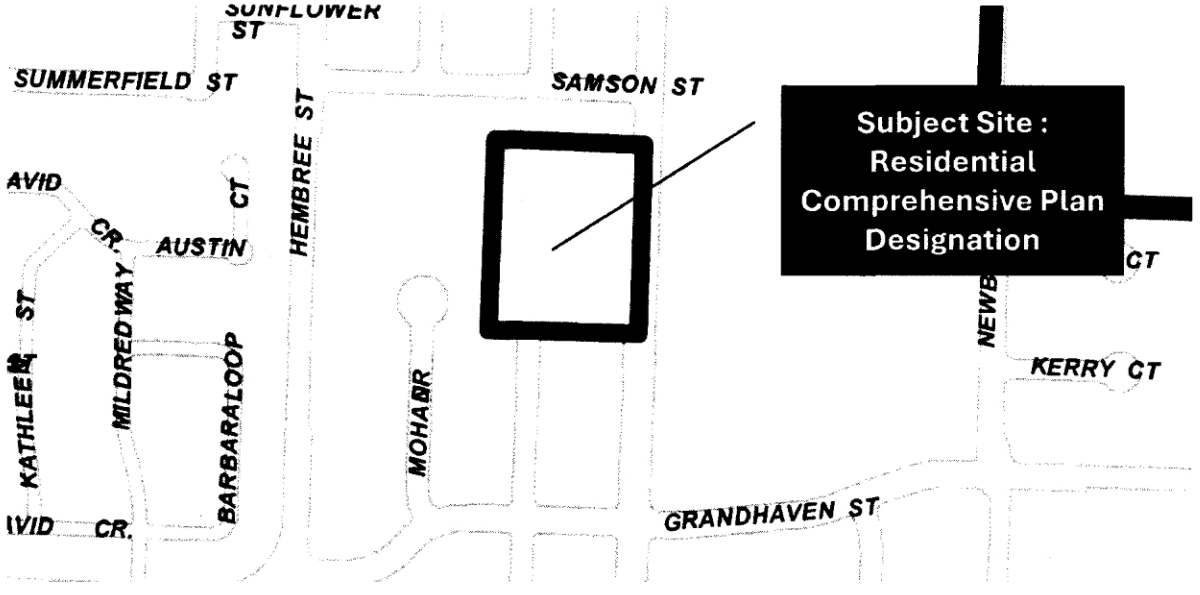
EXHIBIT 2:

Maps of Subject Site:

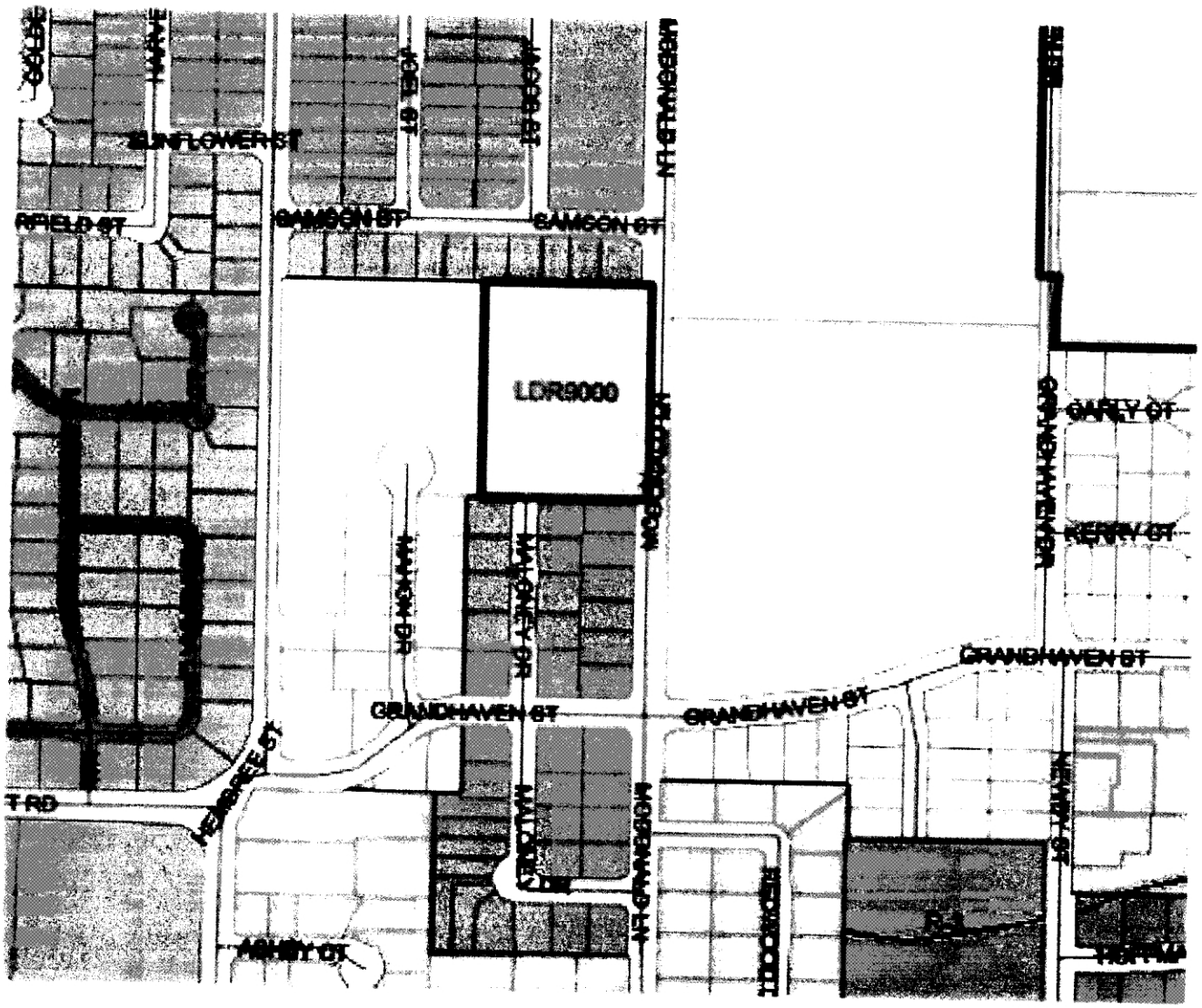
Aerial of Subject Site:



Comprehensive Plan Designation of Subject Site:



Vicinity Map:



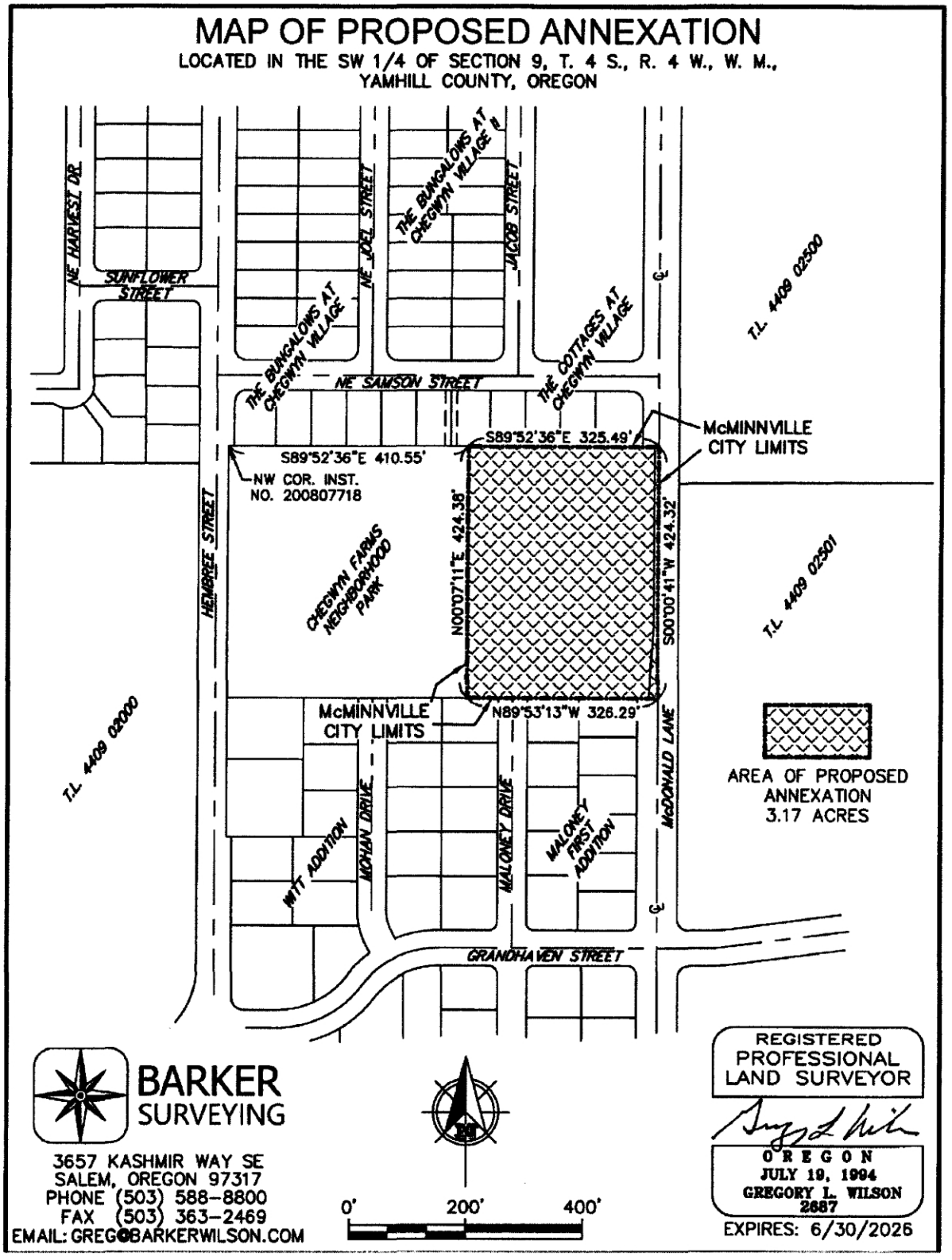

MAP OF PROPOSED ANNEXATION
LOCATED IN THE SW 1/4 OF SECTION 9, T. 4 S., R. 4 W., W. M.,
YAMHILL COUNTY, OREGON
NE HARVEST DR.
SUNFLOWER STREET
NE JOEL STREET
THE BUNGALOWS AT CHEGWYN VILLAGE II
JACOB STREET
THE BUNGALOWS AT CHEGWYN VILLAGE
THE COTTAGES AT CHEGWYN VILLAGE
NE SAMSON STREET
T.L. 4409 02500
S89°52'36"E 325.49'
McMINNVILLE CITY LIMITS
S89°52'36"E 410.55'
NW COR. INST. NO. 200807718
HEMBREE STREET
CHEGWYN FARMS NEIGHBORHOOD PARK
N00°07'11"E 424.38'
S00°00'41"W 424.32'
T.L. 4409 02501
T.L. 4409 02000
McMINNVILLE CITY LIMITS
N89°53'13"W 326.29'
McDONALD LANE
AREA OF PROPOSED ANNEXATION
3.17 ACRES
WITT ADDITION
MOHAN DRIVE
MALONEY DRIVE
MALONEY FIRST ADDITION
GRANDHAVEN STREET
BARKER SURVEYING
3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: GREG@BARKERWILSON.COM
0'
200'
400'
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 19, 1994
GREGORY L. WILSON
2687
EXPIRES: 6/30/2026

EXHIBIT 3:

Proposed Development Plan of Subject Site:

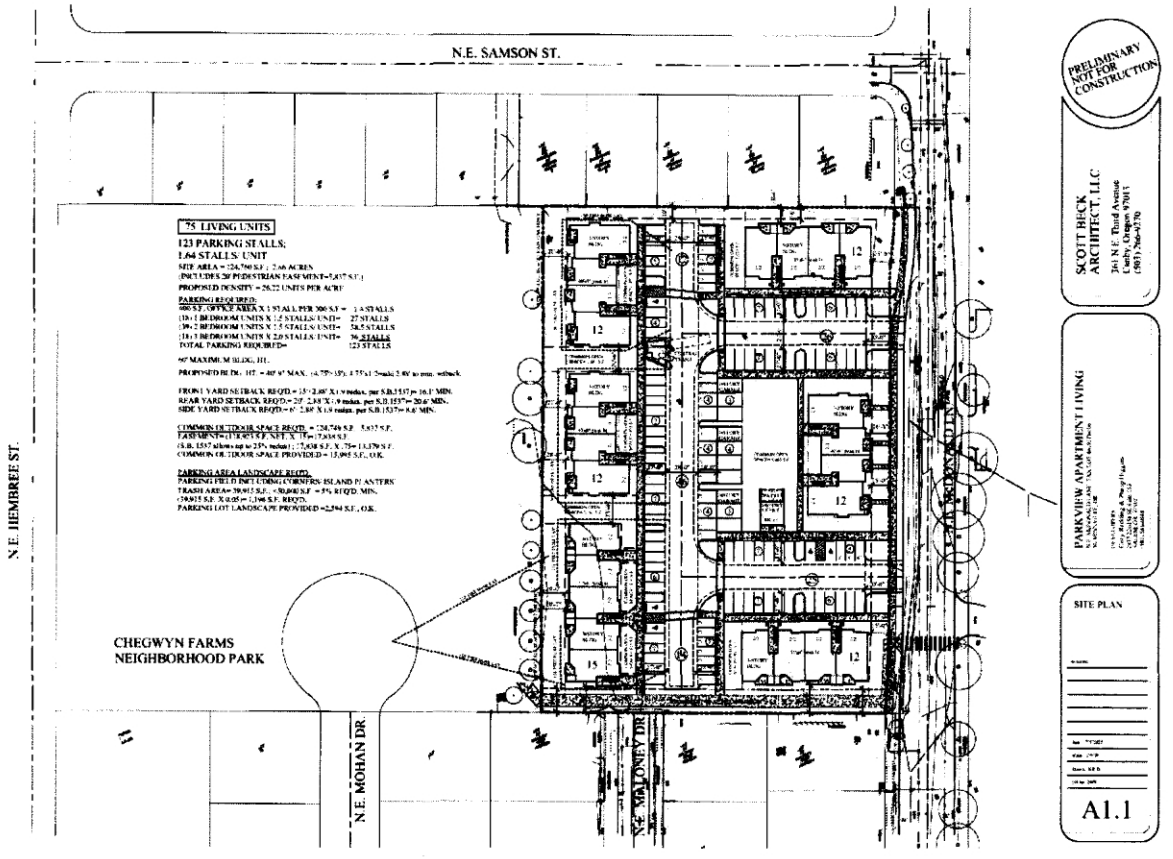


EXHIBIT 3
TITLE REPORT

Preliminary Report

Fidelity National Title - Oregon

File No.: 45142403592

Introducing LiveLOOK

LiveLOOK title document delivery system is designed to provide 24/7 real-time access to all information related to a title insurance transaction.

Access title reports, exception documents, an easy-to-use summary page, and more, at your fingertips and your convenience.

To view your new Fidelity National Title LiveLOOK report, Click Here



Effortless, Efficient, Compliant, and Accessible

Fidelity National Title
Company of Oregon

PRELIMINARY REPORT

In response to the application for a policy of title insurance referenced herein Fidelity National Title Company of Oregon hereby reports that it is prepared to issue, or cause to be issued, as of the specified date, a policy or policies of title insurance describing the land and the estate or interest hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules or Conditions of said policy forms.

The printed Exceptions and Exclusions from the coverage of said policy or policies are set forth in Exhibit One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby.

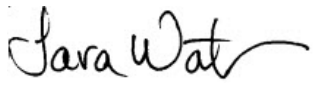
The policy(s) of title insurance to be issued hereunder will be policy(s) of Fidelity National Title Insurance Company, a/an Florida corporation.

Please read the exceptions shown or referred to herein and the Exceptions and Exclusions set forth in Exhibit One of this report carefully. The Exceptions and Exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

This preliminary report is for the exclusive use of the parties to the contemplated transaction, and the Company does not have any liability to any third parties nor any liability until the full premium is paid and a policy is issued. Until all necessary documents are placed of record, the Company reserves the right to amend or supplement this preliminary report.

Countersigned



Tara Waterman

Fidelity National Title
Company of Oregon

900 SW 5th Avenue, Portland, OR 97204
(503)222-2424 FAX (503)227-2274

PRELIMINARY REPORT

ESCROW OFFICER: Lori Medak
Lori.Medak@fnf.com
503-222-2424

ORDER NO.: 45142403592
Supplement 1: Eff Date/Buyer/Sale Price

TITLE OFFICER: Deborah Clark

TO: Fidelity National Title Company of Oregon
900 SW 5th Avenue
Portland, OR 97204

ESCROW LICENSE NO.: 901000243
OWNER/SELLER: Yamhill Soil and Water Conservation District
BUYER/BORROWER: Cory Redding and Philip Higgins and/or assigns
PROPERTY ADDRESS: 3210 NE Hembree Street, McMinnville, OR 97128

EFFECTIVE DATE: September 19, 2024, 08:00 AM

1. THE POLICY AND ENDORSEMENTS TO BE ISSUED AND THE RELATED CHARGES ARE:

	AMOUNT	PREMIUM
ALTA Owner's Policy 2021 **Owner's Standard**	$ 1,300,000.00	$ 2,550.00
OTIRO Endorsement No. 110		$ 0.00
ALTA Loan Policy 2021 **Extended Lender's** **Proposed Insured:**	$ TBD	$ TBD
Government Lien Search		$ 25.00

2. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

   A Fee

3. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

   Yamhill Soil and Water Conservation District

4. THE LAND REFERRED TO IN THIS REPORT IS SITUATED IN THE CITY OF MCMINNVILLE, COUNTY OF YAMHILL, STATE OF OREGON, AND IS DESCRIBED AS FOLLOWS:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"

Legal Description

A tract of land in Section 9, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, being more particularly described as follows:

Beginning at the intersection of the East margin of a 40 foot wide road with the North line of Parcel 1 of Yamhill County Partition Plat 93-56, said intersection being North 20.00 feet, South 89°39' East 103.76 feet and North 605.18 feet from the Northeast corner of the John G. Baker Donation Land Claim No. 48; thence North 424.40 feet along said East margin to an iron rod; thence East 735.95 feet to an iron rod on the West line of GRANDHAVEN SUBDIVISION; thence South 00°06'32" East 424.40 feet along the West line of GRANDHAVEN SUBDIVISION to the Northeast corner of MALONEY'S FIRST ADDITION; thence West 736.75 feet along the North lines of MALONEY'S FIRST ADDITION, WITT ADDITION and Partition Plat 93-56 to the Point of Beginning.

EXCEPTING THEREFROM those portions conveyed to the City of McMinnville for street and roadway purposes by deed recorded January 19, 2010, as Instrument No. 201000868, Deed and Mortgage Records.

FURTHER EXCEPTING THEREFROM that portion conveyed to the City of McMinnville for a perpetual right of way for roadway, pedestrian and public utility purposes, by deed recorded February 28, 2018, as Instrument No. 201802870, Deed and Mortgage Records.

AS OF THE DATE OF THIS REPORT, ITEMS TO BE CONSIDERED AND EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN THE POLICY FORM WOULD BE AS FOLLOWS:

GENERAL EXCEPTIONS:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests or claims, which are not shown by the Public Records but which could be ascertained by an inspection of the Land or which may be asserted by persons in possession thereof.

3. Easements, or claims thereof, which are not shown by the Public Records; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.

4. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.

5. Any lien, or right to a lien, for services, labor, material or equipment rental, or for contributions due to the State of Oregon for unemployment compensation or worker's compensation, heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

SPECIFIC ITEMS AND EXCEPTIONS:

6. The subject property is under public, charitable, fraternal, or religious organization ownership and is exempt from ad valorem taxation. Any change in ownership prior to delivery of the assessment roll may result in tax liability.

Tax Account No.: 125162
Tax Code No.: 40.0 (Split Code)
Map No.: R4409CD 00100

7. The subject property is under public, charitable, fraternal, or religious organization ownership and is exempt from ad valorem taxation. Any change in ownership prior to delivery of the assessment roll may result in tax liability.

Tax Account No.: 642892
Tax Code No.: 40.2 (Split Code)
Map No.: R4409CD 00100

8. City Liens, if any, in favor of the City of McMinnville. None found as of September 25, 2024.

9. Rights of the public to any portion of the Land lying within the area commonly known as streets, roads and highways.

10. Easement(s) for the purpose(s) shown below and rights incidental thereto as reserved in a document;

Reserved by:	Percy Chegwyn and Winifred Chegwyn
Purpose:	Road purposes
Recording Date:	June 26, 1951
Recording No:	Book 162, Page 36
Affects:	East 20 feet

11. Easement(s) for the purpose(s) shown below and rights incidental thereto as reserved in a document;

Reserved by:	C. K. Knickerbocker and Usona H. Knickerbocker
Purpose:	Road purposes
Recording Date:	March 23, 1955
Recording No:	Book 176, Page 408
Affects:	East 20 feet

12. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to:	United States of America
Purpose:	Electric power transmission
Recording Date:	February 23, 1965
Recording No:	Film Volume 43, Page 515
Affects:	Reference is hereby made to said document for full particulars

13. Existing leases and tenancies, if any, and any interests that may appear upon examination of such leases.

14. The following are required when a principal to the proposed transaction is an instrumentality of the state, such as a municipality, a county or other governmental body:

- Certification, with supporting documentation, that the board or other governing authority of the governmental body has approved the transaction in accordance with applicable practices, procedures, rules, ordinances and statutes.
- Certification that a named person or persons, identified by name and position, are authorized to act on behalf of the governmental body in the proposed transaction.
- Verification of the current legal name and good standing of the governmental body when it is a local governmental body other than a city or county.

15. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

16. Facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.

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

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

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

18. Property taxes in an undetermined amount, which are a lien but not yet payable, including any assessments collected with taxes to be levied for the fiscal year 2024-2025.

ADDITIONAL REQUIREMENTS/NOTES:

A. Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, processing, manufacture, sale, dispensing or use of marijuana and psilocybin, the Company is not able to close or insure any transaction involving Land associated with these activities.

B. Recording Charge (Per Document) is the following:

County	First Page	Each Additional Page
Yamhill	$81.00	$5.00

Note: When possible the company will record electronically. An additional charge may be applied.

Note: Please send any documents for recording to the following address:
Portland Title Group
Attn: Recorder
1455 W. Broadway, Suite 1450
Portland, OR. 97201

Please email your release to the following email address: or-ttc-yamhillrecording@ticortitle.com

C. In addition to the standard policy exceptions, the exceptions enumerated above shall appear on the final ALTA Policy unless removed prior to issuance.

D. Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

E. Note: There are no matters against the party(ies) shown below which would appear as exceptions to coverage in a title insurance product:

Parties: Cory Redding and Philip Higgins

F. THE FOLLOWING NOTICE IS REQUIRED BY STATE LAW: YOU WILL BE REVIEWING, APPROVING AND SIGNING IMPORTANT DOCUMENTS AT CLOSING. LEGAL CONSEQUENCES FOLLOW FROM THE SELECTION AND USE OF THESE DOCUMENTS. YOU MAY CONSULT AN ATTORNEY ABOUT THESE DOCUMENTS. YOU SHOULD CONSULT AN ATTORNEY IF YOU HAVE QUESTIONS OR CONCERNS ABOUT THE TRANSACTION OR ABOUT THE DOCUMENTS. IF YOU WISH TO REVIEW TRANSACTION DOCUMENTS THAT YOU HAVE NOT SEEN, PLEASE CONTACT THE ESCROW AGENT.

G. Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

H. NOTE: IMPORTANT INFORMATION REGARDING PROPERTY TAX PAYMENTS

Fiscal Year:	July 1st through June 30th
Taxes become a lien on real property, but are not yet payable:	July 1st
Taxes become certified and payable (approximately on this date):	October 15th
First one third payment of taxes is due:	November 15th
Second one third payment of taxes is due:	February 15th
Final payment of taxes is due:	May 15th

Discounts: If two thirds are paid by November 15th, a 2% discount will apply.
If the full amount of the taxes are paid by November 15th, a 3% discount will apply.

Interest: Interest accrues as of the 15th of each month based on any amount that is unpaid by the due date. No interest is charged if the minimum amount is paid according to the above mentioned payment schedule.

I. Note: If an Owner's Title Insurance Policy is requested, the State of Oregon requires every ALTA Owner's Policy (07-01-2021) to include the OTIRO 110 Endorsement as a supplement to the definition of Insured in said Owner's Policy's Conditions to confirm coverage is the same for an Oregon Registered Domestic Partner as it is for a Spouse.

EXHIBIT ONE

2021 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (07-01-2021)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
   i. the occupancy, use, or enjoyment of the Land;
   ii. the character, dimensions, or location of any improvement on the Land;
   iii. the subdivision of land; or
   iv. environmental remediation or protection.
   b. any governmental forfeiture, police, regulatory, or national security power.
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed, or agreed to by the Insured Claimant;
   b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.
5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or Consumer Protection Law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
   a. fraudulent conveyance or fraudulent transfer;
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extend the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any reason not stated in the Covered Risk 13.b
7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.
8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.
9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

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

2021 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (07-01-2021)
EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
   i. the occupancy, use, or enjoyment of the Land;
   ii. the character, dimensions or location of any improvement on the Land;
   iii. the subdivision of land; or
   iv. environmental remediation or protection;
   b. any governmental forfeiture, police, regulatory, or national security power
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.

   Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.
2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.
3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed or agreed to by the Insured Claimant;
   b. not known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
   a. fraudulent conveyance or fraudulent transfer, or
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any other reason not stated in Covered Risk 9.b.
5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.
6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.
7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

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

EXHIBIT ONE

2006 AMERICAN LAND TITLE ASSOCIATION LOAN POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions or location of any improvement erected on the land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed or agreed to by the Insured Claimant;
   (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with the applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in the Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

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

2006 AMERICAN LAND TITLE ASSOCIATION OWNER'S POLICY (06-17-06)
EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses that arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building and zoning) restricting, regulating, prohibiting or relating to
   (i) the occupancy, use, or enjoyment of the Land;
   (ii) the character, dimensions or location of any improvement erected on the land;
   (iii) the subdivision of land; or
   (iv) environmental protection;
   or the effect of any violation of these laws, ordinances or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
   (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
   (a) created, suffered, assumed or agreed to by the Insured Claimant;
   (b) not known to the Company, not recorded in the Public Records at Date of Policy, but known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   (c) resulting in no loss or damage to the Insured Claimant;
   (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
   (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
   (a) a fraudulent conveyance or fraudulent transfer, or
   (b) a preferential transfer for any reason not stated in the Covered Risk 9 of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage.

SCHEDULE B - GENERAL EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

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

WIRE SAFE™ | Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
http://www.fbi.gov

Internet Crime Complaint Center:
http://www.ic3.gov

TM and © Fidelity National Financial, Inc. and/or an affiliate. All rights reserved

FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE

Effective July 1, 2024

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (*e.g.*, name, address, phone number, email address);
- demographic information (*e.g.*, date of birth, gender, marital status);
- identity information (*e.g.* Social Security Number, driver's license, passport, or other government ID number);
- financial account information (*e.g.* loan or bank account information);
- biometric data (*e.g.* fingerprints, retina or iris scans, voiceprints, or other unique biological characteristics, and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To prevent and detect fraud;
- To maintain the security of our systems, tools, accounts, and applications;
- To verify and authenticate identities and credentials;
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (https://fnf.com/pages/californiaprivacy.aspx) or call (888) 413-1748.

For Connecticut Residents: For additional information about your Connecticut consumer privacy rights, or to make a consumer privacy request, or to appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Colorado Residents: For additional information about your Colorado consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginquiries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes. For additional information about your Oregon consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710

We may disclose the categories of Personal Information and Browsing information listed above to the following categories of third parties:

- FNF affiliates and subsidiaries;
- Non-affiliated third parties, with your consent;
- Business in connection with the sale or other disposition of all or part of the FNF business and/or assets;
- Service providers;
- Law endorsement or authorities in connection with an investigation, or in response to a subpoena or court order.

For Texas Residents: For additional information about your Texas consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

We may disclose the categories of Personal Information and Browsing information listed above to the following categories of third parties:

- FNF affiliates and subsidiaries;
- Non-affiliated third parties, with your consent;
- Business in connection with the sale or other disposition of all or part of the FNF business and/or assets;
- Service providers;
- Law endorsement or authorities in connection with an investigation, or in response to a subpoena or court order.

For Utah Residents: For additional information about your Utah consumer privacy rights, or to make a consumer privacy request, please call (888) 714-2710.

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

For Virginia Residents: For additional information about your Virginia consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's Privacy Inquiry Website or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

BARGAIN AND SALE DEED

KNOW ALL MEN BY THESE PRESENTS, that **Percy Charles Chegwyn** hereinafter referred to as **"GRANTOR,"** for the consideration hereinafter stated, does hereby GRANT, BARGAIN, SELL and CONVEY unto **Yamhill Soil and Water Conservation District (YSWCD)** hereinafter referred to as "GRANTEE," and unto Grantee's heirs, successors and assigns, all of that certain real property with the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining, situated in the County of Yamhill, State of Oregon, described as follows, to-wit:

A tract of land in Section 9, Township 4 South, Range 4 West, Yamhill County, Oregon, Yamhill County Deed Records, being more particularly described as follows:

Beginning at the intersection of the east margin of a 40' wide road with the north line of Parcel 1 of Yamhill County Partition Plat 93-56, said intersection being North 20.00 feet, South 89°39' East 103.76 feet and North 605.18 feet from the Northeast corner of the John G. Baker Donation Land Claim #48; thence North 424.40 feet along said east margin to an iron rod; thence East 735.95 feet to an iron rod on the west line of GRANDHAVEN SUBDIVISION; thence South 00°06'32" East 424.40 feet along the west line of GRANDHAVEN SUBDIVISION to the northeast corner of MALONEY'S FIRST ADDITION; thence West 736.75 feet along the north lines of MALONEY'S FIRST ADDITION, WITT ADDITION and Partition Plat 93-56 to the point of beginning.

SUBJECT TO: All liens, encumbrances, easements and restrictions of record.

To have and to hold the same unto the said Grantee and Grantee's heirs, successors and assigns forever.

The true and actual consideration for this transfer stated in terms of dollars is none, however the actual consideration consists of or includes other property or value given or promised which is the whole consideration.

AFTER RECORDING RETURN TO:
TIM STIEBER
2200 SW SECOND ST
MCMINNVILLE, OR 97128

Until a change is requested, all tax statements shall be sent to the following address:
No change results from this transfer.

OFFICIAL YAMHILL COUNTY RECORDS
JAN COLEMAN, COUNTY CLERK

00299417200800077180040048

$41.00

200807718 3:22:14 PM 5/02/2008

DMR-DDMR Cnt=1 Stn=3 SUSIE
$20.00 $10.00 $11.00

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 197.352. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930 AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 197.352.

IN WITNESS WHEREOF, the Grantor has executed this instrument on this 2nd day of May, 2008.

Percy Charles Chegwyn

Percy Charles Chegwyn

STATE OF OREGON)
) ss.
County of Yamhill)

This Bargain and Sale Deed was acknowledged before me on the 2ND day of MAY, 2008, by **Percy Charles Chegwyn** who acknowledged the foregoing to be his voluntary act and deed.

Before me:

OFFICIAL SEAL
LINDA M WILLIAMS
NOTARY PUBLIC-OREGON
COMMISSION NO. 400564
MY COMMISSION EXPIRES JANUARY 14, 2010

Linda M. Williams
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1/14/2010

Matt Dunckel & Assoc.
Land Surveyors
3765 Riverside Drive
McMinnville, OR 97128
Phone: 503-472-7904
Fax: 503-472-0367
E-Mail: matt@dunckelassoc.com

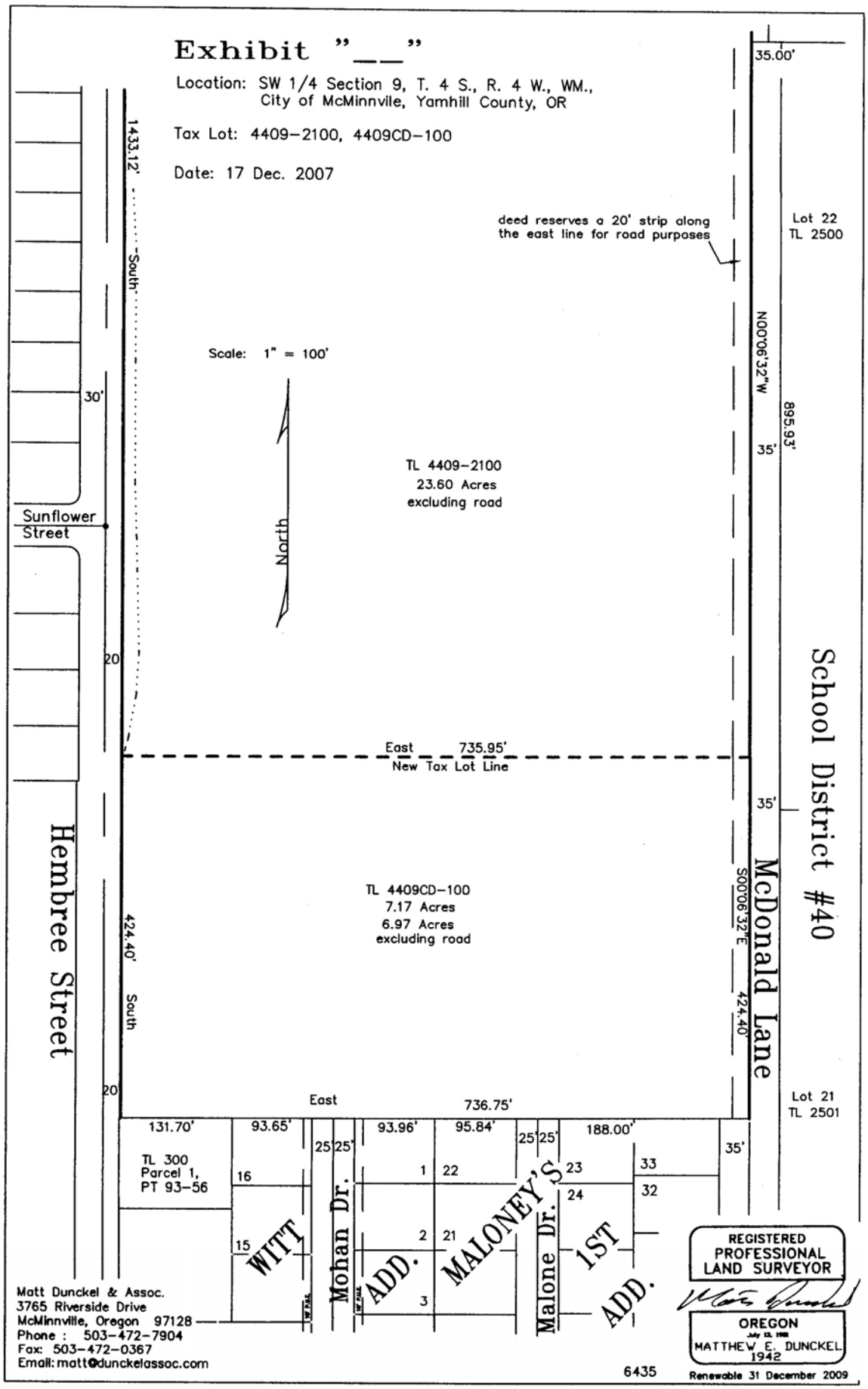
Date: 21 Dec. 2007

CHEGWYN – Legal Description of TL 100 (6.97 Ac.)

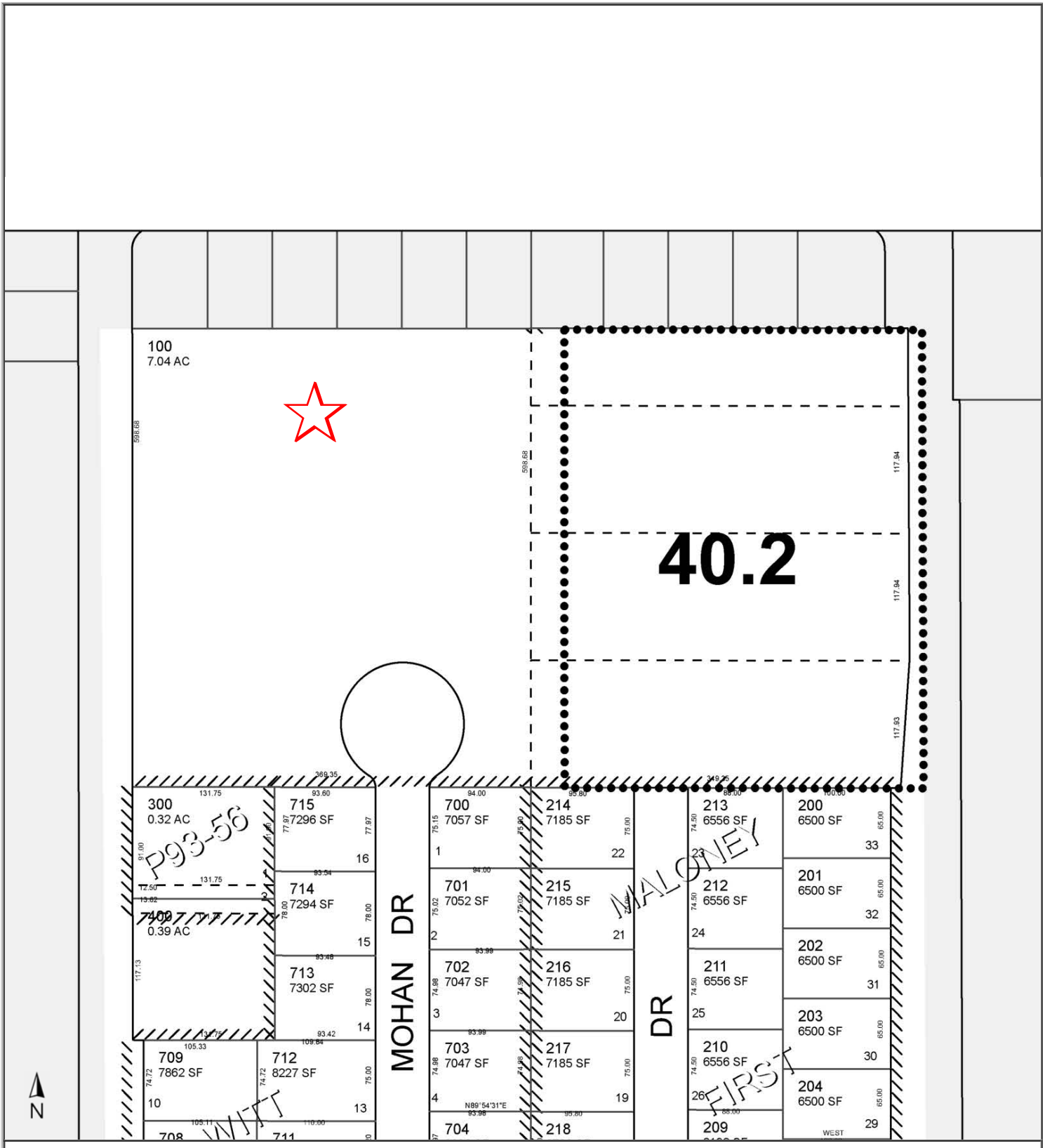
A tract of land in Section 9, Township 4 South, Range 4 West, Yamhill County, Oregon, Yamhill County Deed Records, being more particularly described as follows:

Beginning at the intersection of the east margin of a 40' wide road with the north line of Parcel 1 of Yamhill County Partition Plat 93-56, said intersection being North 20.00 feet, South 89°39' East 103.76 feet and North 605.18 feet from the Northeast corner of the John G. Baker Donation Land Claim #48; thence North 424.40 feet along said east margin to an iron rod; thence East 735.95 feet to an iron rod on the west line of GRANDHAVEN SUBDIVISION; thence South 00°06'32" East 424.40 feet along the west line of GRANDHAVEN SUBDIVISION to the northeast corner of MALONEY'S FIRST ADDITION; thence West 736.75 feet along the north lines of MALONEY'S FIRST ADDITION, WITT ADDITION and Partition Plat 93-56 to the point of beginning.

3/4


Exhibit "__"
Location: SW 1/4 Section 9, T. 4 S., R. 4 W., WM.,
City of McMinnvile, Yamhill County, OR
Tax Lot: 4409-2100, 4409CD-100
Date: 17 Dec. 2007
35.00'
deed reserves a 20' strip along the east line for road purposes
Lot 22
TL 2500
1433.12'
South
Scale: 1" = 100'
N00°06'32"W
895.93'
30'
35'
TL 4409-2100
23.60 Acres
excluding road
Sunflower Street
North
20
East 735.95'
New Tax Lot Line
35'
School District #40
McDonald Lane
TL 4409CD-100
7.17 Acres
6.97 Acres
excluding road
S00°06'32"E
424.40'
Hembree Street
424.40' South
20
East 736.75'
Lot 21
TL 2501
131.70'
93.65'
25' 25'
93.96'
95.84'
25' 25'
188.00'
35'
TL 300
Parcel 1,
PT 93-56
16
15
1
2
3
22
21
23
24
33
32
WITT
Mohan Dr.
ADD.
MALONEY'S
Malone Dr.
1ST
ADD.
REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
MATTHEW E. DUNCKEL
1942
Renewable 31 December 2009
Matt Dunckel & Assoc.
3765 Riverside Drive
McMinnville, Oregon 97128
Phone : 503-472-7904
Fax: 503-472-0367
Email: matt@dunckelassoc.com
6435

4/4



ParcelID: 125162

Tax Account #: R4409CD00100

3210 NE Hembree St, McMinnville OR 97128

This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

Yamhill County, Oregon
"In the heart of the Willamette Valley"
535 NE 5th Street
McMinnville, OR 97128
503-434-7521

Property Account Summary

5/2/2024

Click image above for more information

Account Number	125162	Property Address	3210 NE HEMBREE ST , MCMINNVILLE, OR 97128

General Information

Alternate Property #	R4409CD 00100
Property Description	See Metes & Bounds
Property Category	Land &/or Buildings
Status	Active, Locally Assessed
Tax Code Area	40.0
Remarks	POTENTIAL ADDITIONAL TAX LIABILITY

Tax Rate

Description	Rate
Total Rate	

Property Characteristics

Neighborhood	Misc Exempt
Land Class Category	940 Exempt City Vacant
Account Acres	3.1300
Change Property Ratio	Exempt

Parties

Role	Name
Owner	YAMHILL SOIL AND WATER CONSERVATION DIST

Related Properties

Split Code 642892

Property Values

Value Type	Tax Year 2023	Tax Year 2022	Tax Year 2021	Tax Year 2020	Tax Year 2019
Assessed Value AVR	$700,874	$680,460	$660,641	$641,399	$563,400
Exempt Value EAR	$700,874	$680,460	$660,641	$641,399	$563,400
Taxable Value TVR					
Real Market Land MKLTL	$1,295,507	$1,295,507	$1,137,051	$841,911	$563,400
Real Market Buildings MKITL					
Real Market Total MKTTL	$1,295,507	$1,295,507	$1,137,051	$841,911	$563,400
M5 Market Land MKLND	$1,295,507	$1,295,507	$1,137,051	$841,911	$563,400
M5 Limit SAV M5SAV					
M5 Market Buildings MKIMP					
M50 MAV MAVMK	$700,874	$680,460	$660,641	$641,399	$641,399
Assessed Value Exception					
Market Value Exception					
SA Land (MAVUse Portion) SAVL					

Active Exemptions

307.090-Water Districts

Tax Balance

No Available Tax Charges Information for this Property at the Moment.

Installments Payable/Paid for Tax Year(Enter 4-digit Year, then Click-Here): 2023

Receipts

Date	Receipt No.	Amount Applied	Amount Due	Tendered	Change
No Receipts Found					

Sales History

Sale Date	Entry Date	Recording Number	Sale Amount	Excise Number	Deed Type	Transfer Type	Other Parcels
05/02/2008	05/02/2008	2008-07718	$0.00	140995		X	No
12/28/2007	12/28/2007	2007-27176	$0.00	139616		X	No

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths

Printable Version

Developed by Aumentum Technologies.
@2005-2020 All rights reserved.
Version 4.0.3.0

Yamhill County, Oregon
"In the heart of the Willamette Valley"

535 NE 5th Street
McMinnville, OR 97128
503-434-7521

Property Account Summary

5/2/2024

Click image above for more information

Account Number	642892	Property Address	3210 NE HEMBREE ST , MCMINNVILLE, OR 97128

General Information

Alternate Property #	R4409CD 00100
Property Description	See Metes & Bounds
Property Category	Land &/or Buildings
Status	Active, Host Other Property, Locally Assessed, Use Assessed
Tax Code Area	40.2
Remarks	POTENTIAL ADDITIONAL TAX LIABILITY

Tax Rate

Description	Rate
Total Rate	

Property Characteristics

Neighborhood	Misc Exempt
Land Class Category	940 Exempt City Vacant
Account Acres	3.9100
Change Property Ratio	Exempt

Parties

Role	Name
Owner	YAMHILL SOIL AND WATER CONSERVATION DIST

Related Properties

125162 is Split Code this property

Property Values

Value Type	Tax Year 2023	Tax Year 2022	Tax Year 2021	Tax Year 2020	Tax Year 2019
Assessed Value AVR	$792,133	$769,061	$746,661	$724,914	$703,800
Exempt Value EAR	$792,133	$769,061	$746,661	$724,914	$703,800
Taxable Value TVR					
Real Market Land MKLTL	$1,618,349	$1,618,349	$1,420,406	$1,051,716	$703,800
Real Market Buildings MKITL					
Real Market Total MKTTL	$1,618,349	$1,618,349	$1,420,406	$1,051,716	$703,800
M5 Market Land MKLND	$1,618,349	$1,618,349	$1,420,406	$1,051,716	$703,800
M5 Limit SAV M5SAV					
M5 Market Buildings MKIMP					
M50 MAV MAVMK	$792,133	$769,061	$746,661	$724,914	$712,027
Assessed Value Exception					
Market Value Exception					
SA Land (MAVUse Portion) SAVL					

Active Exemptions

307.090-Water Districts

Tax Balance

No Available Tax Charges Information for this Property at the Moment.

Installments Payable/Paid for Tax Year(Enter 4-digit Year, then Click-Here): 2023

Receipts

Date	Receipt No.	Amount Applied	Amount Due	Tendered	Change
No Receipts Found					

Sales History

Sale Date	Entry Date	Recording Number	Sale Amount	Excise Number	Deed Type	Transfer Type	Other Parcels
05/02/2008	05/02/2008	2008-07718	$0.00	140995		M	No
12/28/2007	12/28/2007	2007-27176	$0.00	139616		M	No

Property Details

Living Area Sq Ft	Manf Struct Size	Year Built	Improvement Grade	Stories	Bedrooms	Full Baths	Half Baths

Printable Version

Developed by Aumentum Technologies.
@2005-2020 All rights reserved.
Version 4.0.3.0

VOL 162 PAGE 56

KNOW ALL MEN BY THESE PRESENTS, That PERCY CHEGWYN and WINIFRED CHEGWYN, husband and wife

in consideration of * * * * * * * * * * * Ten and no/100 * * * * * * * * * * * *Dollars,

to them *paid by* PERCY CHARLES CHEGWYN, a single man

do *hereby grant, bargain, sell and convey unto said* PERCY CHARLES CHEGWYN, a single man

his *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the*

County of Yamhill *and State of Oregon, bounded and described as follows, to-wit:*

The following parcels of land in the James T. Hembree Donation Land Claim No. 46, in Township 4 South, Range 4 West of the Willamette Meridian, in Yamhill County Oregon, described as follows:

PARCEL 1: Beginning on the East line of the County Road 103.98 feet East and 624.55 feet North of the Northeast corner of the John G. Baker Donation Land Claim No. 48; thence North along the East line of said County Road 589.68 feet; thence East 369.35 feet; thence South 589.68 feet; thence West 369.35 feet to the place of beginning. Reserving 20 feet off the East side of said premises for road purposes.

PARCEL 2: Beginning on the East line of the County Road 103.98 feet East and 1214.32 feet North of the Northeast corner of the John G. Baker Donation Land Claim No. 48; thence North along the East line of said County Road 589.68 feet; thence East 738.7 feet; thence South 589.68 feet; thence West 738.7 feet to place of beginning. Reserving 20 feet off the East side of said premeses for road purposes.

PARCEL 3: Beginning on the East line of the County Road 103.98 feet East and 1,804 feet North of the Northeast corner of the John G. Baker Donation Land Claim No. 48; thence North along the East line of said County Road 589.68 feet; thence East 738.7 feet; thence South 589.68 feet; thence West 738.7 feet to place of Beginning. Reserving 20 feet off the East side of the above described premises for road purposes.

PARCEL 4: Beginning at a point on the West line of a 40 foot roadway 1607.68 feet East and 1314.36 feet North of the Northeast corner of the John G. Baker Donation Land Claim; thence West 382.5 feet; thence North 113.88 feet; thence East 382.5 feet to the West line of said 40 foot roadway; thence South along West line of said roadway 113.88 feet to the place of beginning. - - - - - - -

Subject, however, to a mortgage executed by Percy Chegwyn and Winifred Chegwyn, husband and wife, to the Federal Land Bank of Spokane, dated April 3, 1951 and recorded May 21, 1951 in Book 128, Page ____, Mortgage Records, Instrument #28791, given to secure the payment of a note for $5800.00, dated April 3, 1951, with interest thereon.

TO HAVE AND TO HOLD, the above described and granted premises unto the said

PERCY CHARLES CHEGWYN, a single man

his *heirs and assigns forever.*

IN WITNESS WHEREOF, We *the grantor* s *above named hereunto set* our

hand s *and seal* *this* 26th *day of* June *A. D. 1951*

EXECUTED IN THE PRESENCE OF

Percy Chegwyn (SEAL)

Winifred Chegwyn (SEAL)

(SEAL)

(SEAL)

DOCUMENTARY

DOCUMENTARY

STATE OF OREGON,
County of Yamhill } ss.

BE IT REMEMBERED, That on this 26th day of June 19 51,
before me, the undersigned, a Notary Public
in and for said County and State, personally appeared the within named
PERCY CHEGWYN and WINIFRED CHEGWYN, husband and wife
who are known to me to be
the identical individual s described in and who executed the within instrument and acknowledged to me
that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and
seal the day and year last above written.

Notary Public for Oregon.

My Commission Expires November 20, 1951

29160

DEED

Bargain and Sale

PERCY CHEGWYN and WINIFRED CHEGWYN, husband and wife,

TO

PERCY CHARLES CHEGWYN,

a single man

STATE OF OREGON,
County of Yamhill } ss.
I certify that the within instrument was received for record on the 26 day of June A.D. 19 51, at 3:32 o'clock P.M., and recorded in book 162 on page 37, Record of Deeds of said County.
WITNESS my hand and seal of County affixed.
Fee $ Paid. Comb. Ind.
County Clerk.
Recorder of Conveyances.
By [illegible] Deputy.

Percy Chegwyn
Box 3 Rt 3
Mc Minnville, Ore.

FORM No. 3—WARRANTY DEED.

VOL. 171 PAGE 103

KNOW ALL MEN BY THESE PRESENTS, That C. K. Knickerbocker and Usona H. Knickerbocker, husband and wife, - - - - - - - - - - -

in consideration of TEN - *Dollars,*

to them paid by Percy Charles Chegwyn

do hereby grant, bargain, sell and convey unto said Percy Charles Chegwyn

heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the County of Yamhill *and State of Oregon, bounded and described as follows, to-wit:*

PARCEL 1: The NORTH one-tenth of the following real property, a part of the James T. Hembree Donation Land Claim #46 in Township 4 South, Range 4 west of the Willamette Meridian in Yamhill County, Oregon:

Beginning at a point on the West line of a 40 foot roadway at the South East corner of tract conveyed to Robert A.MacNab and wife by Deed recorded June 30, 1936 in Book 111, Page 417, Deed Records, said point is also 1607.68 feet East and 1200.48 feet North of the North East corner of the John G. Baker Donation Land Claim #48 in said Township and Range; thence West 382.5 feet; thence North 1138.82 feet; thence East 382.5 feet to the West line of said 40 foot road; thence South along West line of road 1138.82 feet to the place of beginning.

PARCEL 2: The EAST 1/2 acre of the following described real property:

Part of the James T. Hembree Donation Land Claim #46 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, described as follows: Beginning at a point 40 feet East of the North East corner of the tract conveyed to Lula A. Fuller by Deed recorded November 17, 1938 in Book 114, Page 585, Deed Records, said point also being 1647.68 feet East and 2339.30 feet North of the North East corner of John G. Baker Donation Land Claim #48 in said Township and Range; thence West 805 feet; thence North 141.95 feet; thence South 4° 10' East 805.1 feet to an iron pipe; thence South 382.5 feet to the place of beginning.

PARCEL 3: Part of the James T. Hembree Donation Land Claim Claim #46 in Township 4 South, Range 4 West of the Willamette Meridian, in Yamhill County, Oregon, described as follows:

Beginning at a point 842.68 feet East and 1214.23 feet North of the North East corner of the John G. Baker Donation Land Claim #48 in said Township and Range; thence South 117.93 feet; thence West 369.35 feet; thence North 117.93 feet; thence East 369.35 feet to the place of beginning. Reserving 20 feet off the East end of the above described premises for road purposes.

PARCEL 4: Part of the James T. Hembree Donation Land Claim #46 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

Beginning at a point 842.68 feet East and 1096.30 feet North of the North East corner of the John G. Baker Donation Land Claim #48 in said Township and Range; thence South 117.94 feet; thence West 369.35 feet; thence North 117.94 feet; thence East 369.35 feet to the place of beginning. Reserving 20 feet off of the East end of the above described premises for road purposes.

PARCEL 5: Being a part of the Donation Land Claim of James T. Hembree and wife, Notification #1215, Claim #46 in Township 4 South, Range 4 West of the Willamette Meridian, in Yamhill County, Oregon, said part being more particularly described as follows, to-wit:

Beginning at a point 842.68 feet East and 860.42 feet North of the Northeast corner of the John G. Baker Donation Land Claim #48 in said Township and Range, and running thence South 117.94 feet; thence West 369.35 feet; thence North 117.94 feet; thence East 369.35 feet to the place of beginning. Reserving 20 feet off the East end of said premises for road purposes.

PARCEL 6: Being a part of the Donation Land Claim of James T. Hembree and wife, Notification #1215, Claim #46 in Township 4 South, Range 4 West of the Willamette Meridian, in Yamhill County, Oregon, said part being more particularly described as follows, to-wit:

Beginning at a point 842.68 feet East and 742.48 feet North of the Northeast corner of the John G. Baker Donation Land Claim #48 in said Township and Range, and running thence South 117.93 feet; thence West 369.35 feet; thence North 117.93 feet; thence East 369.35 feet to the place of beginning.

Reserving 20 feet off the East end of the above premises for road purposes.

To Have and to Hold the above described and granted premises unto the said Percy Charles Cherwyn

heirs and assigns forever.

And C. K. Knickerbocker and Usona H. Knickerbocker, *the grantor*s *above named do* covenant to and with the above named grantee *heirs and assigns that* they are *lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,*

and that they *will and* their *heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,*

Witness our *hand*s *and seal*s *this* 21st *day of* March, *19* 55.

Executed in the Presence of

E E Stevens

C K Knickerbocker (SEAL)

Usona H. Knickerbocker (SEAL)

(SEAL)

(SEAL)

DOCUMENTARY
UNITED STATES INTERNAL REVENUE
2.20 TWO DOLLARS AND TWENTY CENTS

STATE OF OREGON,
County of Multnomah } ss.

BE IT REMEMBERED, That on this 21st day of March, 1955, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named C. K. Knickerbocker and Usona H. Knickerbocker, husband and wife, who are known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year last above written.

A G Stassens
Notary Public for Oregon.

My Commission expires Sept. 19, 1958

NOTARY PUBLIC

43044

WARRANTY DEED
(FORM No. 3)

TO

STATE OF OREGON,
County of Yamhill } ss.

I certify that the within instrument was received for record on the 23 day of Mar. 1955 at 2:30 o'clock P. M., and recorded in book ... on page ... Record of Deeds of said County.

Witness my hand and seal of County affixed.

Jack Sauter
County Clerk—Recorder.
By Lucille Lane
Deputy.

STEVENS-NESS LAW PUB. CO., PORTLAND

C. K. Knickerbocker
2135 N. Delaware
Tenant
Portland, Oregon

Tract No. WCT-R-10
WCT-R-12
WCT-R-12AE

VOL 43 PAGE 515

TRANSMISSION LINE EASEMENT

The GRANTOR, PERCY CHARLES CHEGWYN, a single man, for and in consideration of the sum of THREE THOUSAND FOUR HUNDRED NINETY-NINE DOLLARS ($3,499.00), in hand paid by the UNITED STATES OF AMERICA, receipt of which is hereby acknowledged, hereby grants, bargains, sells, and conveys to the UNITED STATES OF AMERICA and its assigns, a perpetual easement and right to enter and erect, maintain, repair, rebuild, operate, and patrol one or more lines of electric power transmission structures and appurtenant signal lines, including the right to erect such poles, transmission structures, wires, cables, and appurtenances as are necessary thereto, in, over, upon, and across the following-described parcels of land in the County of Yamhill, in the State of Oregon, to-wit:



Tracts No. WCT-R-10 and 12

3.85
1 RS



That portion of a strip of land 60 feet in width which lies within the east half of that part of the James T. Hembree Donation Land Claim No. 46, Township 4 South, Range 4 West, Willamette Meridian, Yamhill County, Oregon, described as beginning at a point 111.81 feet North and 1938.30 feet West of the northwest corner of the Madison Malone Donation Land Claim No. 49, said Township and Range; thence S. 0° 30' E. 311.23 feet to a stake; thence East 719 feet; thence North 285.53 feet to a stake; thence N. 89° 16' W. 145.09 feet to a stake; thence North 16.50 feet to the southwest corner of the F. W. Wallace land; thence N. 89° 16' W. 573.33 feet to the point of beginning; and that portion of said strip which lies within those parts of the said James T. Hembree Donation Land Claim No. 46 described as beginning at a point 40 feet East of the northeast corner of a tract of land described in Volume 111 of Deeds, page 154, records of said county, said point of beginning also being 1647.68 feet East of a point 2339.30 feet North of the northeast corner of the John G. Baker Donation Land Claim No. 48; thence West 805 feet; thence North 141.95 feet; thence S. 89° 10' E. 805.1 feet to an iron pipe; thence South 130.25 feet to the point of beginning; also beginning in the east line of the county road 103.98 feet East of a point 2393.68 feet North of the northeast corner of said DLC No. 48; thence along said east line North 98.40 feet to the northwest corner of the Stout-Burdett lands; thence S. 89° 10' E. 738.8 feet; thence South 87.66 feet; thence West 738.7 feet to the point of beginning. The boundaries of said 60-foot strip lie 30 feet from, on each side of, and parallel with the survey line of the United States of America for its Bonneville Power Administration's Walnut City Tap to the Keeler-McMinnville transmission line as now located and staked on the ground over, across, upon, or adjacent to the above-described property, which survey line is particularly described as follows:



Beginning at a point in the west line of the Joseph R. Young Donation Land Claim No. 68, Township 4 South, Range 4 West, Willamette Meridian, S. 2° 52' 00" W. 477.9 feet from the northwest corner of said DLC No. 68, which point is designated as survey station 51+77.0; thence N. 87° 20' 00" W. 2691.8 feet to a point in the east line of the James T. Hembree Donation Land Claim No. 46, said Township and Range, N. 1° 00' 50" E. 72.7 feet from the northwest corner of the Madison Malone Donation Land Claim No. 49, said Township and Range, which point is designated as survey station 78+68.8; thence N. 87° 20' 00" W. 1121.2 feet to survey station 89+90.0; thence N. 84° 15' 30" W. 299.4 feet to survey station 92+89.4; thence N. 87° 19' 00" W. 1977.8 feet to survey station 112+67.2; thence N. 2° 34' 40" W.

1932.8 feet to survey station 132+00.0; thence N. 88° 43' 40" W. 649.7 feet to a point in the west line of the James T. Hembree Donation Land Claim No. 46, said Township and Range, N. 3° 32' 30" E. 2.7 feet from the northeast corner of the George W. Burnett Donation Land Claim No. 66, said Township and Range, which point is designated as survey station 138+49.7.

Tract No. WCT-R-12AE

Also the right in perpetuity to construct, maintain, improve and replace one anchor with guys extending in a southerly direction from the angle structure at survey station 112+67.2 in the James T. Hembree Donation Land Claim No. 46, Township 4 South, Range 4 West, Willamette Meridian, Yamhill County, Oregon; said anchor to extend not more than 30 feet outside the right of way for the Walnut City Tap to Keeler-McMinnville transmission line;

together with the present and future right to clear said right of way and keep the same clear of brush, timber, structures, and fire hazards, provided that fire hazards shall not be interpreted to include any growing crops other than trees.

The above-stated consideration includes payment in full for all of the buildings on said right of way, including fixtures usually included in dwellings, but not including the henhouse, size 16.3 x 24.6 x 8, which must be removed from said right of way by the Grantor, at his expense, by February 6, 1965.

Orchard trees may remain on the right of way except where they interfere with structure locations, and provided they are kept topped, by the owner, to a height not to exceed eighteen feet. Any trees exceeding the limitation may be removed by the United States of America without further compensation, by giving ninety days written notice to the owner thereof of its intention.

TO HAVE AND TO HOLD said easement and rights unto the UNITED STATES OF AMERICA and its assigns, forever.

Except as hereinabove expressly provided, the Grantor covenants to and with the UNITED STATES OF AMERICA and its assigns that the title to all brush, timber or structures existing upon the rights of way on the date hereof shall vest in the UNITED STATES OF AMERICA on said date; and that the consideration stated herein is accepted by the Grantor as full compensation for all damages incidental to the exercise of the rights granted hereunder.

The Grantor also covenants to and with the UNITED STATES OF AMERICA that Grantor is lawfully seized and possessed of the lands aforesaid; has a good and lawful right and power to sell and convey same; that same are free and clear of encumbrances, except as above indicated; and that Grantor will forever warrant and defend the title to said easement and the quiet possession thereof against the lawful claims and demands of all persons whomsoever.

Dated this 6th day of February, 1965.

78849

Percy Charles Chegwyn

Percy Charles Chegwyn

STATE OF OREGON, }
County of Yamhill, } ss.

I, JACK BEELER, County Clerk in and for said County and State, do hereby certify that the within instrument of Writing was received and has been by me duly recorded on Page ..... of Volume ..... of the Records of Deeds for said County, on this 23 day of Feb. A. D. 19 65 at 11:41 o'clock, A.M.

In testimony whereof, I have hereto subscribed my name and affixed my Official Seal.

3 50

JACK BEELER, County Clerk

By Velma V. Turley
Deputy

(Standard form of acknowledgment approved for use with all conveyances in Washington and Oregon)

VOL 43 PAGE 517

STATE OF Oregon)
) ss:
COUNTY OF Jackson)

On the 6th day of February, 1965, personally came before me, a notary public in and for said County and State, the within-named PERCY CHARLES CHEGWYN, a single man,

to me personally known to be the identical person described in and who executed the within and foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal the day and year last above written.

(SEAL)

Notary Public in and for the
State of Oregon
Residing at Portland

My commission expires:
5/5/67

~~STATE OF)~~
~~) ss:~~
COUNTY OF)

On the day of , 19 , personally came before me, a notary public in and for said County and State, the within-named

to me personally known to be the identical person described in and who executed the within and foregoing instrument and acknowledged to me that executed the same as free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal the day and year last above written.

(SEAL)

Notary Public in and for the
State of
Residing at

~~My commission expires:~~

STATE OF)
) ss:
COUNTY OF)

I CERTIFY that the within instrument was received for the record on the day of , 19 , at M., and recorded in book on page , records of of said County.

Witness my hand and seal of County affixed.

By

Deputy.

After recording, please return to:

TITLE SECTION, BRANCH OF LAND
BONNEVILLE POWER ADMINISTRATION
P.O. BOX No. 3537
PORTLAND 8, OREGON

dec 2-1-65

INTERIOR--BONNEVILLE POWER ADMINISTRATION, PORTLAND, OREGON

BPA 177
Rev. 5-2-61

OFFICIAL YAMHILL COUNTY RECORDS
REBEKAH STERN DOLL, COUNTY CLERK

00341201201000008680050050

$61.00

201000868 4:19:15 PM 1/19/2010

DMR-DDMR Cnt=1 Stn=3 SUSIE
$25.00 $10.00 $11.00 $15.00

STREET DEED

KNOW ALL MEN BY THESE PRESENTS, That YAMHILL SOIL AND WATER CONSERVATION DISTRICT, Grantor, grants, conveys and dedicates to the CITY OF McMINNVILLE, a Municipal Corporation of the State of Oregon, Grantee, as and for street and roadway purposes, the real premises described on the attached Exhibit "A" and Exhibit "B", and as shown on the attached Exhibit "C" drawing.

The true and actual consideration for this conveyance is $0.00.

TO HAVE AND TO HOLD the above-described and granted premises unto the CITY OF McMINNVILLE, a Municipal Corporation of the State of Oregon, its successors and assigns as street and roadway forever.

The Grantor hereby covenants that the Grantor is lawfully seized in fee simple of the above described premises, free from all encumbrances, and that Grantor will and Grantors heirs and assigns shall warrant and defend the above-granted premises and every part or parcel thereof against the lawful claims of any persons whomsoever.

This instrument will not allow use of the property described in this instrument in violation of applicable land laws and regulations. Before signing or accepting this instrument the person acquiring fee title to the property should check with the appropriate city or county planning department to verify approved uses.

IN WITNESS WHEREOF, The Grantor above named has hereunto set their hand and seal this 29th day of July 2009.

T. Shiotani Executive Director

YAMHILL SOIL AND WATER CONSERVATION DISTRICT

AFTER RECORDING RETURN TO: City of McMinnville
231 NE 5th Street
McMinnville, Or 97128

SEND TAX STATEMENTS TO: N/A

State of Oregon)
) ss.
County of Yamhill)

BE IT REMEMBERED That on this 29th day of July, 2009, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Tim Stieber, known to me to be the identical individual described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the date and year last above written.

(NOTARY SEAL)

OFFICIAL SEAL
LORIE I ATKINSON
NOTARY PUBLIC - OREGON
COMMISSION NO. 435357
MY COMMISSION EXPIRES FEBRUARY 4, 2013

Lorie I. Atkinson
Notary Public for Oregon
My Commission Expires: 2-4-2013

The City of McMinnville has received the contents of the above legal document and hereby accepts it.

(CORPORATE SEAL)

CITY OF McMINNVILLE CORPORATE SEAL OCT 21 1882 OREGON

By: Jay Pearson, Parks & Recreation Director

Title:

AFTER RECORDING RETURN TO: City of McMinnville
231 NE 5th Street
McMinnville, Or 97128

SEND TAX STATEMENTS TO: N/A

EXHIBIT "A"

EXPIRES 31 DECEMBER 2010

Leland MacDonald & Assoc.
3765 Riverside Drive
McMinnville, OR 97128
Phone: 472-7904
Fax: 472-0367

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 16, 2002
Leland A. MacDonald
53226

15 July 2009

Dedication Descriptions for: YAMHILL SOIL AND WATER CONSERVATION DISTRICT

DEDICATION #1

A 10.00 foot wide strip of land located in Section 9, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, said tract being a portion of that tract of land described in deed to YAMHILL SOIL AND WATER CONSERVATION DISTRICT (YSWCD), recorded in Instrument No. 200807718, Yamhill County Deed Records, said strip of land being more particularly described as follows:

The west 10.00 feet of said YSWCD tract, the west line of which is coincident with the east margin of NORTH HEMBREE STREET, said margin lying parallel to and 20.00 feet distant from, when measured at right angles to, the centerline thereof, shown as DEDICATION #1 on the attached Exhibit "C".

PAGE 3 OF 5

EXHIBIT "B"

EXPIRES 31 DECEMBER 2010

Leland MacDonald & Assoc.
3765 Riverside Drive
McMinnville, OR 97128
Phone: 472-7904
Fax: 472-0367

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JANUARY 16, 2002
Leland A. MacDonald
53226

15 July 2009

DEDICATION #2

A tract of land located in Section 9, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, said tract being a portion of that land described in deed to YAMHILL SOIL AND WATER CONSERVATION DISTRICT (YSWCD), recorded in Instrument No. 200807718, Yamhill County Deed Records, the perimeter of said tract being more particularly described as follows:

Commencing at the southwest corner of said YSWCD tract; thence South 89°57'44" East 224.07 feet along the north lines of Yamhill County Partition Plat 1993-56 and WITT ADDITION to the POINT OF BEGINNING, said point being the beginning of a non-tangent curve concave to the southwest and having a radius of 13.00 feet; thence northwesterly 12.63 feet along said curve, the chord of which bears North 29°20'12" West 12.14 feet, to the beginning of a curve concave to the south and having a radius of 57.00 feet; thence northerly and easterly and southerly 292.72 feet along said curve, the chord of which bears North 89°56'47" East 61.89 feet, to the beginning of a curve concave to the southeast and having a radius of 13.00 feet; thence southwesterly 12.71 feet along said curve, the chord of which bears South 29°03'12" West 12.21 feet, to a point on the north line of said WITT ADDITION; thence North 89°57'44" West 50.01 feet along said north line to the POINT OF BEGINNING shown as DEDICATION #2 on the attached Exhibit "C".

END OF DESCRIPTION

PAGE 4 OF 5

DEDICATION MAP for:

YAMHILL SOIL AND WATER CONSERVATION DISTRICT

LOCATION: SW 1/4 SEC. 9, T. 4 S., R. 4 W., W.M.
A PORTION OF THE JAMES T. HEMBREE DLC #46
CITY OF MCMINNVILLE, YAMHILL COUNTY, OREGON

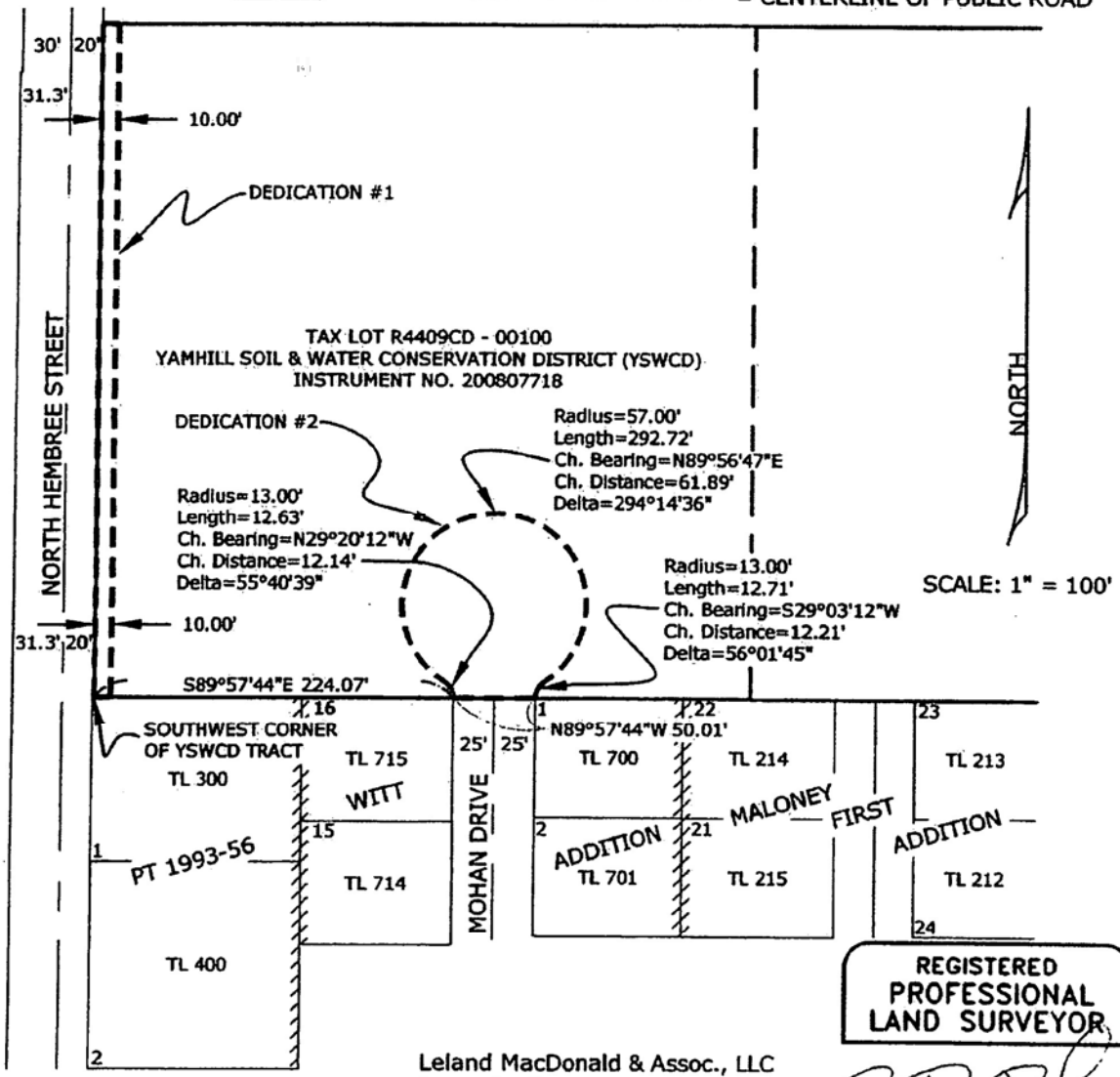
TAX LOT: R4409CD - 00100

DATE: 14 JUNE 2009

Exhibit "C"

Legend

= AREA OF DEDICATION
= EXISTING PROPERTY LINE
= CENTERLINE OF PUBLIC ROAD



REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
January 16, 2002
LELAND A. MACDONALD
53226
Renewable 31 December 2010

Leland MacDonald & Assoc., LLC
formerly dba Matt Dunckel & Assoc.
3765 Riverside Drive
McMinnville, Oregon 97128
Phone: 503-472-7904
Fax: 503-472-0367
Email: lee@macdonaldsurveying.com

#6700

PAGE 5 OF 5

GRANTOR: Yamhill Soil & Water Conservation District
GRANTEE: City of McMinnville, Oregon
CONSIDERATION: $ 0.00

After recording return to:
City of McMinnville
231 NE 5th Street
McMinnville OR 97128

Until a change is requested, all tax statements shall be sent to the following address: N/A

OFFICIAL YAMHILL COUNTY RECORDS
BRIAN VAN BERGEN, COUNTY CLERK

201802870



$56.00

02/28/2018 09:23:37 AM

DMR-DDMR Cnt=1 Stn=2 MILLSA
$20.00 $5.00 $11.00 $20.00

DEDICATION DEED

YAMHILL SOIL & WATER CONSERVATION DISTRICT, GRANTOR, conveys, warrants and dedicates to the CITY OF McMINNVILLE, a Municipal Corporation of the State of Oregon, GRANTEE, a perpetual right-of-way for roadway, pedestrian and public utility purposes, as described in Exhibit "A" and shown in Exhibit "B", attached hereto and incorporated herein by this reference.

The true and actual consideration for this conveyance is $ 0.00 .

The above described property is conveyed free of encumbrances, except as specifically set forth herein: NONE.

The Grantor(s) hereby covenant that the Grantor(s) are lawfully seized of the estate in the property, that the Grantor(s) have good right to convey the same, that at the time of the delivery of the deed the property is free from encumbrances except as specifically set forth on the deed, and that the Grantor(s) warrant and will defend the title to the property against all persons who may lawfully claim the same.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT , THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON' S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT , THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

In construing this deed and where the context so requires, the singular includes the plural.

IN WITNESS WHEREOF, the Grantor above named has hereunto sit their hand this 13 day of Feb, 2018.

By: Barbara Boyer

Title: Chair, Yamhill SWCD

State of Oregon)
) ss.
County of Yamhill)

This record was acknowledged before me on February 13, 2018

By Barbara Boyer as Chair of the Yamhill Soil & Water Conservation District.

OFFICIAL STAMP
LINDSAY NICHOLE ARELLANES
NOTARY PUBLIC-OREGON
COMMISSION NO. 968506
MY COMMISSION EXPIRES NOVEMBER 13, 2021

Notary Public for Oregon
My Commission Expires: NOV. 13, 2021

APPROVAL OF CONVEYANCE (ORS 93.808)
The City of McMinnville has received the contents of the above legal document and hereby accepts it.

By:

Title: City Manager

State of Oregon)
) ss.
County of Yamhill)

This record was acknowledged before me on February 13, 2018

By Jeff Towery as City Manager of the City of McMinnville.

OFFICIAL STAMP
ERICA LYNN THOMAS
NOTARY PUBLIC - OREGON
COMMISSION NO. 957053
MY COMMISSION EXPIRES DECEMBER 11, 2020

Notary Public for Oregon
My Commission Expires: Dec. 11, 2020

EXHIBIT "A"

Leland MacDonald & Assoc., LLC
Land Surveyors
3765 Riverside Drive
McMinnville, OR 97128
Phone: 472-7904
Fax: 472-0367



12 February 2018

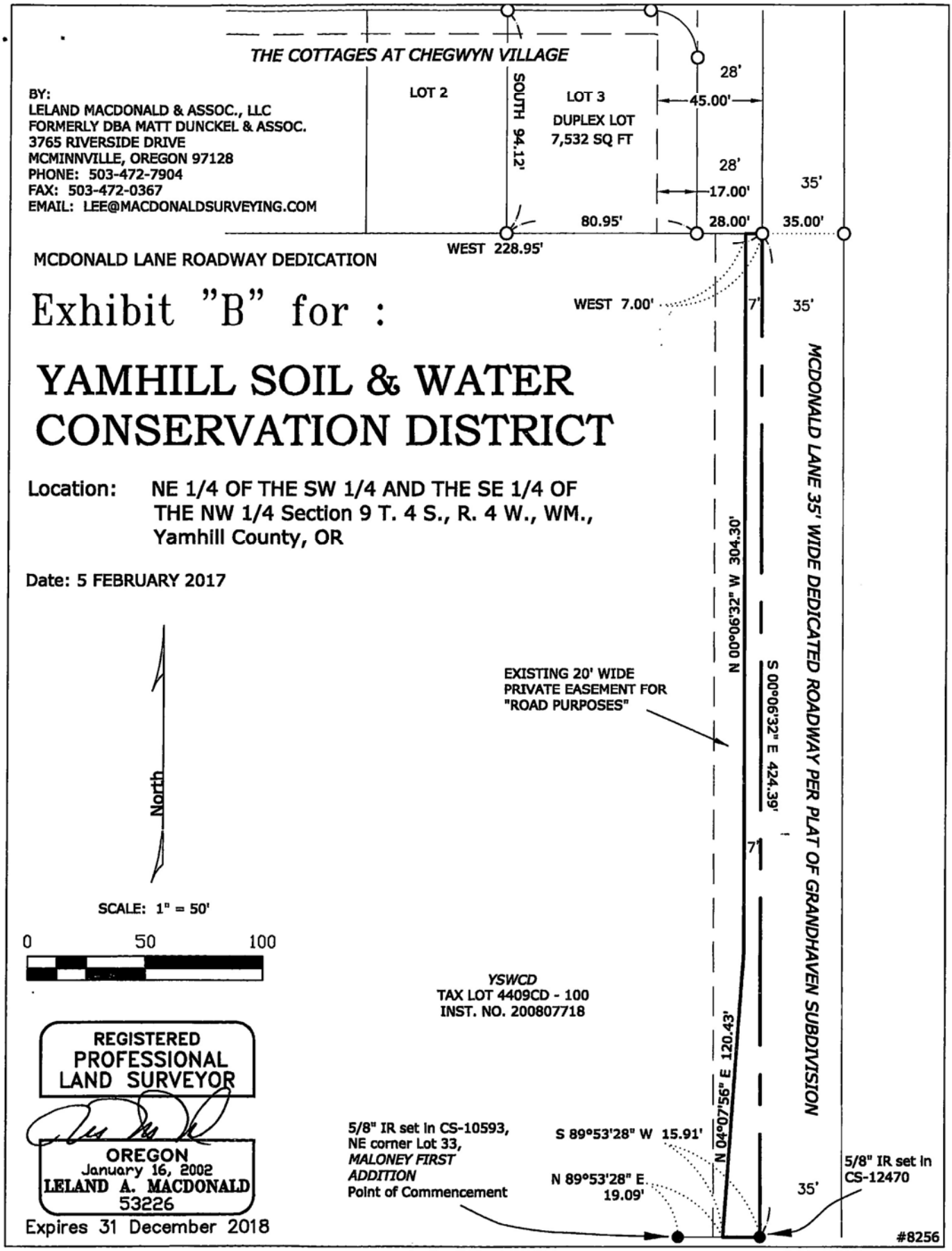
Description of real property for: YAMHILL SOIL & WATER CONSERVATION DISTRICT – ROADWAY DEDICATION

(Tax lot 4409CD-100)

A tract of land located in Section 9, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, being more particularly described as follows:

Commencing at an iron rod marking the northeast corner of Lot 33 of MALONEY 1st ADDITION, being a point on the south line of that tract of land described in deed from Percy Chegwyn to the Yamhill Soil and Water Conservation District (YSWCD) in Instrument No. 200807718 Deed Records of Yamhill County, Oregon; thence North 89°53'28" East 19.09 feet to the POINT OF BEGINNING; thence North 04°07'56" East 120.43 feet to a point that is 7.00 feet westerly from, when measured at right angles to the centerline of McDonald Lane as dedicated in the plat of GRANDHAVEN SUBDIVISION; thence North 00°06'32" West 304.30 feet parallel with and 7.00 feet westerly therefrom, to a point on the south line of Parcel 2 of Partition 2015-10; thence EAST 7.00 feet to an iron rod marking the southeast corner of said Parcel 2, being a point on said centerline; thence South 00°06'32" East 424.39 feet along said centerline to an iron rod marking the southeast corner of said YSWCD tract; thence South 89°53'28" West 15.91 feet along the south line of said tract to the POINT OF BEGINNING, containing 3,506 square feet, more or less.

End Description



BY:
LELAND MACDONALD & ASSOC., LLC
FORMERLY DBA MATT DUNCKEL & ASSOC.
3765 RIVERSIDE DRIVE
MCMINNVILLE, OREGON 97128
PHONE: 503-472-7904
FAX: 503-472-0367
EMAIL: LEE@MACDONALDSURVEYING.COM

MCDONALD LANE ROADWAY DEDICATION

Exhibit "B" for :

YAMHILL SOIL & WATER CONSERVATION DISTRICT

Location: NE 1/4 OF THE SW 1/4 AND THE SE 1/4 OF THE NW 1/4 Section 9 T. 4 S., R. 4 W., WM., Yamhill County, OR

Date: 5 FEBRUARY 2017

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
January 16, 2002
LELAND A. MACDONALD
53226

Expires 31 December 2018

EXHIBIT 4
CONCEPTUAL SITE PLAN

EXHIBIT 4

N.E. SAMSON ST.

N.E. HEMBREE ST.

N.E. MOHAN DR.

N.E. MALONEY DR.

N.E. McDONALD LN.

CHEGWYN FARMS
NEIGHBORHOOD PARK

75 LIVING UNITS

123 PARKING STALLS;
1.64 STALLS/ UNIT

SITE AREA = 124,760 S.F.; 2.86 ACRES
(INCLUDES 20' PEDESTRIAN EASEMENT=5,837 S.F.)

PROPOSED DENSITY = 26.22 UNITS PER ACRE

PARKING REQUIRED:
400 S.F. OFFICE AREA X 1 STALL PER 300 S.F.= 1.4 STALLS
(18) 1 BEDROOM UNITS X 1.5 STALLS/ UNIT= 27 STALLS
(39) 2 BEDROOM UNITS X 1.5 STALLS/ UNIT= 58.5 STALLS
(18) 3 BEDROOM UNITS X 2.0 STALLS/ UNIT= 36 STALLS
TOTAL PARKING REQUIRED= 123 STALLS

60' MAXIMUM BLDG. HT.

PROPOSED BLDG. HT. = 40'-9" MAX. (4.75'>35'); 4.75'x1/2=add 2.88' to min. setback.

FRONT YARD SETBACK REQ'D.= 15'+2.88' X (.9 redux. per S.B.1537)= 16.1' MIN.
REAR YARD SETBACK REQ'D.= 20'+2.88 'X (.9 redux. per S.B.1537)= 20.6' MIN.
SIDE YARD SETBACK REQ'D.= 6'+2.88' X (.9 redux. per S.B.1537)= 8.6' MIN.

COMMON OUTDOOR SPACE REQ'D. = 124,749 S.F.- 5,837 S.F.
EASEMENT= (118,923 S.F. NET. X .15)=17,838 S.F.
(S.B. 1537 allows up to 25% redux) ; 17,838 S.F. X .75= 13,379 S.F.
COMMON OUTDOOR SPACE PROVIDED = 15,995 S.F., O.K.

PARKING AREA LANDSCAPE REQ'D.
PARKING FIELD INCLUDING CORNERS/ ISLAND PLANTERS/
TRASH AREA= 39,915 S.F.; <50,000 S.F. = 5% REQ'D. MIN.
(39,915 S.F. X 0.05)= 1,196 S.F. REQ'D.
PARKING LOT LANDSCAPE PROVIDED =2,594 S.F., O.K.

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT BECK
ARCHITECT, LLC
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

PARKVIEW APARTMENT LIVING
N.E. McDONALD LANE, TAX LOT 4409CD-100
McMINNVILLE, OR

DEVELOPERS:
Cory Redding & Philip Higgins
2837 22nd St SE Suite 155
SALEM, OR. 97302
(503) 581-0048

SITE PLAN

revisions:

date: 7/3/2025
scale: 1"=30'
drawn: S.R.B.
job no: 2409

A1.1

EXHIBIT 5
PROPERTY DESCRIPTION AND ASSESSORS MAP

Order No.: 45142403592
Supplement 1: Eff Date/Buyer/Sale Price

EXHIBIT "A"

Legal Description

A tract of land in Section 9, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, being more particularly described as follows:

Beginning at the intersection of the East margin of a 40 foot wide road with the North line of Parcel 1 of Yamhill County Partition Plat 93-56, said intersection being North 20.00 feet, South 89°39' East 103.76 feet and North 605.18 feet from the Northeast corner of the John G. Baker Donation Land Claim No. 48; thence North 424.40 feet along said East margin to an iron rod; thence East 735.95 feet to an iron rod on the West line of GRANDHAVEN SUBDIVISION; thence South 00°06'32" East 424.40 feet along the West line of GRANDHAVEN SUBDIVISION to the Northeast corner of MALONEY'S FIRST ADDITION; thence West 736.75 feet along the North lines of MALONEY'S FIRST ADDITION, WITT ADDITION and Partition Plat 93-56 to the Point of Beginning.

EXCEPTING THEREFROM those portions conveyed to the City of McMinnville for street and roadway purposes by deed recorded January 19, 2010, as Instrument No. 201000868, Deed and Mortgage Records.

FURTHER EXCEPTING THEREFROM that portion conveyed to the City of McMinnville for a perpetual right of way for roadway, pedestrian and public utility purposes, by deed recorded February 28, 2018, as Instrument No. 201802870, Deed and Mortgage Records.

SEE MAP 4 4 09CA

100
7.04 AC

40.2

300
0.32 AC

400
0.39 AC

P93-56

715 7296 SF 16
714 7294 SF 15
713 7302 SF 14
712 8227 SF 13
711 8281 SF 12
710 8053 SF 11
709 7862 SF 10
708 7875 SF 9
707 19634 SF

MOHAN DR

700 7057 SF 1
701 7052 SF 2
702 7047 SF 3
703 7047 SF 4
704 8836 SF 5

214 7185 SF 22
215 7185 SF 21
216 7185 SF 20
217 7185 SF 19
218 8729 SF 18
219 6995 SF 17
705 8445 SF
706 8220 SF

MALONEY DR

213 6556 SF 23
212 6556 SF 24
211 6556 SF 25
210 6556 SF 26
209 8192 SF 27
208 8048 SF 16
207 6514 SF 14
206 8048 SF 15
205 6614 SF 28
204 6500 SF 29
203 6500 SF 30
202 6500 SF 31
201 6500 SF 32
200 6500 SF 33

GRANDHAVEN ST

1205 6514 SF 8
1206 6382 SF 7B
1207 5912 SF 7A
1208 5900 SF 6B
1209 5056 SF 6A
1210 7799 SF
1211 6848 SF 5B
1212 8419 SF 5A
1204 6514 SF 9
1203 6514 SF 10
1202 6502 SF 11
1200 6514 SF 13
1201 6599 SF 12

MALONEY LOOP

ADD

800
0.92 AC

40.0

901
0.57 AC

801
0.43 AC

1000 5460 SF 9A
1001 4478 SF 9B
1002 9162 SF 8
1003 10701 SF 7
1004 9159 SF 6
1005 9039 SF 5
1006 9518 SF 4
1007 9070 SF 3
1008 9057 SF 2
1009 4081 SF 1B
1010 5214 SF 1A

ASHBY CT

WYATT

FIRST

GRANDHAVEN

BUEL DR

30TH ST

REDWOOD DR

LN

SEE MAP 4 4 16BA

SEE MAP 4 4 16BB

SEE MAP 4 4 09DC

SEE MAP 4 4 16AB

1843
YAMHILL COUNTY

ASSESSMENT & TAX CARTOGRAPHY

S.E.1/4 S.W.1/4 SEC. 9 T.4 S. R.4 W. W.M.
1"=100'

- Taxlot Boundary
- Historical Line
- Subdivison/Plat Boundary
- RailRoad
- Water Body (Non TL Boundary)
- DLC Boundary
- DLC Corner
- Tax Levy Code Boundary
- Map Index Boundary

CANCELLED TAXLOTS

1400
1300
600
500
402
401
302
301
902
1100

MAP DATE: 9/24/2025

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

EXHIBIT 6
LEGAL DESCRIPTION AND MAP ZONE CHANGE

Legal Description For:
Proposed Annexation Tract

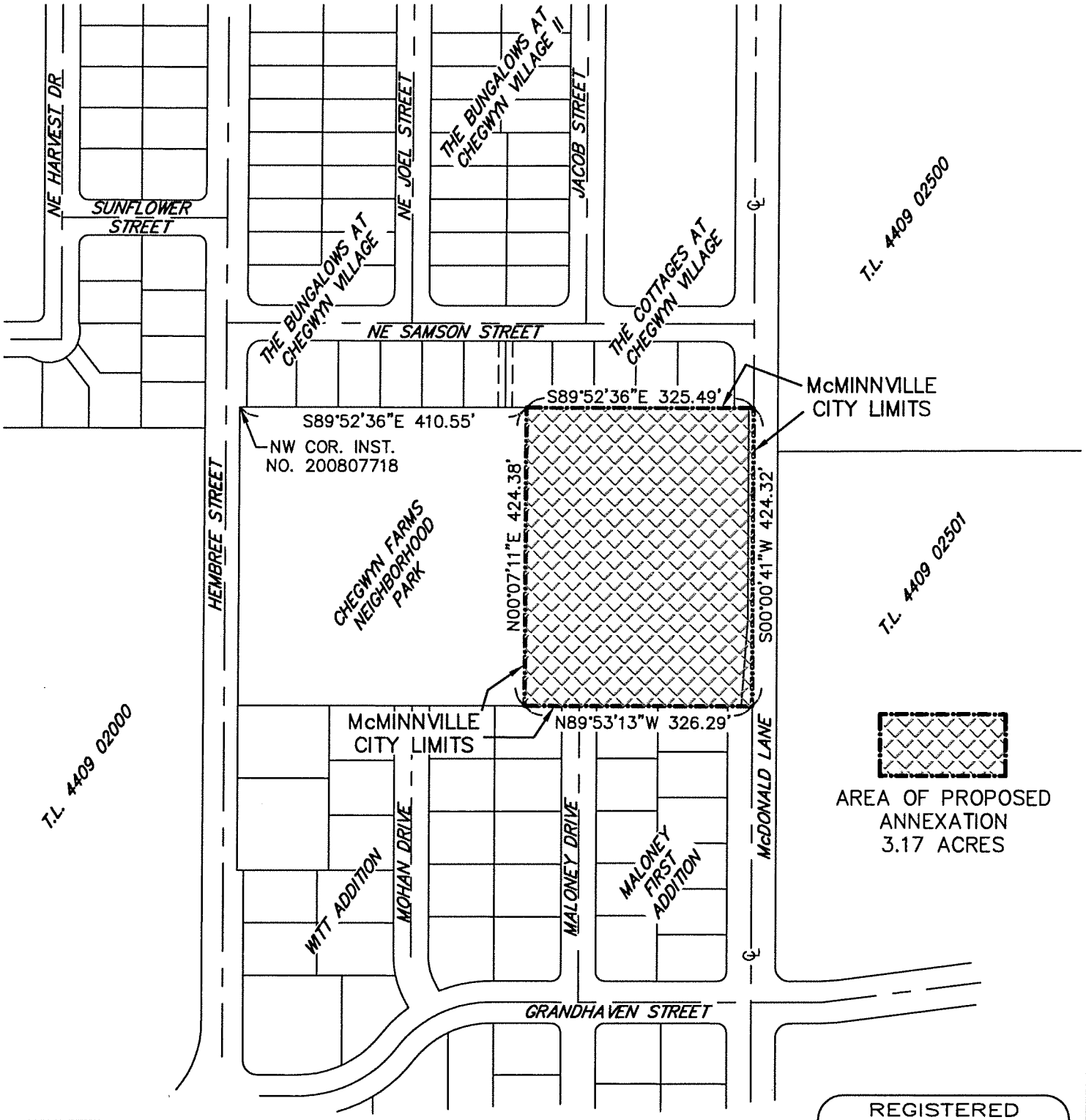
A tract of land situated in the southwest one-quarter of Section 9, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon, more particularly described as follows:

Beginning at a point on the north line of that property described in Instrument No. 200807718, Yamhill County Deed Records, said point bears South 89°52'36" East 410.55 feet from the northwest corner of said property; and running thence:
South 89°52'36" East 325.49 feet along the north line of said property to the northeast corner thereof, said point being on the centerline of McDonald Lane;
thence South 00°00'41" West 424.32 feet along said centerline to the southeast corner of said property;
thence leaving said centerline, North 89°53'13" West 326.29 feet along the south line of said property;
thence leaving said south line, North 00°07'11" East 424.38 feet to the Point of Beginning, containing 3.17 acres of land, more or less.

Bearings are based on the Oregon Coordinate Reference System (OCRS) Salem Zone, referenced to NAD83 (2011), Epoch 2010.00.

MAP OF PROPOSED ANNEXATION

LOCATED IN THE SW 1/4 OF SECTION 9, T. 4 S., R. 4 W., W. M.,
YAMHILL COUNTY, OREGON



BARKER SURVEYING

3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: GREG@BARKERWILSON.COM

0' 200' 400'

REGISTERED PROFESSIONAL LAND SURVEYOR

OREGON
JULY 19, 1994
GREGORY L. WILSON
2687

EXPIRES: 6/30/2026

EXHIBIT 7
SIGNED STATEMENT OWNERSHIP

Signed Statement Ownership

The subject property located at S.E. ¼ S.W. ¼ Section 9, T.M. 4.4.09CD T. 4S, R. 4W, W.M. T.L. 100, under ownership by Yamhill Soil and Water Conservation District (YSWCD) is under option to purchase by MAC MULTI LLC – Cory Redding. MAC MULTI LLC – Cory Redding has consent to apply for a Zone Change application for the property.

Andy Bleckinger, Executive Director

11/24/25
Date

EXHIBIT 8
NEIGHBORHOOD MEETING MATERIAL

MAC MULTI LLC

October 29th, 2025

RE: Neighborhood Meeting for Proposed Zone Map Amendment

Dear Resident and/or Property Owner:

MAC Multi LLC is proposing to annex the property at Tax Lot R4409CD00100 on NE McDonald Lane into the city limits and to request the R-4 (Medium, High Density) Zone designation. MAC Multi LLC is proposing to construct a 75-unit multifamily housing project called Parkview Apartment Living in six buildings 3-stories in height, with parking, landscaping and common outdoor space. The property is shown on the attached map. The subject property is located north of NE Grandhaven Street and west of NW McDonald Lane. It is identified by the Yamhill County Assessor as Tax Lot 100 (portion) of Tax Map 4.4.09CD. The proposed development would be on approximately 3.17 acres (gross).

The purpose of the meeting is to provide a forum for the applicant and surrounding property owners/residents to review the zoning proposal and to identify issues so that they may be considered before the land use application is submitted to the City. This meeting gives you the opportunity to share any special information you know about the property involved. We will attempt to answer questions relevant to the McMinnville Zoning Ordinance Standards.

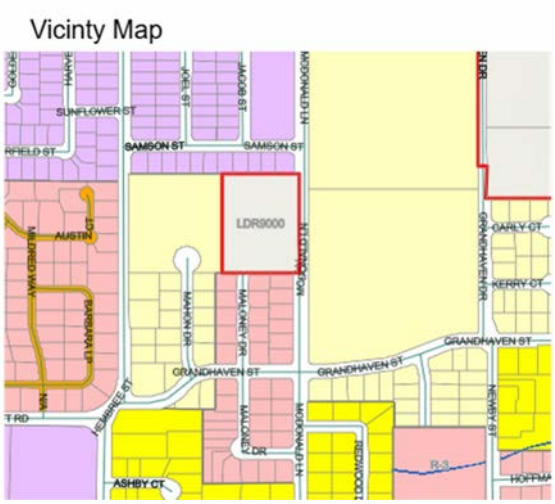
You are invited to attend a neighborhood meeting regarding the proposal:

Tuesday, November 25, 2025, at 6 p.m.
Golden Valley Brew Pub
980 NE 4th Street
McMinnville, OR 97128

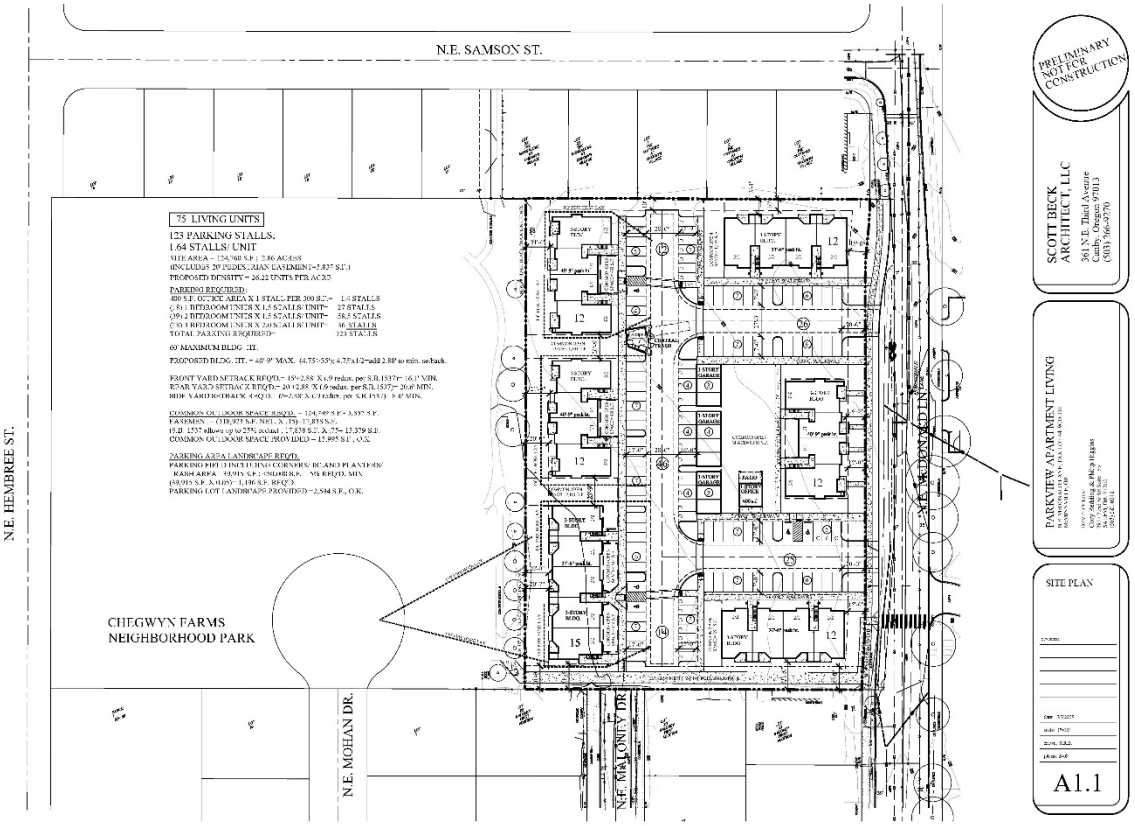
Please note this will be an informal meeting based on preliminary information and development plans. We look forward to discussing this proposal with you. Feel free to contact me at 503-689-4460 or gage@cdredding.com, or Doug Rux at 971-275-7781, drux11@yahoo.com.

Sincerely,

Gage Redding



Conceptual Site Plan



	PIN	SITUS	OWNER1	OWNER2	MAILING ADDRESS	CITY	STATE	ZIP CODE
1	R4409CD 00709	3008 NE HEMBREE ST	BLAIR TASHINA		3008 NE HEMBREE ST	MCMINNVILLE	OR	97128
2	R4409CD 00209	3122 NE MALONEY DR	REINHARDT JOHN E TRUSTEE	HALL PEGGY E TRUSTEE	825 NE 27TH ST	MCMINNVILLE	OR	97128
3	R4409CD 00218	3111 NE MALONEY DR	TERRAMARK PROPERTIES LLC		PO BOX 694	MCMINNVILLE	OR	97128
4	R4409CD 00704	3118 NE MOHAN DR	CARLSON ROBERT D		15051 SW HIDDEN HILLS RD	MCMINNVILLE	OR	97128
5	R4409CD 00204	3131 NE MCDONALD LN	SILVA SVEIDY M GARCIA	RODRIGUEZ SAMANTA SILVA	3131 NE MCDONALD LN	MCMINNVILLE	OR	97128
6	R4409CD 00210	3142 NE MALONEY DR	RIVERA JOSE A	RIVERA SYLVIA L	PO BOX 1535	MCMINNVILLE	OR	97128
7	R4409CD 00217	3149 NE MALONEY DR	VASQUEZ PAUL S		3149 NE MALONEY DR	MCMINNVILLE	OR	97128
8	R4409CD 00712	3145 NE MOHAN DR	BURGESS GARY	BURGESS KAREN C	3145 NE MOHAN DR	MCMINNVILLE	OR	97128
9	R4409CD 00703	3146 NE MOHAN DR	FLORES MARIA G MARIN		3146 NE MOHAN DR	MCMINNVILLE	OR	97128
10	R4409CD 00203	3155 NE MCDONALD LN	JESTER MICHAEL D	JESTER HOLLY J	3155 NE MCDONALD LN	MCMINNVILLE	OR	97128
11	R4409CD 00211	3188 NE MALONEY DR	MCMILLAN ROBERT E	MCMILLAN KELLY S	3188 NE MALONEY DR	MCMINNVILLE	OR	97128
12	R4409CD 00216	3181 NE MALONEY DR	HERR DAVID M	HERR CHERYL A	3181 NE MALONEY DR	MCMINNVILLE	OR	97128
13	R4409CD 00713	3187 NE MOHAN DR	LONG ROBERT G	LONG ZACHARIAH J	3187 NE MOHAN DR	MCMINNVILLE	OR	97128
14	R4409CD 00702	3180 NE MOHAN DR	ALAIMO MICHELLE		3180 NE MOHAN DR	MCMINNVILLE	OR	97128
15	R4409CD 00202	3177 NE MCDONALD LN	SORIANO GRISELDA A	SORIANO DELIO	3177 NE MCDONALD LN	MCMINNVILLE	OR	97128
16	R4409CD 00400	3010 NE HEMBREE ST	MENDES DA COSTA NAPOLEON A	MENDES DA COSTA RUTH	3010 NE HEMBREE ST	MCMINNVILLE	OR	97128
17	R4409CD 00212	3216 NE MALONEY DR	ONDUSKO MICHAEL L		1533 23RD AVE	LONGVIEW	WA	98632
18	R4409CD 00215	3213 NE MALONEY DR	SCHMIDT ELSA Z		3213 NE MALONEY DR	MCMINNVILLE	OR	97128
19	R4409CD 00201	3213 NE MCDONALD LN	SOSA JOHN	SLATE LINDSAY	3213 NE MCDONALD LN	MCMINNVILLE	OR	97128
20	R4409CD 00701	3216 NE MOHAN DR	HORLYK ANNETTE M TRUSTEE	HORLYK LIVING TRUST	3216 NE MOHAN DR	MCMINNVILLE	OR	97128
21	R4409CD 00714	3215 NE MOHAN DR	MENDEZ ALEJANDRO CAZARES		3215 NE MOHAN DR	MCMINNVILLE	OR	97128
22	R4409CD 00200	3237 NE MCDONALD LN	GIBSON KATHLEEN D TRUSTEE	GIBSON KATHLEEN D TRUST	3237 NE MCDONALD LN	MCMINNVILLE	OR	97128
23	R4409CD 00213	3248 NE MALONEY DR	GARCIA TAMI		3248 NE MALONEY DR	MCMINNVILLE	OR	97128
24	R4409CD 00214	3245 NE MALONEY DR	CHOUINARD MICHAEL R	CHOUINARD-CHAFFEE JENNIFER L	3245 NE MALONEY DR	MCMINNVILLE	OR	97128
25	R4409CD 00700	3242 NE MOHAN DR	SORIANO GABRIEL DIAZ	VAZQUEZ ERIKA CABANAS	PO BOX 813	MCMINNVILLE	OR	97128
26	R4409CD 00715	3243 NE MOHAN DR	SHIELDS STEPHANIE A TRUSTEE	SHIELDS STEPHANIE A TRUST	3 CALLE DE MONTANAS	SANTA FE	NM	87507
27	R4409CD 00300	3200 NE HEMBREE ST	SELF HANNAH J	OWENS RAYVON J	3200 NE HEMBREE ST	MCMINNVILLE	OR	97128
28	R4409CA 10400	880 NE SAMSON ST	HOLDER LAWRENCE	HOLDER PATRICIA	880 NE SAMSON ST	MCMINNVILLE	OR	97128
29	R4409CA 10500	900 NE SAMSON ST	CAHILL BRANDON L		568 4TH ST	BROOKLYN	NY	11215
30	R4409CD 00100	3210 NE HEMBREE ST	YAMHILL SOIL AND WATER CONSERVATION DIST		2200 SW 2ND ST	MCMINNVILLE	OR	97128
31	R4409CD 00100	3210 NE HEMBREE ST	YAMHILL SOIL AND WATER CONSERVATION DIST		2200 SW 2ND ST	MCMINNVILLE	OR	97128
32	R4409 02000	655 NE BURNETT RD	COMMONWEALTH INVESTORS HEATHER MANOR LLC		18150 SW BOONES FERRY RD	PORTLAND	OR	97224
33	R4409CA 05200	3425 NE HEMBREE ST	HALVERSON CODY T	HALVERSON STEPHANIE R	3425 NE HEMBREE ST	MCMINNVILLE	OR	97128
34	R4409CA 18900	990 SAMSON ST	LARSEN BRIAN M		1674 NW EMERSON CT	MCMINNVILLE	OR	97128
35	R4409CA 18800	982 SAMSON ST	CHRISTIE JORDAN B	CHRISTIE KATHRYN L	982 NE SAMSON ST	MCMINNVILLE	OR	97128
36	R4409CA 18700	978 SAMSON ST	FREDERICK WAYNE F	FREDERICK CATHERINE A	978 NE SAMSON ST	MCMINNVILLE	OR	97128
37	R4409CA 04400	3422 NE HARVEST DR	HARNETT JOFFRE	HARNETT ILEANA	3422 NE HARVEST DR	MCMINNVILLE	OR	97128
38	R4409CA 10900	972 NE SAMSON ST	GRAY ALICIA A TRUSTEE	GRAY ALICIA A TRUST	972 NE SAMSON ST	MCMINNVILLE	OR	97128
39	R4409CA 10800	956 NE SAMSON ST	HEWLETT CLIFFORD	KELLY LAUREN	20215 POWERS RD STE 306	BEND	OR	97702
40	R4409CA 04300	754 NE SUMMERFIELD ST	REIBOLD DARYL		PO BOX 657	YAMHILL	OR	97148
41	R4409CA 10700	930 NE SAMSON ST	KIPPENHAN MICHAEL G &	AGRE-KIPPENHAN SUSAN	930 NE SAMSON ST	MCMINNVILLE	OR	97128
42	R4409CA 10600	914 NE SAMSON ST	CARLSON KENNETH P TRUSTEE	CARLSON NANCY S TRUSTEE	914 NE SAMSON ST	MCMINNVILLE	OR	97128
43	R4409CA 10300	848 NE SAMSON ST	TATEISHI RYAN	GROOTHUIS RACHEL M	848 NE SAMSON ST	MCMINNVILLE	OR	97128
44	R4409CA 10200	832 NE SAMSON ST	BROWN KAREN A		832 NE SAMSON ST	MCMINNVILLE	OR	97128
45	R4409CA 04500	3436 NE HARVEST DR	SHURTS CHRISTOPHER M	SHURTS ANGELA G	3436 NE HARVEST DR	MCMINNVILLE	OR	97128
46	R4409CA 05100	3451 NE HEMBREE ST	WESTVALE PROPERTY MANAGEMENT LLC		2470 SW WEST WIND DR	MCMINNVILLE	OR	97128
47	R4409CA 04600	3466 NE HARVEST DR	PATTERSON SHIRLEY J TRUSTEE	PATTERSON FAMILY REVOC LIVING TR	3466 NE HARVEST DR	MCMINNVILLE	OR	97128

48	R4409 02501	3200 NE MCDONALD LN	MCMINNVILLE SCHOOL DISTRICT NO 40		1500 N BAKER ST	MCMINNVILLE	OR	97128
49	R4409 02500	3200 NE MCDONALD LN	MCMINNVILLE SCHOOL DISTRICT NO 40		1500 N BAKER ST	MCMINNVILLE	OR	97128
50	R4409CA 05000	3473 NE HEMBREE ST	GONZALEZ LUCIANO BOLANOS		3473 NE HEMBREE ST	MCMINNVILLE	OR	97128
51	R4409CA 04700	3474 NE HARVEST DR	STENSON MATTHEW A		3474 NE HARVEST DR	MCMINNVILLE	OR	97128
52	R4409CA 11000	3487 NE JACOB ST	GEPHART JEANNIE	GEPHART TIMOTHY	3487 NE JACOB ST	MCMINNVILLE	OR	97128
53	R4409CA 09101		ALAN RUDEN INC		PO BOX 570	MCMINNVILLE	OR	97128
54	R4409CA 09100	3494 NE JOEL ST	STUDEBAKER PAUL E CO-TRUSTEE	STUDEBAKER LINETTE A CO-TRUSTEE	3494 NE JOEL ST	MCMINNVILLE	OR	97128
55	R4409CA 09200	3489 NE JOEL ST	MATTHEWS EDWARD P	MATTHEWS HAZEL R	3489 NE JOEL ST	MCMINNVILLE	OR	97128
56	R4409CA 10100	3480 NE HEMBREE ST	HOLTE GAIL A		3480 NE HEMBREE ST	MCMINNVILLE	OR	97128
57	R4409CA 11100	3495 NE JACOB ST	GOLDSTEIN TRISH OLEARY	ZILLOW CLOSING SERVICES - POST CI	5215 N OCONNOR BLVD STE 1200	IRVING	TX	75039
58	R4409CA 08900	3508 NE JOEL ST	GALT KENNETH W TRUSTEE	GALT VIRGINIA S TRUSTEE	3508 NE JOEL ST	MCMINNVILLE	OR	97128
59	R4409CA 09000	3498 NE JOEL ST	HARRIS JOSHUA		3498 NE JOEL ST	MCMINNVILLE	OR	97128
60	R4409CA 09300	3497 NE JOEL ST	SCHUMACHER KATHIE A		3497 NE JOEL ST	MCMINNVILLE	OR	97128
61	R4409CA 04900	3491 NE HEMBREE ST	GARCIA FRANCISCO PONCE	GARCIA YULIANA PONCE	3491 NE HEMBREE ST	MCMINNVILLE	OR	97128
62	R4409CA 10000	3494 NE HEMBREE ST	WHITE JEFFREY S	WHITE PAMELA A	3494 NE HEMBREE ST	MCMINNVILLE	OR	97128
63	R4409CA 04800	3492 NE HARVEST DR	SIMMS RYAN S	SIMMS SUZANNE	5905 CLERMONT LANDING CT	BURKE	VA	22015
64	R4409CA 11200	3501 NE JACOB ST	HOLTZ EUGENE L	ESSLINGER LYNDA	3501 NE JACOB ST	MCMINNVILLE	OR	97128
65	R4409CA 09400	3505 NE JOEL ST	STEIN MICHELLE		3505 NE JOEL ST	MCMINNVILLE	OR	97128
66	R4409CA 09900	3500 NE HEMBREE ST	LINK ROBERT E III	LINK TARA	3500 NE HEMBREE ST	MCMINNVILLE	OR	97128
67	R4409CA 11300	3515 NE JACOB ST	KIMBALL KEITH R		3515 NE JACOB ST	MCMINNVILLE	OR	97128
68	R4409CA 08800	3516 NE JOEL ST	BILLINGTON HENRY S CO-TRUSTEE	BILLINGTON DIANA R CO-TRUSTEE	3516 NE JOEL ST	MCMINNVILLE	OR	97128
69	R4409CA 09500	3511 NE JOEL ST	DUNN ALETHIA J		3511 NE JOEL ST	MCMINNVILLE	OR	97128
70	R4409CA 09800	3514 NE HEMBREE ST	MALHI SHARANJIT		3514 NE HEMBREE ST	MCMINNVILLE	OR	97128
71	R4409CA 07800	3517 NE HEMBREE ST	FRATELLO VENTURES HEMBREE LLC		61 WHITE OAK BEND	ROCHESTER	NY	14624
72	R4409CA 19000	3503 MCDONALD LN	COTTAGES AT CHEGWYN VILLAGE LLC		PO BOX 570	MCMINNVILLE	OR	97128

McMinnville Planning Department, 231 NE Fifth Street, McMinnville, OR 97128


NEIGHBORHOOD
MEETING NOTICE

NEIGHBORHOOD MEETING NOTICE

Zone Change to R-4 (Medium, High Density zone) to accommodate a 75-unit multi-family development.

November 25, 2025 6:00 P.M.
Golden Valley Brew Pub
980 NE 4th Street
McMinnville, OR 97128

Contact Name Gage Redding
Contact Number 503-680-4460


NEIGHBORHOOD
MEETING NOTICE
We Support
Linfield College
Happy
Holidays
VISA


NEIGHBORHOOD
MEETING NOTICE
PARKVIEW APARTMENT LIVING
Tuesday, November 25, 2025, at 6:00 p.m.
Golden Valley Brew Pub
800 NE 4th Street
McMinnville, OR 97128
Open to the public, anyone is invited to attend
URS
1-1:30PM
11-4PM
CLOSED
CLOSED

NEIGHBORHOOD MEETING NOTICE

PARKVIEW APARTMENT LIVING

Tuesday, November 25, 2025, at 6:00 p.m.

Golden Valley Brew Pub

980 NE 4th Street

McMinnville, OR 97128

Open to the public, anyone is invited to attend

N.E. SAMSON ST.

N.E. HEMBREE ST.

N.E. MOHAN DR.

N.E. MALONEY DR.

N.E. McDONALD LANE

CHEGWYN FARMS
NEIGHBORHOOD PARK

75 LIVING UNITS

123 PARKING STALLS;
1.64 STALLS/ UNIT

SITE AREA = 124,760 S.F.; 2.86 ACRES
(INCLUDES 20' PEDESTRIAN EASEMENT=5,837 S.F.)

PROPOSED DENSITY = 26.22 UNITS PER ACRE

PARKING REQUIRED:

400 S.F. OFFICE AREA X 1 STALL PER 300 S.F.=	1.4 STALLS
(18) 1 BEDROOM UNITS X 1.5 STALLS/ UNIT=	27 STALLS
(39) 2 BEDROOM UNITS X 1.5 STALLS/ UNIT=	58.5 STALLS
(18) 3 BEDROOM UNITS X 2.0 STALLS/ UNIT=	36 STALLS
TOTAL PARKING REQUIRED=	123 STALLS

60' MAXIMUM BLDG. HT.

PROPOSED BLDG. HT. = 40'-9" MAX. (4.75'>35'); 4.75'x1/2=add 2.88' to min. setback.

FRONT YARD SETBACK REQ'D.= 15'+2.88' X (.9 redux. per S.B.1537)= 16.1' MIN.
REAR YARD SETBACK REQ'D.= 20'+2.88 'X (.9 redux. per S.B.1537)= 20.6' MIN.
SIDE YARD SETBACK REQ'D.= 6'+2.88' X (.9 redux. per S.B.1537)= 8.6' MIN.

COMMON OUTDOOR SPACE REQ'D. = 124,749 S.F.- 5,837 S.F.
EASEMENT= (118,923 S.F. NET. X .15)=17,838 S.F.
(S.B. 1537 allows up to 25% redux) ; 17,838 S.F. X .75= 13,379 S.F.
COMMON OUTDOOR SPACE PROVIDED = 15,995 S.F., O.K.

PARKING AREA LANDSCAPE REQ'D.
PARKING FIELD INCLUDING CORNERS/ ISLAND PLANTERS/
TRASH AREA= 39,915 S.F.; <50,000 S.F. = 5% REQ'D. MIN.
(39,915 S.F. X 0.05)= 1,196 S.F. REQ'D.
PARKING LOT LANDSCAPE PROVIDED =2,594 S.F., O.K.

PRELIMINARY
NOT FOR
CONSTRUCTION

SCOTT BECK
ARCHITECT, LLC
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

PARKVIEW APARTMENT LIVING
N.E. McDONALD LANE, TAX LOT 4400CD-100
McMINNVILLE, OR

DEVELOPERS:
Cory Redding & Philip Higgins
2837 22nd St SE Suite 155
SALEM, OR. 97302
(503) 581-0048

SITE PLAN

revisions:

date: 7/3/2025
scale: 1"=30'
drawn: S.R.B.
job no: 2409

A1.1


C
314 313
214 213
114 113





PARKVIEW APARTMENT LIVING

Neighborhood Meeting
November 25, 2025

Name (Printed)	Name (Signature)	Address	Phone	Email
Jordan & Kathy Christie	Kathryn Christie	982 NE Samson St.	503-560-6033	jordanandkathy@aol.com
VIRGIL CASTOR		3673 NE JACOB ST	503 583 0967	VTC7554@gmail.com
Ray & Sandy Clark	Sandra Clark	3696 NE Joel St	503-857-0922	Hedgehunters@aol.com
KEN CARLSON		914 NE SAMSON	503-737-7453	kencarlson24@gmail.com
PATRICK EVANS	Patrick Evans	3587 ~~3575~~ NE JOEL	503 914 8977	patevans60@gmail.com
Joshua Harris		3498 NE JOEL		

Name (Printed)	Name (Signature)	Address	Phone	Email
MICHAEL ONDUSKO		3216 NE MALONEY	5038637430	michael.onduskо@gmail.com
Elsa Schmidt	Elsa Friedrich Schmidt	3213 NE Maloney	503-474-7109	elsaz@sonic.net
Ron Larson	Ron Larson	3672 NE Joel St	503-927-3946	ronald.g.larson@gmail.com
DONNA LARSON	Donna Larson	3672 NE JOEL ST.	503-925-3648	donaleelarson@gmail.com
GERI ANN HORTON	~~Geri Ann Horton~~	3599 NE Spring Meadow Dr	~~971~~ 971-901-2949	happy2behortons@gmail.com
Laurie Gredvig	Laurie Gredvig	3539 NE.	971-226-6014	lgredvig@outlook.com
Randy Gredvig		3539 NE Joel St.	503-880-0434	

Name (Printed)	Name (Signature)	Address	Phone	Email
PAMELA BUSHNELL	Pamela L Bushnell	3585 NE JACOB ST	508-250-7940	bythebush@hotmail.com
MICHAEL ADAMS	M Adams	3585 NE JACOB ST	508-250-7938	"
LOUISE BOOTH	Louise Booth	3596 NE Jall	206 335-0574	Islandgirl 444@MSN.com
LEONARD ILLIAS	L. Illias	157 GNE Grant Harvey Rd.	503 844 5746	
VICTORIA JOHNSON	Victoria Johnson	3775 NE Harvest Ct	503-550-3[illegible]	vickiggarrie@yahoo.ca
Vicki Gant	Vicki Gant	3566 NE Hemlock st	805-279-3037	MVgant2001@yahoo.com
Peter + Janet Zedrich	Janet Zedrich Peter Zedrich	3213 NE Maloney	707 695 5869	janetz@rapid1.com
Ryan Peterson			503 [illegible] 3500	~~Ryanjp@onlinenw.com~~ Ryanjp@onlinenw.com

Name (Printed)	Name (Signature)	Address	Phone	Email
LAWRENCE HOLDER PATRICIA HOLDER		880 NE SAMSON ST	971-241-9133	pattieholder@msn.com pattieholder@msn.com
Alicia Gray		972 NE Samson St	503-729-4300	alicia.g.gray@hotmail.com
Ken Galt		3508 NE Joel	503 [illegible] 9912	Ken.w.galt@gmail.com
Jose Rivera		3142 NE Mahoney Pl.	503-883-3107	J071262@gmail.com
Michael Jester Holly Jester		3155 NE McDonald Ln.	503-729-9735	Mtchaelj@myrealteam.com
Michael Chouinard Jennifer Chouinard		3245 NE Mahoney Dr.		
Nate & Amanda Weber-Rilgore		1110 NE GRANDVIEW ST.		NWeber911@gmail.com

Neighborhood Meeting – Zone Change (R4 Request)

Date/Time: November 25, 2025 | 6:00–7:15 PM
Location: Golden Valley Brew Pub, 980 NE 4th St, McMinnville, OR
Purpose: Required neighborhood meeting for proposed zone change tied to annexation.

Materials Provided:

- Conceptual Site Plan board + building design element examples
- 8½x11 Conceptual Site Plan handouts
- Public comment sheets (no written comments submitted)

---

1. Call to Order / Introductions

Doug Rux (Applicant Rep, Rux Group LLC) opened meeting and explained role as land use consultant.

Project team present:

- Cory Redding (MAC Multi LLC)
- Philip & Katrina Higgins (Pacific Crest Real Estate)
- Gage Redding (Project Manager)
- Patrick Morley (Finance)

Noticing:

- City required mailing to property owners within 300 ft.
- Notice included conceptual site plan per city requirement.

---

2. Project Overview / Why R4

- Proposal: **Zone change to R4 (multi-family)** on the undeveloped "island" parcel adjacent to park.
- Comp Plan designation: **Residential**, allowing R1–R5 zones.
- R4 selected during annexation proposal as feasible multi-family zoning.

Key policy references cited by applicant:

- **Great Neighborhood Principles:** Encourages mixing housing types/densities.
- **2023 Housing Needs Analysis:**
    - 2023–2043 need ≈ 4,500 total units in McMinnville

    - ≈ 1,500 multi-family units needed.
- **Needed Housing statute (ORS 197A.348):** Multi-family considered "needed housing"; city policies discourage barriers.

Site context / ownership:

- Owned by **Yamhill Soil & Water Conservation District (YSWCD)**.
- Park portion annexed in 2008 and leased to city.
- Remaining parcel ≈ **3.17 acres**, unannexed island.
- Annexation agreement approved by City Council in Oct 2025; signed 11/25/25 and expected to be recorded soon.

---

3. Public Questions / Comments (Summary)

3.1 Annexation sequence & noticing

Resident concerns:

- How can zoning proceed if area isn't in city yet?
- When/where was annexation noticed?

Response (Rux):

- Annexation application already filed and reviewed.
- Noticing handled by city; applicant followed outlined process.
- Annexation legislative hearing anticipated **Spring 2026**.
- 300-ft noticing only applies to this meeting; residents must contact city to be added to future notice lists.

3.2 Ownership / easement status

Questions:

- Did YSWCD approve sale for apartments?
- Is parcel under conservation easement?

Response (Rux):

- YSWCD signed applications + option to sell to MAC Multi LLC.
- Parcel **not under conservation easement**; easement applies to 170 acres north, not this site.

3.3 Process timing before ownership transfer

- Resident asked if applications can start before sale closes.
- Rux confirmed yes; option holder may apply with owner authorization.

3.4 Current zoning explanation

Question: County GIS shows “City”—what does that mean?
Response:

- County land within UGB using holding zone.
- Cannot develop without city utilities.
- Surrounding parcels already annexed (R2/R3/R4).

3.5 Annexation hearing venue / legislative vs quasi-judicial

- Annexation goes to **City Council only** (no Planning Commission).
- Legislative hearing differs from quasi-judicial; residents directed to city for more detail.

3.6 Start date / city awareness

- Rux: Pre-application meeting occurred **December 2024**.
- Applicant unclear why some city reps said they “knew nothing” recently.

3.7 Other zoning options / nearest R4

- Residents asked why not R3 or other zone; nearest R4 location.
- Rux: R4 closest ≈ **835 ft southwest near Evans area**.
- Density comparison not fully answered on the spot.

3.8 R4 choice & neighborhood compatibility

Resident concerns:

- Three-story apartments not compatible; requested limits to 1–2 stories.

Applicant response:

- R3/R4/R5 reviewed at pre-app; R5 not built in town.
- R4 chosen due to feasibility after ROW dedication, frontage improvements, and code standards.
- Concept plan is **not final**; intended to show possible compliance.
- **No commitment** to lower stories; Cory Redding said "No" to 1–2 story limitation request.

3.9 Apartments vs ownership / concept status

- Residents emphasized housing type is rentals not ownership.
- Rux reiterated: **market-rate apartments**, not low-income; concept may change.

3.10 Schools / agencies / hearings

- Once application deemed complete, city opens written comment period.
- Agencies (including School District) will be notified.
- Zone change requires **two hearings:** Planning Commission + City Council (dates TBD).
- Annexation is separate process.

3.11 Great Neighborhood Principle #8 / scale

- Residents worried about "human-scale" and proportionality.
- Applicant: Will address scale, transitions, articulations in findings.
- Residents suggested smaller plexes instead of ~75 units.

3.12 Infrastructure / utilities / roads

Concerns: traffic/infrastructure near grade school.
Response:

- Annexation agreement requires:
  - ROW dedication and widening along NE McDonald Lane
  - Curbs/gutters/sidewalks/planter strips
  - 20-ft land dedication + 10-ft path connecting park trail to McDonald
  - Fencing on park edge
- MW&L indicates adequate water supply.
- City sewer capacity analysis indicates adequate capacity.

3.13 Crime / traffic studies

- Residents asked about crime increase and traffic impact analysis.
- Applicant: Crime not a zone-change criterion.
- Traffic impact analysis **not required** for this application, but findings will address transportation adequacy.

3.14 Intersection safety / stop-sign running

- Residents requested more intersection controls; worried about children.
- Applicant: City has not required changes beyond frontage improvements.
- Residents encouraged to submit concerns during public comment/hearings.

3.15 Conditional use / R4 standards

- Resident asked if conditional use applies.
- Applicant: **No conditional use requested**; city must apply clear/objective standards for needed housing.

3.16 Planned middle school

- Resident asked if future school planned nearby is considered.
- Applicant did not know; directed to city.

3.17 Example project photos (Albany)

- Developer showed photos from Albany 3-story garden apartments.
- Multiple residents felt comparison was not valid due to larger site/context.
- Developer open to mitigation talks (ex: fencing).
- Morley noted local ownership/management, referenced “The Banks” in Albany.

3.18 Parking ratios / compact stalls

- Concept shows **123 spaces**, approx. **1.7 spaces/unit**.
- Parking ratios depend on bedroom count.
- Compact stalls allowed by code; developer states excess parking observed at similar projects.
- Residents concerned about vehicle sizes.

3.19 Meeting summary distribution

- Residents asked who prepares summary and how they’ll receive it.
- Applicant: **Gage will prepare** minutes for zone-change application record.
- Residents must obtain summary through city once noticed.

3.20 Property history / donation intent

- Resident summarized donor history and original preservation intent.
- Asked when/why annexation for high-density became acceptable.
- Cited historic articles implying land meant for conservation/agriculture.

3.21 Surplus determination & where to ask

- Resident stated YSWCD deemed parcel surplus after internal process.
- YSWCD meeting noted: **Dec 10, 2025 | 7:30 AM** for questions.
- Advised neighbors to raise concerns with YSWCD rep Barbara Boyle + City Council.

3.22 Fire / emergency access

- Fire District reviewed concept and said driveway spacing/circulation acceptable.
- Future permit review to cover hydrants, looping waterlines, hydrant spacing, etc.
- Residents worried about hydrant blocking during school pickup; applicant noted enforcement not within zoning criteria.

3.23 Walkway / sidewalk connection

- Residents asked about safe pedestrian connection to park.
- Applicant: Annexation agreement requires sidewalk + trail tie-in and fencing.

3.24 Smoking concern

- Resident worried about outdoor smoking near school.
- Applicant: Not a zoning criterion.

3.25 Street connectivity / access (unclear)

- Resident questioned whether street was intended to go through; no clear resolution recorded.

3.26 Setbacks / landscaping

- Resident asked about north setback.
- Applicant: ~10 ft+ to building wall; area will be landscaped and reviewed through city process.

3.27 Views / scale / sight lines

- Residents concerned about loss of views from gazebo and overall bulk.
- Applicant: No perspectives yet; will address scale/Great Neighborhood principles in findings.

3.28 Density comparison (resident comment)

- Resident compared densities:
  - nearby single-family ≈ 14.89 units/acre
  - nearby 2-story apartments ≈ 16.92 units/acre
  - concept ≈ 26.22 units/acre
- Applicant acknowledged and said density justification will be addressed in application.

---

4. Closing

- Rux restated meeting was required step for zone change.
- All public input will be summarized in application.
- Residents outside 300-ft radius should contact city to be added for future notices.
- Comment sheets and site plans available at meeting.

THE RUX GROUP, LLC

Douglas R. Rux AICP

15532 SW Thrasher Way
Sherwood, OR 97140
Cell: 971.275.7781
Email: Drux11@yahoo.com

Notes to File – Post Neighborhood Meeting

MMC 17.72.095.G.

- The Conceptual Site Plan retains the 3-story apartments.
- The Applicant re-evaluated the Great Neighborhood Principles and made modifications as necessary.
- A Traffic Impact Analysis was prepared as part of the proposed Zone Change Application in addition to the required Transportation Planning Rule Analysis.
- The Applicant transportation consultant recommends relocating the pedestrian mid-block crossing to the north side of the apartment sites south driveway.

EXHIBIT 9
TRANSPORTATION PLANNING RULE ANALYSIS/
TRANSPORTATION IMPACT ANALYSIS

EXHIBIT 9



NE MCDONALD LANE MULTI-FAMILY DEVELOPMENT

TRANSPORTATION IMPACT ANALYSIS

MARCH 16, 2026

PREPARED FOR:

MAC MULTI LLC

PREPARED BY:



DKS ASSOCIATES

Lacy Brown, PHD, PE, RSP2
Scott Mansur, PE, PTOE, RSP1
Anthony Gamallo, AICP
Nate Koenig, EI

TABLE OF CONTENTS

INTRODUCTION 3

ZONE CHANGE & TPR EVALUATION 4

TRANSPORTATION IMPACT ANALYSIS 6

EXISTING CONDITIONS 6

- STUDY AREA ROADWAY NETWORK 6
- PEDESTRIAN AND BICYCLE FACILITIES 8
- PUBLIC TRANSIT 8
- SAFETY ANALYSIS 8
- SCHOOL ZONE OPERATIONS 9
- INTERSECTION PERFORMANCE MEASURES 12
- REQUIRED OPERATING STANDARDS 12
- EXISTING OPERATING CONDITIONS 14

PROJECT IMPACTS 15

- PROPOSED DEVELOPMENT 15
- TRIP GENERATION 15
- TRIP DISTRIBUTION 16
- ANALYSIS SCENARIOS 17
- FUTURE TRAFFIC VOLUMES 18
- FUTURE INTERSECTION OPERATIONS 21

SITE PLAN EVALUATION 15

- PRELIMINARY SIGHT DISTANCE EVALUATION & ACCESS SPACING 22
- ON-SITE CIRCULATION & PARKING 22
- FRONTAGE IMPROVEMENTS 23
- DEDICATED LEFT TURN LANE ANALYSIS 23
- PEDESTRIAN SAFETY EVALUATION 24

PROJECT IMPACT SUMMARY 27

APPENDIX 28

- **A. SITE PLAN** ..... A
- **B. CRASH DATA & TRAFFIC COUNTS** ..... B
- **C. HCM REPORTS – EXISTING CONDITIONS** C
- **D. HCM REPORTS – BACKGROUND CONDITIONS** ..... D
- **E. HCM REPORTS – BUILD CONDITIONS** ..... E
- **F. TRIP GENERATION & DISTRIBUTION – INTERSECTION BREAKDOWN** ..... F

INTRODUCTION

This Transportation Planning Rule (TPR) and Transportation Impact Analysis (TIA) evaluates the transportation impacts and change in zoning associated with the proposed residential development that will consist of 75 multi-family units located along NE McDonald Lane (Tax Lot 4409CD-100) in McMinnville, Oregon. The estimated year of completion for this project is 2027.

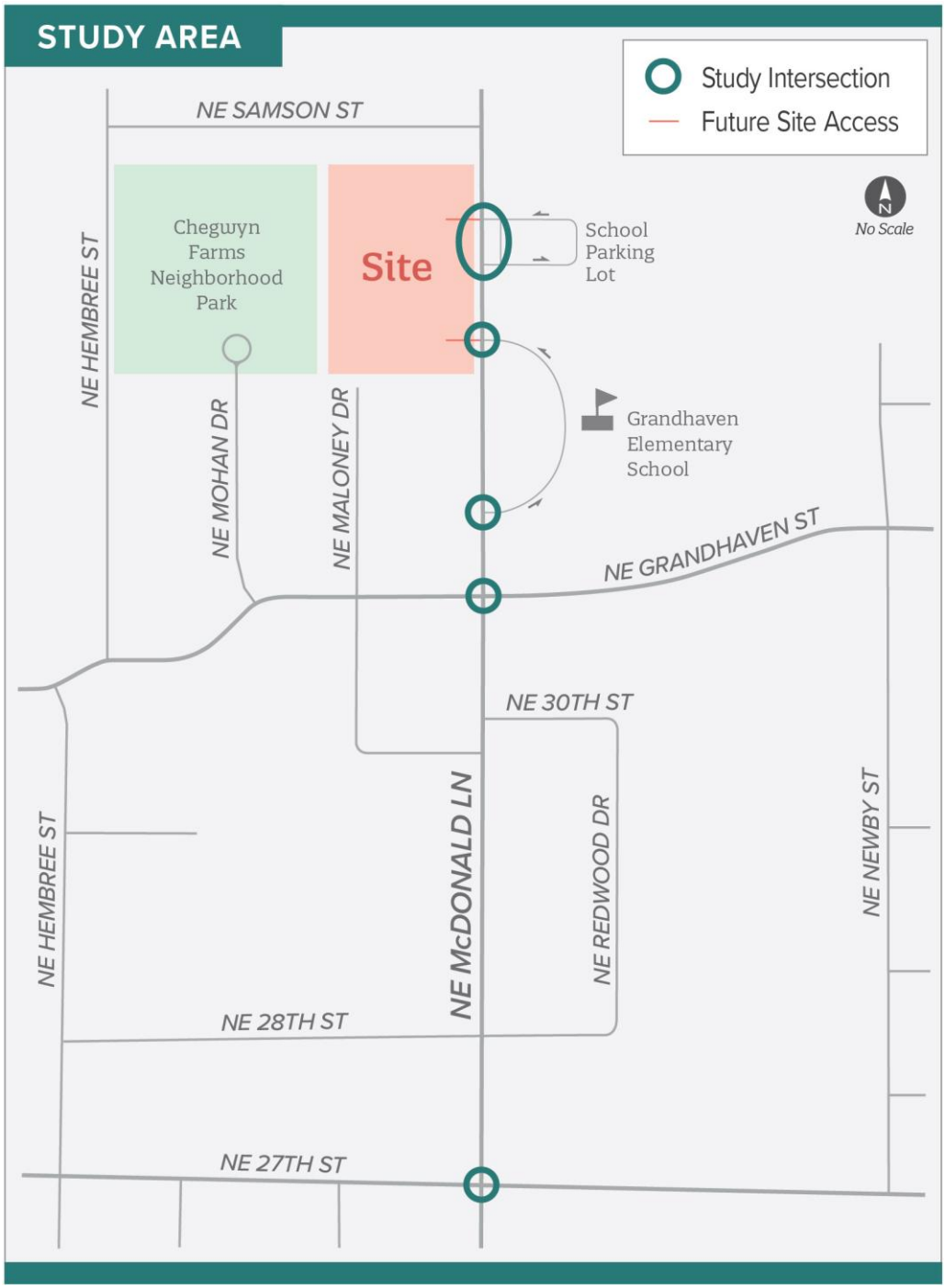


FIGURE 1: PROJECT STUDY AREA

ZONE CHANGE & TPR EVALUATION

The property is currently not within city limits. Upon annexation, the property will be subject to a zoning designation, which requires a separate evaluation of traffic impacts to meet statewide Transportation Planning Rule (TPR) goals. The intent of the TPR (Oregon Administrative Rule 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant effect on the surrounding transportation system beyond currently allowed uses.

The TPR requires an evaluation of the reasonable worst-case development potential under the existing and proposed zoning to determine if the zone change will have a significant impact on the surrounding transportation system. The Oregon Highway Plan (OHP) states that if a zone change results in an increase in trip generation that is less than 400 trips per day, the increase is determined to be not significant, and no further analysis is required. This OHP trip threshold is not an adopted threshold by the City of McMinnville but is the threshold for defining a significant effect on a state highway facility. However, it is reasonable to apply this threshold to local streets where adopted thresholds do not exist, which is the case for the City of McMinnville.

Per discussions with city staff, R-1 (low density residential) represents the lowest density zoning designation that could be applied to the property when annexed. Therefore, the TPR evaluation compares a reasonable worst-case development level under R-1 and the proposed R-4 (high density residential) zoning. It should be noted that while the R-1 zone permits middle housing infill, this analysis conservatively excludes the potential for middle housing in the R-1 zone. Table 1 below presents a comparison of the reasonable worst-case trip generation under existing and proposed zoning.

TABLE 1. REASONABLE WORST CASE TRIP GENERATION ESTIMATES (12TH EDITION ITE TRIP GENERATION MANUAL, FITTED CURVE EQUATIONS)

DEVELOPMENT SCENARIO	MAXIMUM DWELLING UNITS	ITE LAND USE CODE	AM PEAK TRIPS	PM PEAK TRIPS	WEEKDAY TRIPS
CURRENT ZONING: R1 (MAX PER CODE: 1 SINGLE FAMILY UNIT PER 9,000 SF)	13	210	15	15	371
PROPOSED ZONING: R4 (MAX PER CODE: 30 MULTI-FAMILY UNITS PER ACRE)	85	220	43	49	600
NET INCREASE (R4 – R1):			*28*	*34*	*229*

As shown in Table 1, the difference in the reasonable worst-case development potential under R-1 and R-4 zoning is expected to result in a maximum increase of 28 AM peak hour trips, 34 PM peak hour trips, and 229 daily trips. This increase is well below the OHP threshold of 400 daily trips for determination of a significant effect. **It can be concluded that the proposed zone change will not have a significant impact and would cause "no further degradation" to the surrounding transportation system. No additional TPR analysis is required.**

TRANSPORTATION IMPACT ANALYSIS

The purpose of this TIA is to identify any potential mitigation measures needed to offset impacts that the proposed development may have on the nearby transportation network. The analysis focuses primarily on the study intersections of NE McDonald Lane/NE Grandhaven Street and NE McDonald Lane/NE 27th Street, as well as the proposed site driveways, as shown above in Figure 1. Additional analysis was performed for the one-way student drop off/pick up loop and school staff parking lot for Grandhaven Elementary School, which are located across the street from the proposed development site. Table 2 below lists the important characteristics of the study area and proposed project.

TABLE 2. KEY STUDY AREA AND PROPOSED DEVELOPMENT CHARACTERISTICS

CHARACTERISTICS	INFORMATION
STUDY AREA	
NUMBER OF STUDY INTERSECTIONS	2, plus 4 school driveways
ANALYSIS PERIOD	Weekday AM & PM Peak Hours (Peak hour is one hour between 7-9 AM & 4-6 PM)
PROJECT SITE	
EXISTING LAND USE	Undeveloped
PROPOSED DEVELOPMENT	Six multi-story residential buildings, 75 total living units
PROPOSED PROJECT ACCESS(ES)	Access onto NE McDonald Ln via two driveways

EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area roadway network, pedestrian and bicycle facilities, and existing traffic volumes and operations. The vehicle operations reports are provided in the Appendix.

STUDY AREA ROADWAY NETWORK

Beyond the site access points and Grandhaven Elementary School driveways, study area roadways and intersections were selected based on the City of McMinnville TIA Guidelines and ODOT Development Review Guidelines, which identify a minimum level of additional traffic that warrants inclusion as a study intersection in a TIA. Table 3 summarizes the ten intersections evaluated, the corresponding trip generation threshold, and the resulting determination. Appendix F includes additional information regarding the trip distribution and trip generation at each intersection.

TABLE 3. DETERMINATION OF STUDY INTERSECTIONS

INTERSECTION	CITY TRIP THRESHOLD FOR TIA STUDY AREA	ODOT TRIP THRESHOLD FOR TIA STUDY AREA	MEETS THRESHOLD?
NE MCDONALD LN / NE GRANDHAVEN ST	20 peak hour trips	not applicable	Yes
NE MCDONALD LN / NE 27TH ST			Yes
NE GRANDHAVEN ST / HEMBREE ST			No
NE 27TH ST / EVANS ST			No
NE 27TH ST / HEMBREE ST			No
NE EVANS ST / NE BAKER CREEK RD			No
NE GRANDHAVEN ST / NE NEWBY ST			No
NE 27TH ST / NE NEWBY ST			No
NE BAKER CREEK RD / OR 99W	not applicable	10% of total entering peak hour volume (~230-300 peak hour trips)	No
NE MCDONALD LN / OR 99W			No

Based on these findings, the existing intersections of NE McDonald Lane with NE Grandhaven Street and NE 27th Street are considered study intersections for this TIA, as well as the four existing driveways serving Grandhaven Elementary School. Key roadway(s) in the study area are summarized in Table 4 along with their existing roadway characteristics. The functional classification of the listed roadways can be found in the City of McMinnville Transportation System Plan[1].

TABLE 4. STUDY AREA ROADWAY CHARACTERISTICS (WITHIN THE VICINITY OF THE PROJECT)

ROADWAY	CLASSIFICATION	NO. OF LANES	POSTED SPEED	SIDEWALKS	BIKE FACILITIES	ON-STREET PARKING
NE MCDONALD LN	Minor Collector	2	25 mph[a]	Partial	No	Partial
NE GRANDHAVEN ST	Major Collector	2	25 mph[a]	Yes	No	Yes
NE 27TH ST	Minor Collector	2	25 mph	Yes	No	Yes

[a] Existing school zone speed limit signs (7 AM – 5 PM) for school days are present in advance of all approaches at the NE McDonald Lane and NE Grandhaven Street intersection

[1] City of McMinnville Transportation System Plan, Street Functional Classification, Chapter 2, Exhibit 2-3 https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/c_chapter_2_guiding_goal_and_policies.pdf

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are present along both sides of NE Grandhaven Street and NE 27th Street. Sidewalk is present continuously on the east side of NE McDonald Lane but is not present along the existing property frontage of the proposed development on the west side. The proposed project will construct sidewalk on the west side of NE McDonald Lane along the property frontage and add additional sidewalks within the development for on-site circulation, as well as connecting to the adjacent Chegwyn Farms Neighborhood Park to the west.

There are no dedicated bicycle facilities along NE McDonald Lane, NE Grandhaven Street, or NE 27th Street. However, all streets are marked with bicycle sharrows to provide guidance to drivers that bicycles and vehicles are required to share travel lanes.

PUBLIC TRANSIT

The McMinnville area is serviced by Yamhill County Transit service which has one route that runs within the study area. Route 3, McMinnville – North Loop, runs along NE 27th Street Monday through Friday with one-hour headways. This route does not utilize NE McDonald Lane or cross the proposed development frontage.

SAFETY ANALYSIS

A safety analysis at the existing study intersections and along NE McDonald Lane was conducted based on the most recent five years (2019 - 2023) of crash data available. There was a total of eight crashes reported within the study area over the given timeframe. Five occurred at study intersections, and three property damage only crashes occurred along the study segment of NE McDonald Lane.

None of the reported crashes involved a cyclist, and none resulted in a serious injury or fatality. There was one pedestrian involved in a crash in 2023 resulting in minor injuries at the intersection of NE McDonald Lane and NE 27th Street due to driver inattention. See Table 5 below for a summary of the crash data.

TABLE 5. CRASH DATA SUMMARY (2019-2023 DATA)

INTERSECTION	FATAL	SERIOUS INJURY	MINOR INJURY	POSSIBLE INJURY	PROPERTY DAMAGE ONLY	TOTAL
NE MCDONALD LN / NE GRANDHAVEN ST	0	0	0	1	0	**1**
NE MCDONALD LN / NE 27TH ST	0	0	1	2	1	**4**
STREET	**FATAL**	**SERIOUS INJURY**	**MINOR INJURY**	**POSSIBLE INJURY**	**PROPERTY DAMAGE ONLY**	**TOTAL**
NE MCDONALD LANE	0	0	0	0	3	**3**

The four crashes reported at the intersection of NE McDonald Lane at NE 27th Street included one pedestrian-involved crash (described above), one rear-end crash, and two angle crashes. Three of the crashes occurred on a clear, dry day. One of the angle crashes occurred at night in the rain. The varied crash types and contributing factors do not indicate a unique crash risk or safety concern at this location. The intersection currently operates as an all-way stop with appropriate signing, pavement markings, and lighting. No additional improvements are recommended at this time.

ODOT SAFETY PRIORTIY INDEX SYSTEM (SPIS) LOCATIONS

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based upon crash frequency, crash severity, and traffic volume for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years). A prioritized list of the top 15% of statewide SPIS sites is created for each region, and the top 5% is investigated by the five Region Traffic managers' offices.

The percentile rankings are based on the percentage of SPIS scores that are the same or lower than a selected SPIS score. For example, a SPIS score that is higher than 95 percent of all SPIS scores is at the 95th percentile. Similarly, 90th percentile SPIS score is higher than 90 percent of all SPIS scores (i.e., in the top 10 percent), but it is below and not within the top 5 percent (95th percentile) of all SPIS scores.

Based on available ODOT data there are no SPIS sites within the project study area over the last five years of published data.

SCHOOL ZONE OPERATIONS

Located on the east side of NE McDonald Lane, adjacent to the proposed development frontage, is Grandhaven Elementary School. The school's operating hours are 8:00 AM to 2:30 PM on Monday, Tuesday, Thursday, and Friday. Wednesday is a late start day with normal operating hours from 9:00 AM to 2:30 PM. During peak AM and PM drop-off and pick-up times, there is significant queuing present from the intersection of NE McDonald Lane and NE 27th Street to the school's drop-off and pick-up loop exit to the north. This queue usually lasts for 15-20 mins before or immediately after school gets out. Figure 2 shows the school area vehicle operations and queuing during peak drop-off and pick up times.



FIGURE 2: VEHICLE OPERATIONS & QUEUING DURING PEAK SCHOOL DROP-OFF & PICK UP TIMES

During peak drop-off and pick-up times, there is also increased pedestrian activity along NE McDonald Lane and NE Grandhaven Street. As a result, additional pedestrian safety measures are present at these times. These additional pedestrian safety features include crossing guards with high-visibility vests and caution flags at the intersections of NE McDonald Lane/NE Grandhaven Street and NE McDonald Lane/NE 27th Street to help students cross the intersections safely and direct traffic as necessary. Figure 3 shows the vehicle and pedestrian operations during school drop-off and pick-up times.



FIGURE 3: VEHICLE & PEDESTRIAN OPERATIONS AT NE MCDONALD LANE & NE GRANDHAVEN STREET DURING PEAK SCHOOL DROP-OFF & PICK-UP TIMES

Congestion, queuing, and increased pedestrian activity are typical conditions at most elementary schools during pick-up and drop-off. These conditions are limited in duration (less than 30 minutes)

and occur predictably from September to June. Afternoon congestion occurs when non-school-related neighborhood traffic is minimal. Four days per week, morning drop-off activities overlap with typical AM peak hour neighborhood traffic.

The proposed multi-family development is expected to generate up to 10-15 vehicle trips during the peak 15-20 minutes of AM peak hour congestion near the school. Furthermore, a multi-family housing development in close proximity to a school reduces vehicle trips on the system, as students who live there will be able to walk to school, whereas they may have previously been driven to and from school each day. The level of traffic added to NE McDonald Lane during pick-up and drop-off activities will not significantly change the level of congestion, queueing, or delay.

Along with the proposed development, new sidewalks along NE McDonald Lane and a new enhanced crosswalk will be constructed, making it safer for students in the greater neighborhood to access the school and nearby park. No additional improvements are recommended.

EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak hour (7:00-9:00 am and 4:00-6:00 pm) turning movement counts were collected at the study intersection on a typical Thursday in January 2026. The existing traffic volumes are shown in Figure 4 and the Appendix.

INTERSECTION PERFORMANCE MEASURES

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations.

- **Level of Service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and LOS E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.

- **Volume-to-capacity (v/c) ratio:** A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

REQUIRED OPERATING STANDARDS

All study intersections are located within the City of McMinnville jurisdiction. Per the City of McMinnville Transportation System Plan (TSP) [2], the maximum operation standard during the morning and evening peak hours for intersections is a v/c ratio of 0.90 for all intersections.[3] The City does not have a required Level of Service (LOS) operating standard.

[2] City of McMinnville Transportation System Plan, Street Functional Classification, Chapter 2, Exhibit 2-3. https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/c_chapter_2_guiding_goal_and_policies.pdf

[3] City of McMinnville Transportation System Plan, May 2010. https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/mcminnville_tsp_2010.pdf

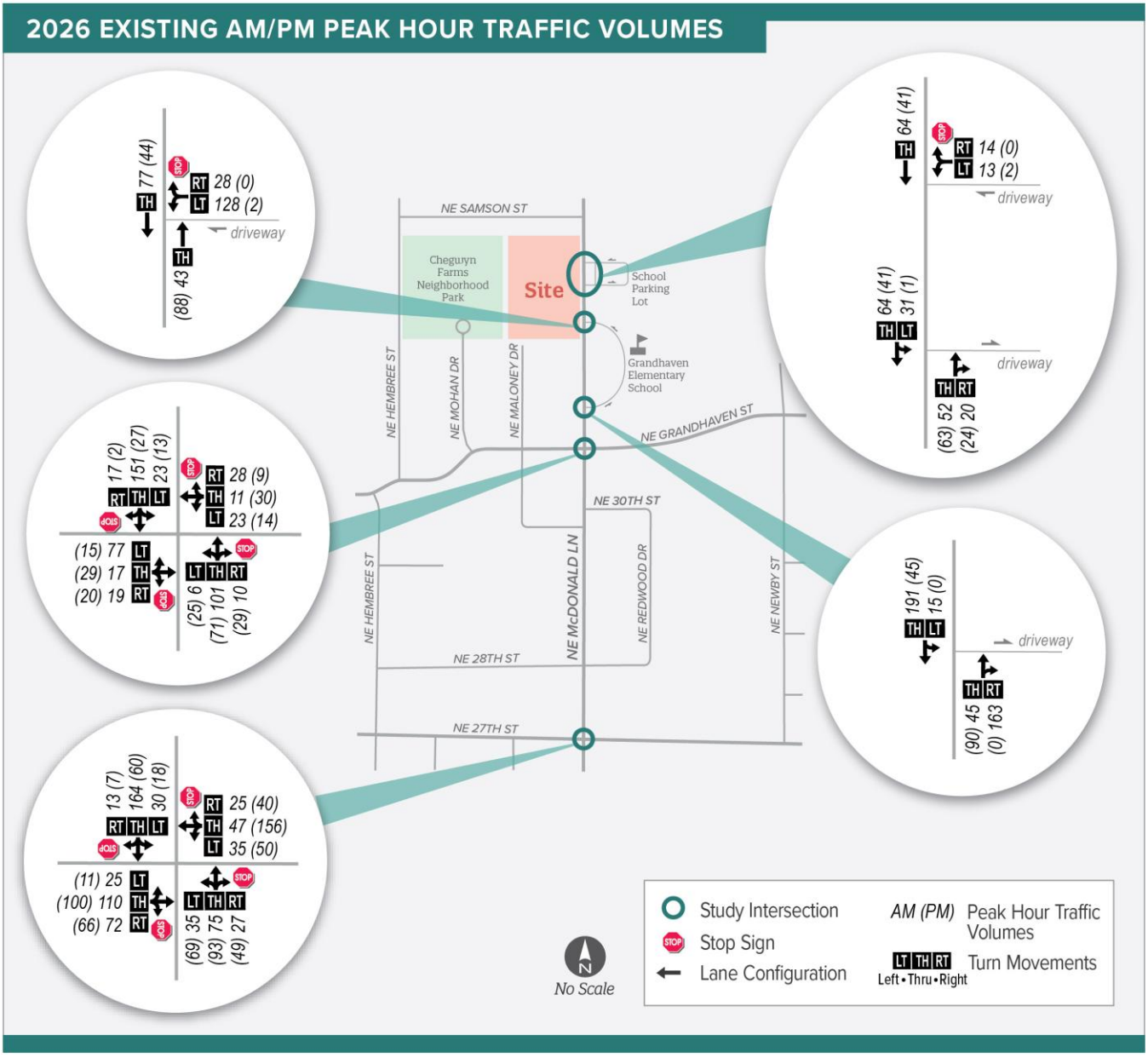


FIGURE 4: EXISTING AM & PM PEAK HOUR VOLUMES

EXISTING OPERATING CONDITIONS

Existing traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 7th Edition methodology for unsignalized intersections.[4] The results were then compared with the City's operating standards. Table 6 lists the estimated v/c ratio, delay, and LOS the study intersections. The traffic control for the primary study intersections of NE McDonald Lane/NE Grandhaven Street and NE McDonald Lane/NE 27th Street are all-way stop controlled (AWSC). The entrances to the drop off/pick up loop and the school parking lot are not traffic controlled (free left and right turn movements from NE McDonald Lane), and the exits are stop controlled.

TABLE 6. EXISTING (2026) INTERSECTION OPERATIONS

INTERSECTION	REQUIRED OPERATING STANDARD	CRITICAL MOVEMENT AM(PM)	AM PEAK HOUR			PM PEAK HOUR		
			V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
UNSIGNALIZED								
MCDONALD LN / GRANDHAVEN ST	≤ 0.90	SB (NB)	0.41	11.3	B	0.17	8.0	A
MCDONALD LN / 27TH ST	≤ 0.90	SB (WB)	0.40	11.6	B	0.38	11.1	B
MCDONALD LN / SCHOOL LOOP ENTRANCE	≤ 0.90	NB (NB)	0.21	N/A	A	0.01	N/A	A
MCDONALD LN / SCHOOL LOOP EXIT	≤ 0.90	WB (WB)	0.32	11.5	B	0.01	9.6	A
MCDONALD LN / PARKING LOT ENTRANCE	≤ 0.90	NB (NB)	0.01	N/A	A	0.01	N/A	A
MCDONALD LN / PARKING LOT EXIT	≤ 0.90	WB (WB)	0.06	9.4	A	0.01	9.3	A

SIGNALIZED INTERSECTION:
v/c = Total Volume-to-Capacity Ratio
Delay = Average Intersection Delay (secs)
LOS = Average Level of Service

UNSIGNALIZED INTERSECTION:
v/c = Associated Movement Volume-to-Capacity Ratio
Delay = Critical Movement Approach Delay (secs)
LOS = Level of Service (Critical Movement)

As shown above, the existing intersection operations for the study intersections meet the City's operating standards.

[4] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

PROJECT IMPACTS

This section reviews the impact that the proposed development may have on the transportation system within the study area. This analysis includes a site plan evaluation, pedestrian safety evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the identified study intersections. The vehicle operations reports are provided in the Appendix.

PROPOSED DEVELOPMENT

The proposed project includes construction of a multi-family residential development with the following characteristics, based on the current site plan:

- Land use: Multi-family residential (apartments)
- Total units: 75 dwelling units
- Unit mix (per site plan):
  - 18 one-bedroom units
  - 39 two-bedroom units
  - 18 three-bedroom units
- Lot size: 3.17 acres
- Developable lot area (after ROW dedication along frontage): 2.86 acres
- Two site access driveways onto NE McDonald Lane
- Sidewalk along property frontage and connecting to Chegwyn Farms Neighborhood Park
- New school crosswalk across NE McDonald Lane

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles added to site roadways and the adjacent roadway network by a development during a specified period (e.g., the PM peak hour). For this study ITE Trip Generation Manual data was used with land use code 220, multi-family two to three story buildings (low-rise), which is based on national land use data for similar residential uses.[5] Table 7 presents the trip generation for the proposed multifamily development.

TABLE 7. ESTIMATED TRIP GENERATION

LAND USE	SIZE	AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL
		TOTAL	IN	OUT	TOTAL	IN	OUT	
MULTI-FAMILY RESIDENTIAL HOUSING	75 Units	**39**	9	30	**43**	27	16	**543**

[5] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, 2025.

As shown, the development is expected to generate 39 total (9 in, 30 out) AM peak hour trips, 43 total (27 in, 16 out) PM peak hour trips and 543 daily trips.

TRIP DISTRIBUTION

Trip distribution provides an estimate of where project-related trips would be coming from and going to. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections. Figure 5 below shows the expected trip distribution for the traffic generated by the proposed development and shows the project trips assigned based on the distribution. Trip distribution was based on the existing traffic counts, projected traffic flow as outlined in the City of McMinnville TSP[6], and approved by City staff.

As shown below, 15% are estimated to head east/west at the intersection of NE Grandhaven Street, an additional 10% to head east/west at NE 27th Street, and the remaining 50% to continue south to OR 99W during peak hours.

[6] City of McMinnville Transportation System Plan, Street Functional Classification, Chapter 2, Exhibit 2-3 https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/c_chapter_2_guiding_goal_and_policies.pdf

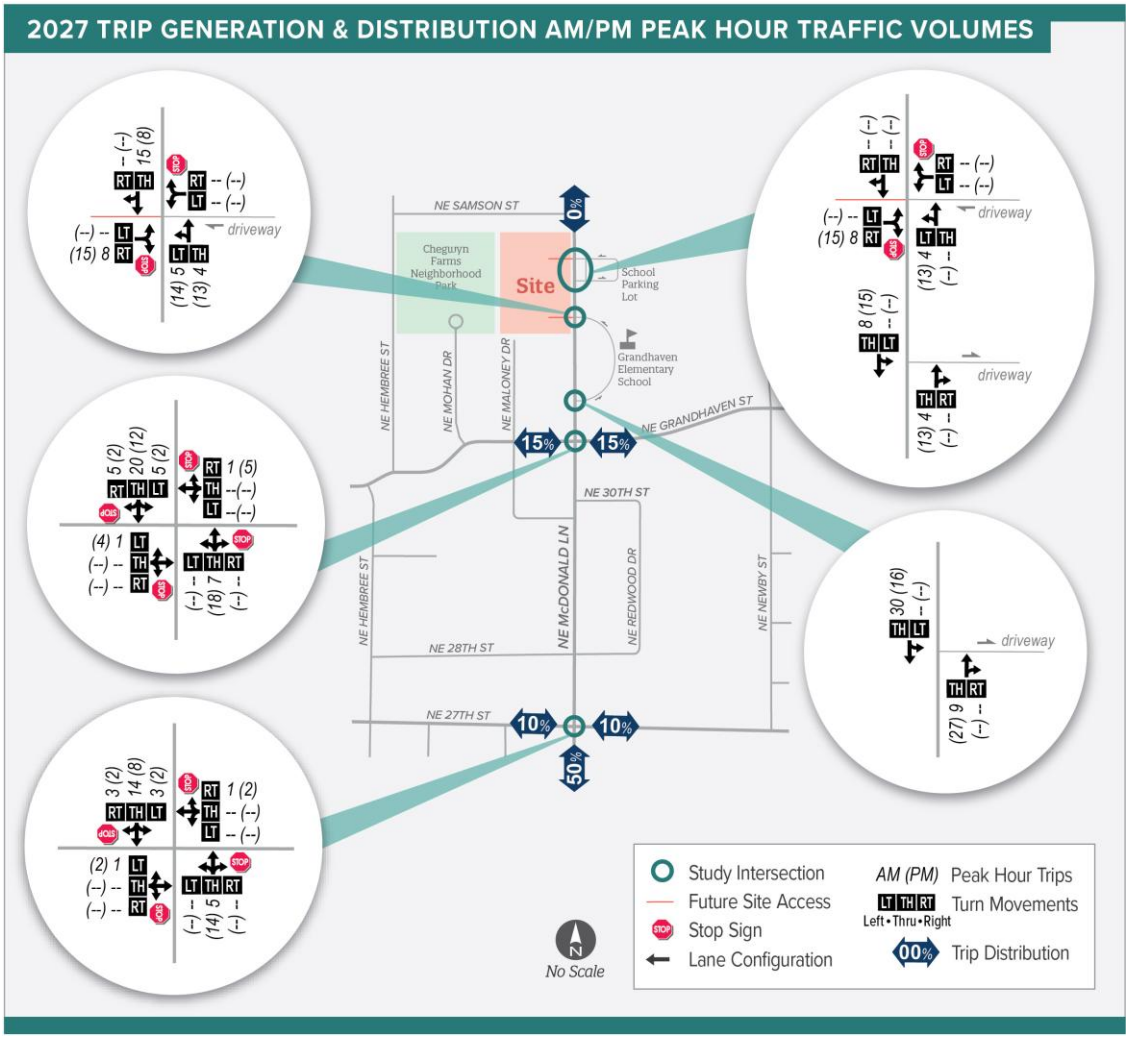


FIGURE 5: TRIPS GENERATED AND TRIP DISTRIBUTION

ANALYSIS SCENARIOS

Future operating conditions were analyzed at the study intersections for the following future traffic scenarios. The comparison of the following scenarios enables the assessment of project impacts:

- 2027 No Build Scenario (Background Conditions Only)
- 2027 Build Scenario (Background Conditions + Projected Development Generated Trips)

The 2027 scenario was selected since that is the estimated completion date of the proposed development. The 2027 Background Conditions scenario represents the traffic conditions of the study area without the proposed development. There were no in-process developments or changes to existing roadway infrastructure identified within the study area over the given study period. The 2027 Build Scenario represents 2027 Background Conditions of the study area plus the projected generated trips when the development is complete.

To analyze 2027 vehicle conditions, a background growth rate of 1.5% per year was applied to the existing 2026 traffic counts. This growth rate was based on two sources:

- certified population estimate reports from Portland State University that show an estimated 1.3% growth over the previous five years, or 0.26% per year on average[7], and
- the City of McMinnville TSP which projected a 62% growth between 2003 and 2023, or 3.1% per year on average.

A sensitivity analysis applying a 3% annual growth rate assumption was also conducted, and it was confirmed that the TIA findings would remain the same for a 1.5% or 3% growth rate.

FUTURE TRAFFIC VOLUMES

The traffic volumes for the two future analysis scenarios are shown in Figures 6 and 7. The volumes shown are for the AM and PM peak hours.

[7] Population estimate reports, Portland State University, July 2025. https://www.pdx.edu/population-research/population-estimate-reports

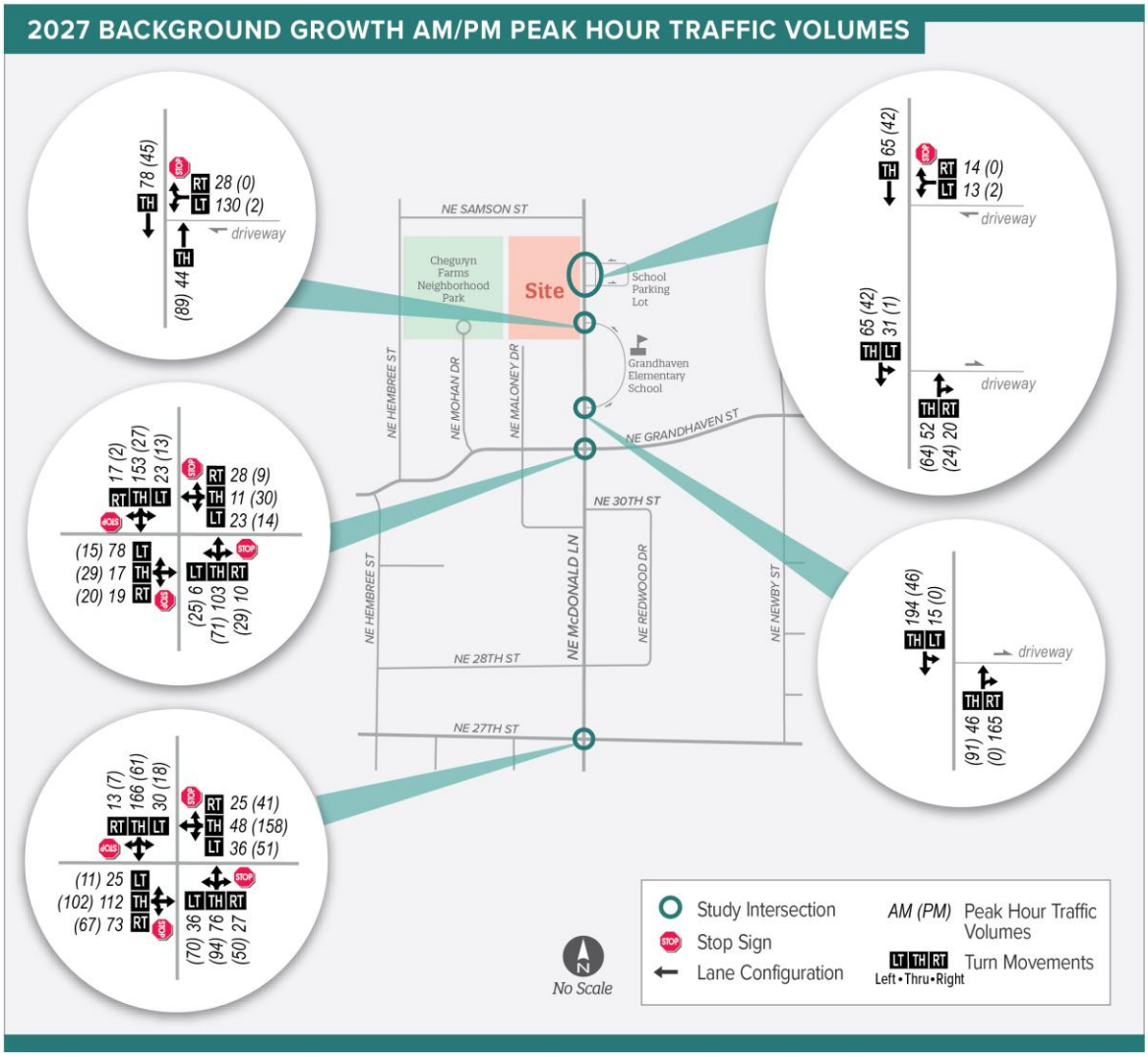


FIGURE 6: BACKGROUND AM AND PM PEAK HOUR VOLUMES (2027)

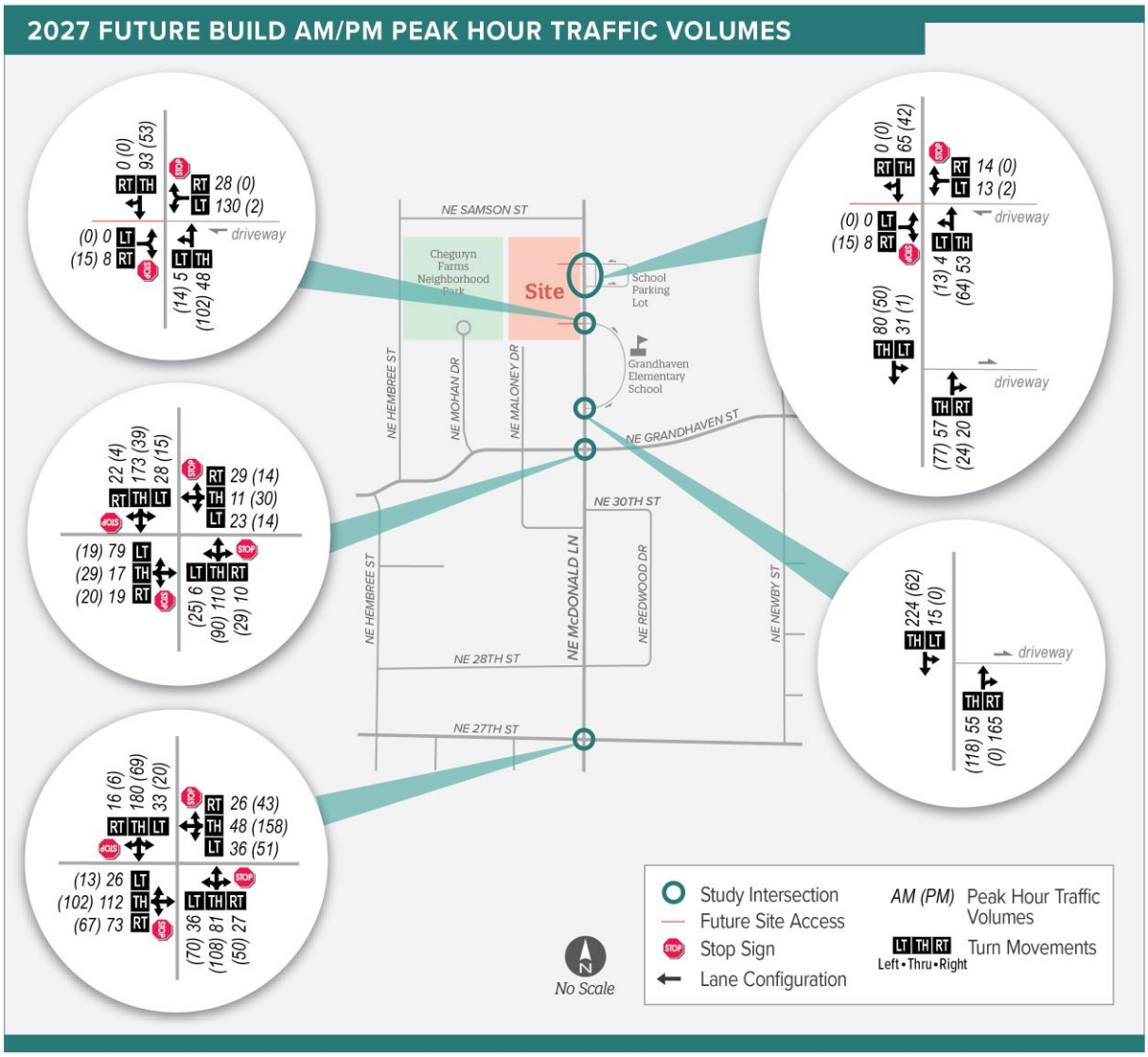


FIGURE 7: BUILD AM AND PM PEAK HOUR VOLUMES (2027)

FUTURE INTERSECTION OPERATIONS

Future traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 7th Edition methodology for unsignalized intersections.[8] The results were then compared with the City's operating standards. Table 8 lists the estimated v/c ratio, delay, and LOS the study intersections.

The proposed development entrances are approximately aligned with the school pick up/drop off loop exit and school parking lot exits respectively. Therefore, these intersections were modeled as two-way stop controlled (TWSC) intersections for the purposes of this analysis. All other intersection lane configurations and operating conditions remained the same as the existing conditions outlined previously.

As shown in Table 8, all intersections meet the City's operating standards for the AM and PM peak hours with the proposed development. Additionally, there is still significant capacity available for future development in the area. Therefore, no mitigation measures are required at any of the study intersections to address any impacts from the proposed development on the surrounding network.

TABLE 8.FUTURE (2027) AM AND PM PEAK HOUR INTERSECTION OPERATIONS

STUDY INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARDS	CRITICAL MOVEMENT	2027 BACKGROUND			2027 BUILD		
				V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
AM PEAK HOUR OPERATIONS									
MCDONALD LN / GRANDHAVEN ST	AWSC	≤ 0.90	SB	0.42	11.5	B	0.49	12.8	B
MCDONALD LN / 27TH ST	AWSC	≤ 0.90	SB	0.40	11.8	B	0.44	12.5	B
MCDONALD LN / SCHOOL LOOP ENTRANCE	N/A	≤ 0.90	NB	0.01	N/A	A	0.01	N/A	A
MCDONALD LN / SCHOOL LOOP EXIT	TWSC	≤ 0.90	WB	0.33	11.5	B	0.37	13.0	B
MCDONALD LN / PARKING LOT ENTRANCE	N/A	≤ 0.90	NB	0.01	N/A	A	0.01	N/A	A
MCDONALD LN / PARKING LOT EXIT	TWSC	≤ 0.90	WB	0.06	9.4	A	0.06	9.7	A

[8] Highway Capacity Manual, 7th Edition, Transportation Research Board, 2022.

STUDY INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARDS	CRITICAL MOVEMENT	2027 BACKGROUND			2027 BUILD		
				V/C RATIO	DELAY (SECS)	LOS	V/C RATIO	DELAY (SECS)	LOS
PM PEAK HOUR OPERATIONS									
MCDONALD LN / GRANDHAVEN ST	AWSC	≤ 0.90	NB	0.17	8.0	A	0.20	8.3	A
MCDONALD LN / 27TH ST	AWSC	≤ 0.90	WB	0.38	11.2	B	0.39	9.7	A
MCDONALD LN / SCHOOL LOOP ENTRANCE	N/A	≤ 0.90	NB	0.01	N/A	A	0.01	N/A	A
MCDONALD LN / SCHOOL LOOP EXIT	TWSC	≤ 0.90	WB	0.01	9.6	A	0.01	10.5	B
MCDONALD LN / PARKING LOT ENTRANCE	N/A	≤ 0.90	NB	0.01	N/A	A	0.01	N/A	A
MCDONALD LN / PARKING LOT EXIT	TWSC	≤ 0.90	WB	0.01	9.3	A	0.01	9.9	A

SIGNALIZED INTERSECTION:
v/c = Total Volume-to-Capacity Ratio
Delay = Average Intersection Delay (secs)
LOS = Total Level of Service

UNSIGNALIZED INTERSECTION:
v/c = Associated Movement Volume-to-Capacity Ratio
Delay = Critical Movement Approach Delay (secs)
LOS = Level of Service (Critical Movement)

SITE PLAN EVALUATION

The following site plan evaluation is based on the conceptual site plan provided by the project sponsor, which can be found in the Appendix.

PRELIMINARY SIGHT DISTANCE EVALUATION & ACCESS SPACING

Per City of McMinnville Code,[9] the minimum distance between a proposed driveway and an intersection is to be 30 feet, measured from edge to edge.

On NE McDonald Lane, the NE Samson Street intersection is located approximately 190 feet from the proposed driveway to the north from the nearest project site driveway. To the south, the nearest intersection to the proposed project site driveway is 500 feet. Therefore, both of the proposed site accesses meet the access spacing standard.

The intersection sight distance was also evaluated at the proposed new driveways to ensure safe vehicle movements. Based on preliminary observations made in the field and the proposed site plan, there is adequate sight distance available looking to the north and south from both of the proposed site accesses along NE McDonald Lane.

Prior to occupancy, sight distance at all the proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to ensure that buildings, signs, or landscaping does not restrict sight distance.

ON-SITE CIRCULATION & PARKING

The proposed site plan for the development shows two access driveways to the development with each being 26-feet wide. Both driveways are then connected by an internal road that is 28-feet wide. The proposed layout provides adequate access and turning movement capacity for emergency vehicles and other large vehicles.

There are a total of 123 parking stalls, five ADA stalls, and 10 garages. Based on the City's Municipal Code[10], multi-family developments are required to have one and a half parking spaces per living unit with less than three bedrooms, two per living unit with three or more bedrooms, one per single bedroom or dedicated handicap unit, and one per 200sq ft of dedicated office space. The proposed site plan meets the City's requirements for parking stalls.

[9] 12.20.070, City of McMinnville Municipal Code.

[10] 17.60.060, City of McMinnville Municipal Code.

FRONTAGE IMPROVEMENTS

Based on the City of McMinnville TSP[11], NE McDonald Lane fronting the project site is classified as a minor collector. The City Municipal Code provides the cross-section requirements for minor collectors[12] require a minimum curb-to-curb width of 30 feet with five-foot sidewalks and six-foot planter strips.

The existing cross section of NE McDonald Lane fronting the project site is approximately 28 feet from curb-to-curb and includes two travel lanes with on-street bike sharrows. There are no existing sidewalks along the project frontage, and no planter strips. The proposed site plan includes widening the existing street to accommodate the required curb-to-curb width and the installation of sidewalks with a planter strip along NE McDonald Lane.

DEDICATED LEFT TURN LANE ANALYSIS

As part of the transportation impact analysis, additional analysis was conducted on whether a dedicated northbound left turn lane at the proposed site access driveways would be warranted along NE McDonald Lane to provide access to the proposed development. The warrant criteria for these left-turn lanes on major road approaches at unsignalized intersections is based on guidance from the ODOT Analysis Procedures Manual (APM)[13] and the Texas A&M Transportation Institute (TTI)[14]. The guidance provides criteria for left turn lanes based on advancing and opposing volumes combined with the left turn volumes during the peak hour.

As shown in Figure 8 and based on 2027 Build conditions, the northbound left turn volumes compared to advancing and opposing volumes do not meet the required criteria at the posted speed for NE McDonald Lane for a dedicated left turn lane.

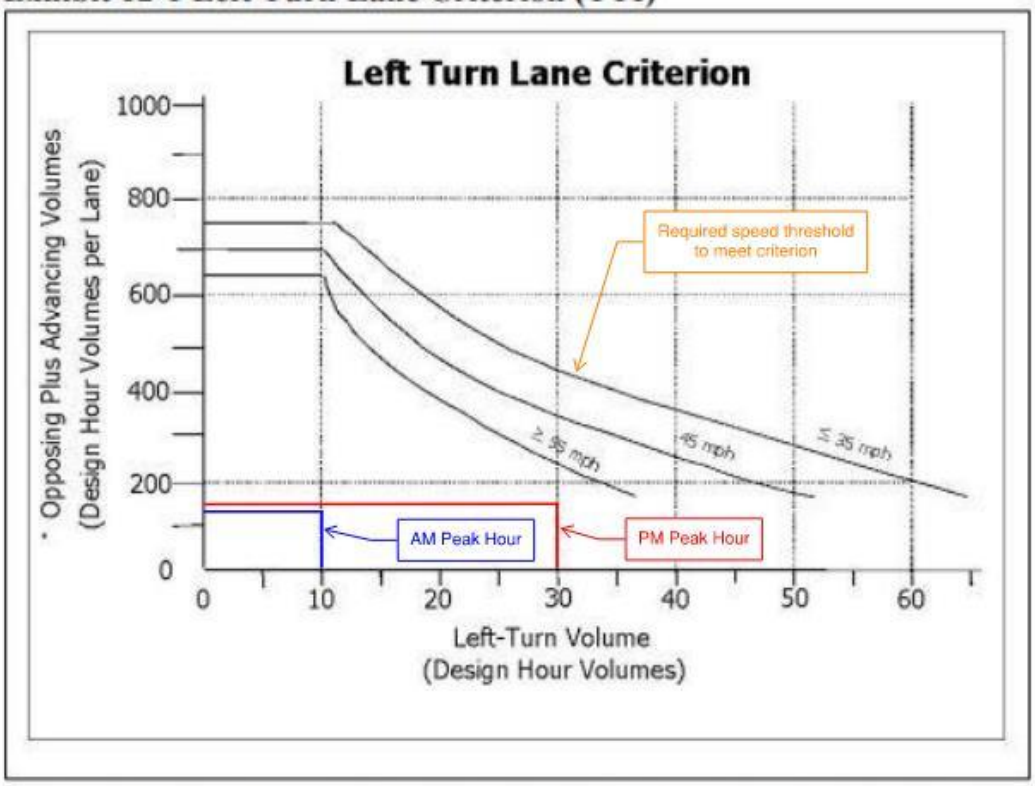
[11] City of McMinnville Transportation System Plan, Street Functional Classification, Chapter 2, Exhibit 2-3 https://www.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/c_chapter_2_guiding_goal_and_policies.pdf

[12] 17.53.101, City of McMinnville Municipal Code.

[13] Left Turn Lane Criteria, Chapter 12, Analysis Procedures Manual, Oregon Department of Transportation, June 2022. https://www.oregon.gov/odot/Planning/Documents/APMv2.pdf

[14] Texas A&M Transportation Institute. https://tti.tamu.edu/

Exhibit 12-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)
Opposing left turns are not counted as opposing volumes

FIGURE 8: LEFT TURN LANE CRITERION

PEDESTRIAN SAFTEY EVALUATION

The draft site plan includes a proposed enhanced crosswalk across NE McDonald Lane near the southern edge of the property. While this provides an important connection to Grandhaven Elementary School, the proposed crosswalk location would introduce vehicle-pedestrian conflicts with drivers exiting the school drop-off loop, most of whom will be turning left (south) onto NE McDonald Lane. Additionally, after crossing there, students would be required to walk through the parking lot and navigate additional vehicle conflicts to get to the school building.

It is recommended that the enhanced crossing be located approximately 125 feet to the north, between the drop-off loop exit and the entrance to the school parking lot, aligned with the center pedestrian pathway within the proposed development. The enhanced crossing should include a high-visibility crosswalk, dedicated lighting, and advanced warning signs.

Advantages of this location:

- Eliminates close-proximity conflicts with left-turning drivers exiting the school drop-off loop
- Students can walk between the enhanced crosswalk and the school building without crossing any driveways or navigating the parking lot
- Avoids existing utilities on the east side of NE McDonald Lane (fire hydrant, water, and power pole)

Disadvantages of this location:

- Does not align with proposed pedestrian path connecting to Chegwyn Farms Neighborhood Park

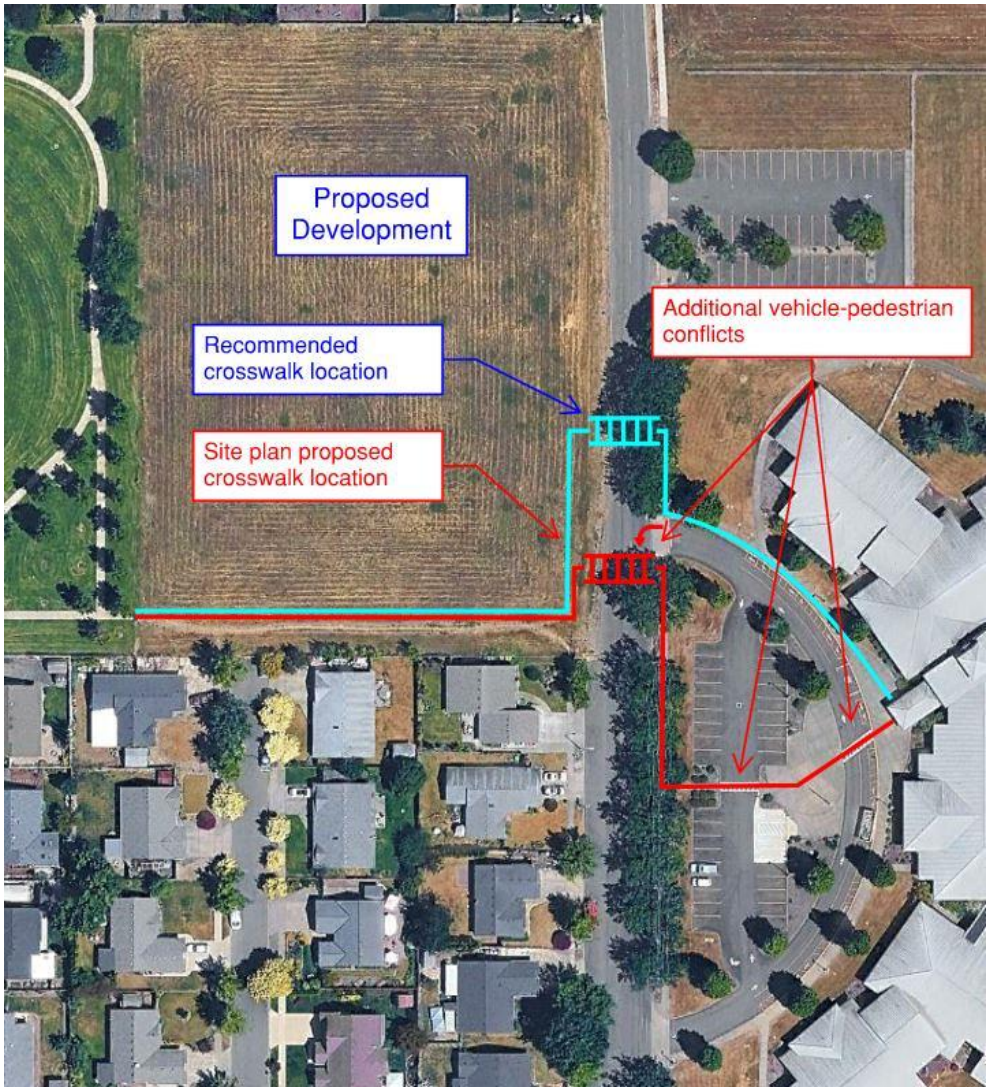


FIGURE 9: RECOMMENDED CROSSWALK LOCATION

PROJECT IMPACT SUMMARY

The proposed development is anticipated to result in the following impacts:

TRIP GENERATION

- The proposed development consists of six new multi-story buildings with 75 multi-family units total and is expected to generate 39 total (9 in, 30 out) AM peak hour trips, 43 total (27 in, 16 out) PM peak hour trips, and 543 daily trips.
- All study intersections will meet City operating standards under both AM and PM peak hours for the future analysis scenarios. Even with the addition of future traffic growth and project traffic, there is still significant capacity remaining at study area intersections.
- No off-site mitigation strategies are required since all study intersections operate under acceptable levels of service.

SITE PLAN EVALUATION

- Based on the preliminary sight distance evaluation, there is adequate sight distance at the proposed new access driveways onto NE McDonald Lane. Prior to occupancy, sight distance at all the proposed access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to ensure that buildings, signs, or landscaping does not restrict sight distance.
- The proposed site plan will meet City code relating to access spacing and allow for adequate vehicle and pedestrian movements within the site.
- The proposed frontage improvements are consistent with the adjacent street network and align with the requirements outlined in the City's TSP.

PEDESTRIAN SAFTEY EVALUATION

- Install enhanced pedestrian crossing, roughly midway between Grandhaven Elementary School drop-off loop exit and the entrance to overflow parking lot.

APPENDIX

A. SITE PLAN

EXHIBIT 4

N.E. SAMSON ST.

N.E. HEMBREE ST.

N.E. MOHAN DR.

N.E. MALONEY DR.

N.E. McDONALD LANE

CHEGWYN FARMS
NEIGHBORHOOD PARK

75 LIVING UNITS

123 PARKING STALLS;
1.64 STALLS/ UNIT

SITE AREA = 124,760 S.F.; 2.86 ACRES
(INCLUDES 20' PEDESTRIAN EASEMENT=5,837 S.F.)

PROPOSED DENSITY = 26.22 UNITS PER ACRE

PARKING REQUIRED:
400 S.F. OFFICE AREA X 1 STALL PER 300 S.F.= 1.4 STALLS
(18) 1 BEDROOM UNITS X 1.5 STALLS/ UNIT= 27 STALLS
(39) 2 BEDROOM UNITS X 1.5 STALLS/ UNIT= 58.5 STALLS
(18) 3 BEDROOM UNITS X 2.0 STALLS/ UNIT= 36 STALLS
TOTAL PARKING REQUIRED= 123 STALLS

60' MAXIMUM BLDG. HT.

PROPOSED BLDG. HT. = 40'-9" MAX. (4.75'>35'); 4.75'x1/2=add 2.88' to min. setback.

FRONT YARD SETBACK REQ'D.= 15'+2.88' X (.9 redux. per S.B.1537)= 16.1' MIN.
REAR YARD SETBACK REQ'D.= 20'+2.88 'X (.9 redux. per S.B.1537)= 20.6' MIN.
SIDE YARD SETBACK REQ'D.= 6'+2.88' X (.9 redux. per S.B.1537)= 8.6' MIN.

COMMON OUTDOOR SPACE REQ'D. = 124,749 S.F.- 5,837 S.F.
EASEMENT= (118,923 S.F. NET. X .15)=17,838 S.F.
(S.B. 1537 allows up to 25% redux) ; 17,838 S.F. X .75= 13,379 S.F.
COMMON OUTDOOR SPACE PROVIDED = 15,995 S.F., O.K.

PARKING AREA LANDSCAPE REQ'D.
PARKING FIELD INCLUDING CORNERS/ ISLAND PLANTERS/
TRASH AREA= 39,915 S.F.; <50,000 S.F. = 5% REQ'D. MIN.
(39,915 S.F. X 0.05)= 1,196 S.F. REQ'D.
PARKING LOT LANDSCAPE PROVIDED =2,594 S.F., O.K.

PRELIMINARY NOT FOR CONSTRUCTION

SCOTT BECK
ARCHITECT, LLC
361 N.E. Third Avenue
Canby, Oregon 97013
(503) 266-9270

PARKVIEW APARTMENT LIVING
N.E. McDONALD LANE, TAX LOT 4409CD-100
McMINNVILLE, OR

DEVELOPERS:
Cory Redding & Philip Higgins
2837 22nd St SE Suite 155
SALEM, OR. 97302
(503) 581-0048

SITE PLAN

revisions:

date: 7/3/2025
scale: 1"=30'
drawn: S.R.B.
job no: 2409

A1.1

B. CRASH DATA & TRAFFIC COUNTS

013 Lat	45.22820682	45.2290742	45.23193181	45.2290742
014 Long	-123.1873799	-123.1873659	-123.1874001	-123.1873659
117 Severity	PDO	PDO	PDO	PDO
000 Crash Id	1981552	1954822	2035186	2035182
002 Year	2022	2021	2023	2023
005 Region	2	2	2	2
007 County1	Yamhill	Yamhill	Yamhill	Yamhill
008 Jurisdiction	McMinnville	McMinnville	McMinnville	McMinnville
015 Street Name	MCDONALD LN	MCDONALD LN	NE MCDONALD LN	MCDONALD LN
021 Road Characteristics	INTER	INTER	ALLEY	INTER
022 Off Roadway Flag	FALSE	TRUE	FALSE	FALSE
036 Crash Cause 1	NO-YIELD	SPEED	IMP-TURN	INATTENT
114 Road Departure Flag	No	No	No	No
119 State Highway Flag1	N	N	N	N
126 Bike / Ped Related	Neither	Neither	Neither	Neither
127 Driveway Flag	No	No	Yes	No
128 Jurisdiction Complete	McMinnville	McMinnville	McMinnville	McMinnville
011 Hwy No				
001 CRASH Date	3/3/2022	6/4/2021	10/17/2023	10/17/2023
016 Intersecting Street Name	27TH ST	28TH ST	NE GRANDHAVEN ST	28TH ST
028 Crash Type	ANGL-OTH	FIX OBJ	S-OTHER	ANGL-OTH
029 Collision Type	ANGL	FIX	TURN	ANGL
031 Weather Conditions	CLR	CLR	CLR	CLR
032 Road Surface Conditions	DRY	DRY	DRY	DRY
033 Lighting Conditions	DAY	DAWN	DAY	DAY
034 Traffic Control	STOP SIGN	STOP SIGN	NONE	STOP SIGN
118 Intersection Flag	Yes	Yes	No	Yes
019 Mp No				

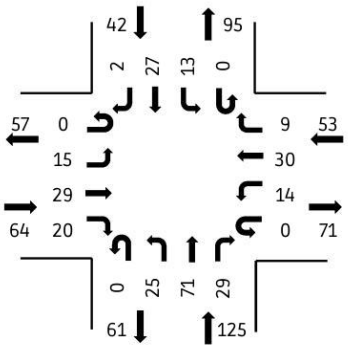
45.23151074	45.22812879	45.22820682	45.22820682
-123.1874016	-123.1873868	-123.1873799	-123.1873799
Possible Injury (C)	Possible Injury (C)	Possible Injury (C)	Minor Injury (B)
1830039	1844307	1928789	1970183
2019	2019	2021	2022
2	2	2	2
Yamhill	Yamhill	Yamhill	Yamhill
McMinnville	McMinnville	McMinnville	McMinnville
NE GRANDHAVEN ST	MCDONALD LN	MCDONALD LN	MCDONALD LN
INTER	INTER	INTER	INTER
FALSE	FALSE	FALSE	FALSE
PAS-STOP	F AVOID	NO-YIELD	INATTENT
No	No	No	No
N	N	N	N
Neither	Neither	Neither	Pedestrian
No	No	No	No
McMinnville	McMinnville	McMinnville	McMinnville
5/28/2019	10/14/2019	12/6/2021	6/2/2022
NE MCDONALD LN	27TH ST	27TH ST	27TH ST
ANGL-OTH	S-1STOP	ANGL-OTH	PED
ANGL	REAR	ANGL	PED
CLD	CLR	RAIN	CLR
DRY	DRY	WET	DRY
DAY	DAY	DARK	DAY
STOP SIGN	STOP SIGN	STOP SIGN	STOP SIGN
Yes	Yes	Yes	Yes

013 Lat	45.22820682	45.2290742	45.23193181	45.2290742
014 Long	-123.1873799	-123.1873659	-123.1874001	-123.1873659
117 Severity	PDO	PDO	PDO	PDO
000 Crash Id	1981552	1954822	2035186	2035182
002 Year	2022	2021	2023	2023
005 Region	2	2	2	2
007 County1	Yamhill	Yamhill	Yamhill	Yamhill
008 Jurisdiction	McMinnville	McMinnville	McMinnville	McMinnville
015 Street Name	MCDONALD LN	MCDONALD LN	NE MCDONALD LN	MCDONALD LN
021 Road Characteristics	INTER	INTER	ALLEY	INTER
022 Off Roadway Flag	FALSE	TRUE	FALSE	FALSE
036 Crash Cause 1	NO-YIELD	SPEED	IMP-TURN	INATTENT
114 Road Departure Flag	No	No	No	No
119 State Highway Flag1	N	N	N	N
126 Bike / Ped Related	Neither	Neither	Neither	Neither
127 Driveway Flag	No	No	Yes	No
128 Jurisdiction Complete	McMinnville	McMinnville	McMinnville	McMinnville
011 Hwy No				
001 CRASH Date	3/3/2022	6/4/2021	10/17/2023	10/17/2023
016 Intersecting Street Name	27TH ST	28TH ST	NE GRANDHAVEN ST	28TH ST
028 Crash Type	ANGL-OTH	FIX OBJ	S-OTHER	ANGL-OTH
029 Collision Type	ANGL	FIX	TURN	ANGL
031 Weather Conditions	CLR	CLR	CLR	CLR
032 Road Surface Conditions	DRY	DRY	DRY	DRY
033 Lighting Conditions	DAY	DAWN	DAY	DAY
034 Traffic Control	STOP SIGN	STOP SIGN	NONE	STOP SIGN
118 Intersection Flag	Yes	Yes	No	Yes
019 Mp No				

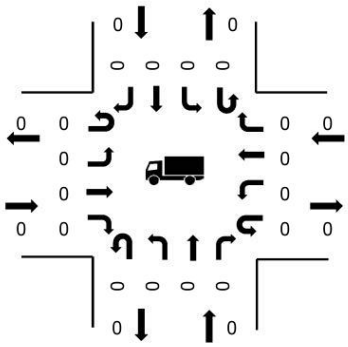
45.23151074	45.22812879	45.22820682	45.22820682
-123.1874016	-123.1873868	-123.1873799	-123.1873799
Possible Injury (C)	Possible Injury (C)	Possible Injury (C)	Minor Injury (B)
1830039	1844307	1928789	1970183
2019	2019	2021	2022
2	2	2	2
Yamhill	Yamhill	Yamhill	Yamhill
McMinnville	McMinnville	McMinnville	McMinnville
NE GRANDHAVEN ST	MCDONALD LN	MCDONALD LN	MCDONALD LN
INTER	INTER	INTER	INTER
FALSE	FALSE	FALSE	FALSE
PAS-STOP	F AVOID	NO-YIELD	INATTENT
No	No	No	No
N	N	N	N
Neither	Neither	Neither	Pedestrian
No	No	No	No
McMinnville	McMinnville	McMinnville	McMinnville
5/28/2019	10/14/2019	12/6/2021	6/2/2022
NE MCDONALD LN	27TH ST	27TH ST	27TH ST
ANGL-OTH	S-1STOP	ANGL-OTH	PED
ANGL	REAR	ANGL	PED
CLD	CLR	RAIN	CLR
DRY	DRY	WET	DRY
DAY	DAY	DARK	DAY
STOP SIGN	STOP SIGN	STOP SIGN	STOP SIGN
Yes	Yes	Yes	Yes

Location: NE McDonald Ln & NE Grandhaven St
Date: 2026-01-15
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:25 PM
Peak Hour Factor: 0.84

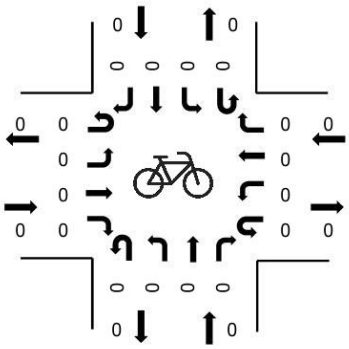
Motorized Vehicles



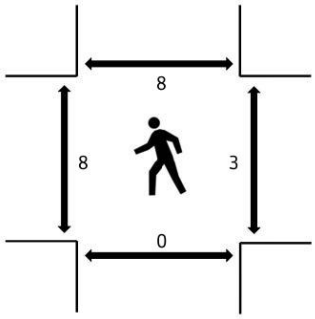
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (NE Grandhaven St)					Westbound (NE Grandhaven St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	4	0	0	0	0	6	1	0	0	1	4	1	0	0	3	1	1	0	0		
04:05:00 PM	1	3	1	0	0	1	2	2	0	0	0	1	1	0	0	3	3	1	0	0		
04:10:00 PM	4	3	3	0	0	2	2	0	0	0	0	5	4	0	0	0	2	0	0	0	66	
04:15:00 PM	5	4	4	0	0	0	0	0	0	0	0	3	2	0	0	0	4	1	0	0	67	
04:20:00 PM	2	8	0	0	0	0	2	0	0	0	2	3	1	0	0	0	3	0	0	0	69	
04:25:00 PM	3	2	1	0	0	0	1	1	0	0	1	2	2	0	0	0	4	0	0	0	61	
04:30:00 PM	4	4	0	0	0	2	2	0	0	0	0	2	0	0	0	1	4	1	0	0	58	
04:35:00 PM	0	2	1	0	0	1	4	1	0	0	0	2	1	0	0	1	4	0	0	0	54	
04:40:00 PM	1	4	2	0	0	0	1	0	0	0	2	3	0	0	0	1	0	1	0	0	52	
04:45:00 PM	3	0	2	0	0	0	3	0	0	0	0	3	0	0	0	2	1	1	0	0	47	
04:50:00 PM	1	6	3	0	0	1	2	0	0	0	0	4	0	0	0	0	4	2	0	0	53	
04:55:00 PM	1	0	1	0	0	2	3	2	0	0	0	4	0	0	0	1	1	0	0	0	53	232
05:00:00 PM	5	5	1	0	0	0	2	1	0	0	0	1	2	0	0	1	1	1	0	0	58	230
05:05:00 PM	1	2	2	0	0	1	1	0	0	0	0	0	3	0	0	1	3	3	0	0	52	228
05:10:00 PM	6	4	4	0	0	5	0	0	0	0	1	3	2	0	0	2	5	0	0	0	69	235
05:15:00 PM	1	8	3	0	0	0	2	1	0	0	0	2	2	0	0	3	0	0	0	0	71	234
05:20:00 PM	3	9	4	0	0	0	4	0	0	0	2	3	1	0	0	0	2	0	0	0	82	241
05:25:00 PM	2	11	0	0	0	0	4	0	0	0	1	1	2	0	0	1	4	1	0	0	77	251
05:30:00 PM	0	8	3	0	0	2	3	0	0	0	4	4	1	0	0	1	3	0	0	0	84	260
05:35:00 PM	1	7	2	0	0	2	2	0	0	0	3	5	0	0	0	2	4	1	0	0	85	272
05:40:00 PM	1	2	2	0	0	1	2	0	0	0	0	3	3	0	0	0	2	0	0	0	74	273
05:45:00 PM	3	4	0	0	0	1	2	0	0	0	2	5	2	0	0	3	3	0	0	0	70	283
05:50:00 PM	2	7	4	0	0	1	4	0	0	0	1	0	1	0	0	0	1	2	0	0	64	283
05:55:00 PM	0	4	4	0	0	0	1	0	0	0	1	2	1	0	0	0	2	1	0	0	64	284

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	4	0	0	0	0	6	1	0	0	1	4	1	0	0	3	1	1	0	0		
04:05:00 PM	1	3	1	0	0	1	2	2	0	0	0	1	1	0	0	3	3	1	0	0		
04:10:00 PM	4	3	3	0	0	2	2	0	0	0	0	5	4	0	0	0	2	0	0	0	66	
04:15:00 PM	5	3	4	0	0	0	0	0	0	0	0	3	2	0	0	0	4	1	0	0	66	
04:20:00 PM	2	8	0	0	0	0	2	0	0	0	2	3	1	0	0	0	2	0	0	0	67	
04:25:00 PM	3	2	1	0	0	0	1	1	0	0	1	2	2	0	0	0	4	0	0	0	59	
04:30:00 PM	4	4	0	0	0	2	2	0	0	0	0	2	0	0	0	1	4	1	0	0	57	
04:35:00 PM	0	2	1	0	0	1	4	1	0	0	0	2	1	0	0	1	4	0	0	0	54	
04:40:00 PM	1	4	2	0	0	0	1	0	0	0	2	3	0	0	0	1	0	1	0	0	52	
04:45:00 PM	3	0	1	0	0	0	3	0	0	0	0	3	0	0	0	2	1	1	0	0	46	
04:50:00 PM	0	6	3	0	0	1	2	0	0	0	0	4	0	0	0	0	4	2	0	0	51	
04:55:00 PM	1	0	1	0	0	2	3	1	0	0	0	4	0	0	0	1	1	0	0	0	50	227
05:00:00 PM	5	5	1	0	0	0	2	1	0	0	0	1	2	0	0	1	1	1	0	0	56	225
05:05:00 PM	1	2	2	0	0	1	1	0	0	0	0	0	3	0	0	1	3	3	0	0	51	223
05:10:00 PM	6	4	4	0	0	5	0	0	0	0	1	3	2	0	0	2	5	0	0	0	69	230
05:15:00 PM	1	8	3	0	0	0	2	1	0	0	0	2	2	0	0	3	0	0	0	0	71	230
05:20:00 PM	3	9	4	0	0	0	4	0	0	0	2	3	1	0	0	0	2	0	0	0	82	238
05:25:00 PM	2	11	0	0	0	0	4	0	0	0	1	1	2	0	0	1	4	1	0	0	77	248
05:30:00 PM	0	8	3	0	0	2	3	0	0	0	4	4	1	0	0	1	3	0	0	0	84	257
05:35:00 PM	1	7	2	0	0	2	2	0	0	0	3	5	0	0	0	2	4	1	0	0	85	269
05:40:00 PM	1	2	2	0	0	1	2	0	0	0	0	3	3	0	0	0	2	0	0	0	74	270
05:45:00 PM	3	4	0	0	0	1	2	0	0	0	2	5	2	0	0	3	3	0	0	0	70	281
05:50:00 PM	2	7	4	0	0	1	4	0	0	0	1	0	1	0	0	0	1	2	0	0	64	282
05:55:00 PM	0	4	4	0	0	0	1	0	0	0	1	2	1	0	0	0	2	1	0	0	64	284

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:50:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:55:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bike Volumes

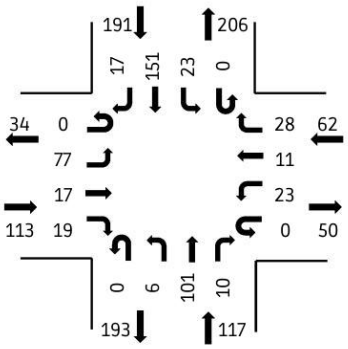
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

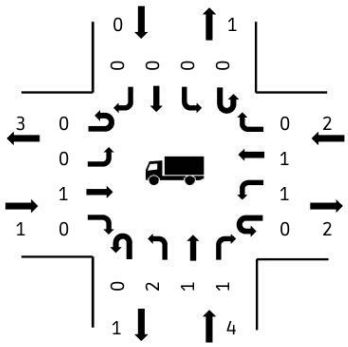
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	1	0	0	0		
04:05:00 PM	0	0	1	0		
04:10:00 PM	0	0	0	1	3	
04:15:00 PM	2	0	0	0	4	
04:20:00 PM	1	2	2	0	8	
04:25:00 PM	1	0	1	0	9	
04:30:00 PM	5	0	1	0	13	
04:35:00 PM	0	0	3	1	12	
04:40:00 PM	1	0	0	0	11	
04:45:00 PM	1	0	0	1	7	
04:50:00 PM	0	0	2	0	5	
04:55:00 PM	0	1	2	1	8	31
05:00:00 PM	3	0	1	0	10	34
05:05:00 PM	0	0	0	0	8	33
05:10:00 PM	2	0	1	2	9	37
05:15:00 PM	0	0	0	4	9	39
05:20:00 PM	0	0	0	2	11	36
05:25:00 PM	0	0	0	0	6	34
05:30:00 PM	0	0	0	0	2	28
05:35:00 PM	0	0	0	0	0	24
05:40:00 PM	0	0	0	0	0	23
05:45:00 PM	0	0	0	0	0	21
05:50:00 PM	1	0	0	0	1	20
05:55:00 PM	2	0	1	0	4	19

Location: NE McDonald Ln & NE Grandhaven St
Date: 2026-01-15
Peak Hour Start: 07:25 AM
Peak 15 Minute Start: 07:55 AM
Peak Hour Factor: 0.63

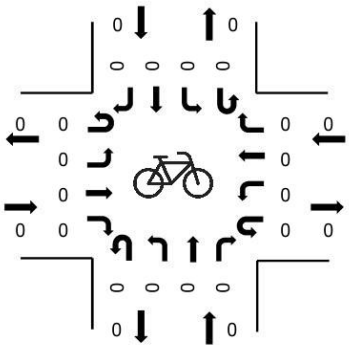
Motorized Vehicles



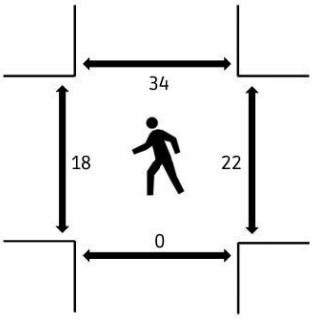
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (NE Grandhaven St)					Westbound (NE Grandhaven St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
33	1	10	0	0	0	0	0	0	0	0	6	0	0	0	4	9	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	3	0	0	0	1	2	1	0	0	0	0	1	0	0	1	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	2	0	0	0	1	3	1	0	0	3	0	0	0	0		
07:10:00 AM	1	1	1	0	0	0	3	0	0	0	0	1	0	0	0	2	3	0	0	0	32	
07:15:00 AM	0	2	0	0	0	0	2	1	0	0	2	0	2	0	0	3	1	0	0	0	36	
07:20:00 AM	0	5	0	0	0	1	3	0	0	0	0	0	1	0	0	2	1	2	0	0	40	
07:25:00 AM	0	2	0	0	0	1	6	0	0	0	1	2	0	0	0	2	2	1	0	0	45	
07:30:00 AM	0	6	1	0	0	0	5	1	0	0	3	1	2	0	0	0	0	1	0	0	52	
07:35:00 AM	2	6	0	0	0	4	10	0	0	0	3	2	1	0	0	2	1	1	0	0	69	
07:40:00 AM	0	7	3	0	0	0	9	2	0	0	6	2	3	0	0	2	0	0	0	0	86	
07:45:00 AM	0	10	1	0	0	1	13	1	0	0	8	3	0	0	0	2	0	1	0	0	106	
07:50:00 AM	0	16	0	0	0	0	20	2	0	0	11	0	2	0	0	2	0	1	0	0	128	
07:55:00 AM	0	11	0	0	0	2	14	2	0	0	14	1	2	0	0	2	0	7	0	0	149	312
08:00:00 AM	0	16	0	0	0	1	15	1	0	0	11	1	1	0	0	2	2	9	0	0	168	362
08:05:00 AM	2	16	3	0	0	5	19	3	0	0	17	1	2	0	0	3	1	6	0	0	192	429
08:10:00 AM	1	2	0	0	0	7	30	3	0	0	2	3	4	0	0	2	0	0	0	0	191	471
08:15:00 AM	1	4	2	0	0	2	5	2	0	0	1	0	0	0	0	1	1	0	0	0	151	477
08:20:00 AM	0	5	0	0	0	0	5	0	0	0	0	1	2	0	0	3	4	1	0	0	94	483
08:25:00 AM	1	5	1	0	0	0	4	1	0	0	1	0	2	0	0	1	0	0	0	0	56	482
08:30:00 AM	1	3	0	0	0	0	6	2	0	0	0	1	1	0	0	0	1	0	0	0	52	477
08:35:00 AM	1	1	1	0	0	0	5	0	0	0	1	1	3	0	0	1	0	0	0	0	45	459
08:40:00 AM	2	2	0	0	0	1	2	0	0	0	0	1	0	0	0	1	1	0	0	0	39	435
08:45:00 AM	0	1	1	0	0	1	4	0	0	0	3	1	2	0	0	1	2	0	0	0	40	411
08:50:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	34	365
08:55:00 AM	1	2	2	0	0	0	6	1	0	0	1	2	0	0	0	1	1	1	0	0	42	328

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	3	0	0	0	1	2	1	0	0	0	0	1	0	0	1	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	2	0	0	0	1	3	1	0	0	3	0	0	0	0		
07:10:00 AM	1	1	0	0	0	0	3	0	0	0	0	1	0	0	0	2	3	0	0	0	31	
07:15:00 AM	0	2	0	0	0	0	2	1	0	0	2	0	2	0	0	3	1	0	0	0	35	
07:20:00 AM	0	5	0	0	0	0	3	0	0	0	0	0	1	0	0	2	1	2	0	0	38	
07:25:00 AM	0	2	0	0	0	1	6	0	0	0	1	2	0	0	0	1	2	1	0	0	43	
07:30:00 AM	0	6	0	0	0	0	5	1	0	0	3	1	2	0	0	0	0	1	0	0	49	
07:35:00 AM	1	6	0	0	0	4	10	0	0	0	3	2	1	0	0	2	1	1	0	0	66	
07:40:00 AM	0	7	3	0	0	0	9	2	0	0	6	2	3	0	0	2	0	0	0	0	84	
07:45:00 AM	0	10	1	0	0	1	13	1	0	0	8	3	0	0	0	2	0	1	0	0	105	
07:50:00 AM	0	16	0	0	0	0	20	2	0	0	11	0	2	0	0	2	0	1	0	0	128	
07:55:00 AM	0	11	0	0	0	2	14	2	0	0	14	1	2	0	0	2	0	7	0	0	149	307
08:00:00 AM	0	16	0	0	0	1	15	1	0	0	11	1	1	0	0	2	1	9	0	0	167	356
08:05:00 AM	1	16	3	0	0	5	19	3	0	0	17	1	2	0	0	3	1	6	0	0	190	422
08:10:00 AM	1	2	0	0	0	7	30	3	0	0	2	2	4	0	0	2	0	0	0	0	188	464
08:15:00 AM	1	4	2	0	0	2	5	2	0	0	1	0	0	0	0	1	1	0	0	0	149	470
08:20:00 AM	0	4	0	0	0	0	5	0	0	0	0	1	2	0	0	3	4	1	0	0	92	476
08:25:00 AM	1	3	1	0	0	0	4	1	0	0	1	0	2	0	0	1	0	0	0	0	53	474
08:30:00 AM	1	3	0	0	0	0	5	2	0	0	0	1	1	0	0	0	1	0	0	0	48	469
08:35:00 AM	1	1	1	0	0	0	5	0	0	0	1	1	3	0	0	1	0	0	0	0	42	452
08:40:00 AM	2	2	0	0	0	1	2	0	0	0	0	1	0	0	0	1	1	0	0	0	38	428
08:45:00 AM	0	1	1	0	0	1	4	0	0	0	3	1	2	0	0	1	2	0	0	0	40	404
08:50:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	2	1	0	0	0	34	358
08:55:00 AM	1	2	2	0	0	0	5	1	0	0	1	2	0	0	0	1	1	1	0	0	41	320

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:20:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	
07:30:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:35:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6
08:05:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	7
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
08:20:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
08:25:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
08:30:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:55:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8

Bike Volumes

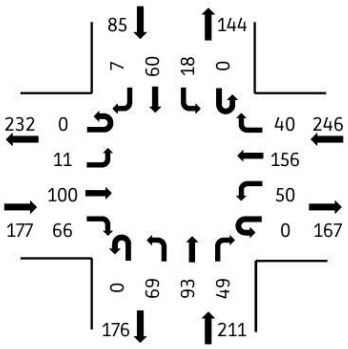
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE Grandhaven St)					WB (NE Grandhaven St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

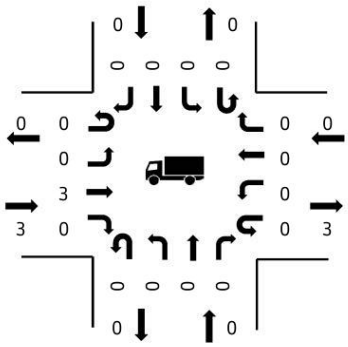
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	
07:35:00 AM	0	0	1	0	1	
07:40:00 AM	2	0	3	1	7	
07:45:00 AM	3	0	0	3	13	
07:50:00 AM	4	0	0	3	19	
07:55:00 AM	4	0	7	3	27	34
08:00:00 AM	13	0	7	5	46	59
08:05:00 AM	3	0	3	1	46	66
08:10:00 AM	1	0	1	0	34	68
08:15:00 AM	2	0	0	2	13	72
08:20:00 AM	2	0	0	0	8	74
08:25:00 AM	0	0	0	0	6	74
08:30:00 AM	0	1	0	0	3	75
08:35:00 AM	0	1	0	0	2	75
08:40:00 AM	0	1	1	0	4	71
08:45:00 AM	0	1	0	2	6	68
08:50:00 AM	0	0	0	0	5	61
08:55:00 AM	0	0	0	0	3	47

Location: NE McDonald Ln & NE 27th St
Date: 2026-01-15
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:00 PM
Peak Hour Factor: 0.91

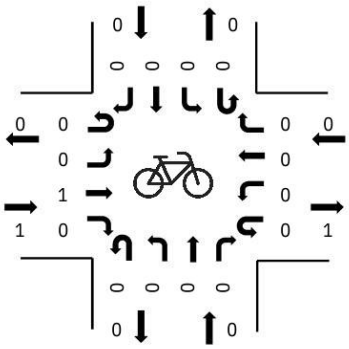
Motorized Vehicles



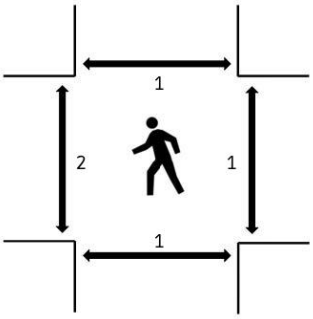
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (NE 27th St)					Westbound (NE 27th St)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE 27th St)					WB (NE 27th St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	10	1	5	0	0	2	4	1	0	0	0	7	6	0	0	6	15	5	0	0		
04:05:00 PM	5	5	0	0	0	1	5	1	0	0	1	4	5	0	0	5	8	5	0	0		
04:10:00 PM	8	11	3	0	0	1	5	0	0	0	0	7	6	0	0	6	14	3	0	0	171	
04:15:00 PM	7	5	7	0	0	0	3	1	0	0	0	12	6	0	0	6	18	9	0	0	183	
04:20:00 PM	0	7	1	0	0	0	3	0	0	0	1	12	5	0	0	4	14	5	0	0	190	
04:25:00 PM	6	5	3	0	0	0	2	2	0	0	0	5	2	0	0	3	6	4	0	0	164	
04:30:00 PM	7	3	4	0	0	0	10	0	0	0	0	7	7	0	0	7	13	4	0	0	152	
04:35:00 PM	4	7	7	0	0	1	3	0	0	0	0	10	4	0	0	4	14	2	0	0	156	
04:40:00 PM	1	5	4	0	0	0	4	0	0	0	0	8	4	0	0	3	15	1	0	0	163	
04:45:00 PM	8	7	3	0	0	0	2	0	0	0	1	11	6	0	0	4	10	5	0	0	158	
04:50:00 PM	3	1	4	0	0	1	6	0	0	0	2	8	6	0	0	3	12	3	0	0	151	
04:55:00 PM	3	5	5	0	0	0	1	0	0	0	0	4	5	0	0	4	13	6	0	0	152	650
05:00:00 PM	6	9	3	0	0	3	7	0	0	0	0	7	11	0	0	3	19	0	0	0	163	656
05:05:00 PM	5	11	3	0	0	1	6	0	0	0	0	5	10	0	0	8	11	8	0	0	182	679
05:10:00 PM	4	9	6	0	0	1	7	1	0	0	0	9	3	0	0	6	12	4	0	0	198	677
05:15:00 PM	6	13	3	0	0	1	8	0	0	0	0	6	6	0	0	4	17	3	0	0	197	670
05:20:00 PM	3	7	4	0	0	2	8	1	0	0	0	12	5	0	0	6	15	2	0	0	194	683
05:25:00 PM	3	8	4	0	0	0	4	2	0	0	4	12	2	0	0	1	12	4	0	0	188	701
05:30:00 PM	10	8	7	0	0	1	2	1	0	0	1	9	5	0	0	3	16	3	0	0	187	705
05:35:00 PM	4	5	5	0	0	1	4	0	0	0	2	10	7	0	0	4	6	1	0	0	171	698
05:40:00 PM	10	4	6	0	0	1	6	1	0	0	0	12	2	0	0	3	12	4	0	0	176	714
05:45:00 PM	2	7	3	0	0	6	2	1	0	0	1	4	7	0	0	5	10	4	0	0	162	709
05:50:00 PM	10	5	2	0	0	1	2	0	0	0	2	6	4	0	0	4	14	3	0	0	166	713
05:55:00 PM	6	7	3	0	0	0	4	0	0	0	1	8	4	0	0	3	12	4	0	0	157	719

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE 27th St)					WB (NE 27th St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	9	1	5	0	0	2	4	1	0	0	0	7	6	0	0	5	15	5	0	0		
04:05:00 PM	5	5	0	0	0	1	5	1	0	0	1	4	5	0	0	4	8	5	0	0		
04:10:00 PM	8	10	3	0	0	1	5	0	0	0	0	7	6	0	0	6	14	3	0	0	167	
04:15:00 PM	7	5	7	0	0	0	3	1	0	0	0	11	5	0	0	6	18	9	0	0	179	
04:20:00 PM	0	7	1	0	0	0	3	0	0	0	1	12	5	0	0	4	14	5	0	0	187	
04:25:00 PM	6	5	3	0	0	0	2	2	0	0	0	5	2	0	0	3	6	4	0	0	162	
04:30:00 PM	6	3	4	0	0	0	10	0	0	0	0	7	7	0	0	7	13	4	0	0	151	
04:35:00 PM	4	7	7	0	0	1	3	0	0	0	0	10	4	0	0	4	14	2	0	0	155	
04:40:00 PM	1	4	4	0	0	0	4	0	0	0	0	8	4	0	0	3	15	1	0	0	161	
04:45:00 PM	8	6	3	0	0	0	2	0	0	0	1	11	6	0	0	4	10	5	0	0	156	
04:50:00 PM	3	1	4	0	0	1	6	0	0	0	2	8	6	0	0	3	12	3	0	0	149	
04:55:00 PM	3	5	5	0	0	0	1	0	0	0	0	4	5	0	0	4	12	6	0	0	150	640
05:00:00 PM	6	9	3	0	0	3	7	0	0	0	0	7	11	0	0	3	19	0	0	0	162	648
05:05:00 PM	5	11	3	0	0	1	6	0	0	0	0	5	10	0	0	8	11	8	0	0	181	672
05:10:00 PM	4	9	6	0	0	1	7	1	0	0	0	9	3	0	0	6	12	4	0	0	198	671
05:15:00 PM	6	13	3	0	0	1	8	0	0	0	0	6	6	0	0	4	17	3	0	0	197	666
05:20:00 PM	3	7	4	0	0	2	8	1	0	0	0	11	5	0	0	6	15	2	0	0	193	678
05:25:00 PM	3	8	4	0	0	0	4	2	0	0	4	10	2	0	0	1	12	4	0	0	185	694
05:30:00 PM	10	8	7	0	0	1	2	1	0	0	1	9	5	0	0	3	16	3	0	0	184	699
05:35:00 PM	4	5	5	0	0	1	4	0	0	0	2	10	7	0	0	4	6	1	0	0	169	692
05:40:00 PM	10	4	6	0	0	1	6	1	0	0	0	12	2	0	0	3	12	4	0	0	176	709
05:45:00 PM	2	7	3	0	0	6	2	1	0	0	1	4	7	0	0	5	10	4	0	0	162	705
05:50:00 PM	10	5	2	0	0	1	2	0	0	0	2	6	4	0	0	4	14	3	0	0	166	709
05:55:00 PM	6	7	3	0	0	0	4	0	0	0	1	8	4	0	0	3	12	4	0	0	157	716

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE 27th St)					WB (NE 27th St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
04:10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:30:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:45:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	10
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	5
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	7
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

Bike Volumes

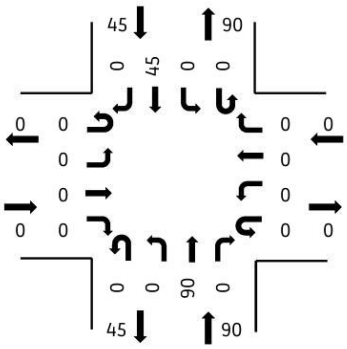
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (NE 27th St)					WB (NE 27th St)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Pedestrian Volumes

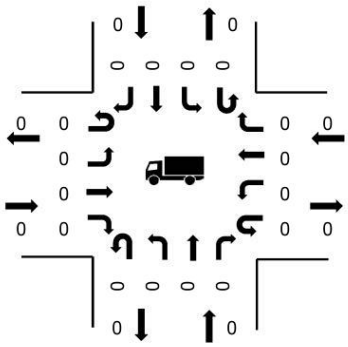
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	1	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	1	1	0	3	
04:15:00 PM	0	0	1	0	3	
04:20:00 PM	0	1	0	0	4	
04:25:00 PM	0	0	1	0	3	
04:30:00 PM	0	0	0	0	2	
04:35:00 PM	0	0	0	0	1	
04:40:00 PM	0	0	0	1	1	
04:45:00 PM	0	0	0	0	1	
04:50:00 PM	0	0	0	0	1	
04:55:00 PM	0	0	1	1	2	9
05:00:00 PM	0	0	0	0	2	8
05:05:00 PM	0	0	0	0	2	8
05:10:00 PM	0	0	0	2	2	8
05:15:00 PM	0	1	0	0	3	8
05:20:00 PM	0	0	0	0	3	7
05:25:00 PM	0	0	0	0	1	6
05:30:00 PM	0	0	1	0	1	7
05:35:00 PM	0	0	0	0	1	7
05:40:00 PM	0	0	0	0	1	6
05:45:00 PM	0	0	0	0	0	6
05:50:00 PM	0	0	0	0	0	6
05:55:00 PM	1	0	0	0	1	5

Location: NE McDonald Ln & S Grandhaven School
Date: 2026-01-15
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:20 PM
Peak Hour Factor: 0.69

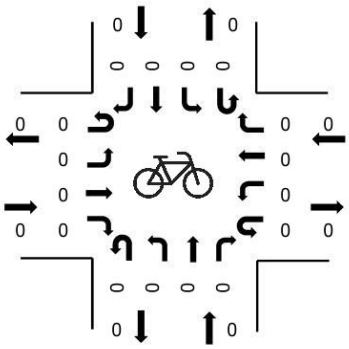
Motorized Vehicles



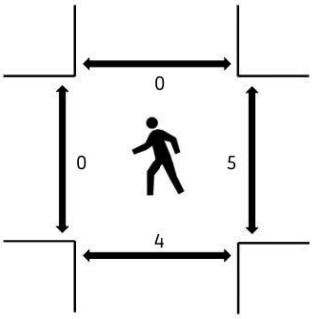
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (S Grandhaven School)					Westbound (S Grandhaven School)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:15:00 PM	0	7	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:20:00 PM	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:25:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
04:30:00 PM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:40:00 PM	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
04:45:00 PM	0	6	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
04:50:00 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:55:00 PM	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	93
05:00:00 PM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	90
05:05:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	92
05:10:00 PM	0	8	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	98
05:15:00 PM	0	11	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	102
05:20:00 PM	0	10	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41	111
05:25:00 PM	0	14	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48	120
05:30:00 PM	0	11	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	49	129
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	126
05:40:00 PM	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	130
05:45:00 PM	0	7	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26	131
05:50:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	133
05:55:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29	135

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:15:00 PM	0	7	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:20:00 PM	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
04:25:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
04:30:00 PM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:40:00 PM	0	2	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
04:45:00 PM	0	6	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
04:50:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:55:00 PM	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	91
05:00:00 PM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	88
05:05:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	90
05:10:00 PM	0	8	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28	97
05:15:00 PM	0	11	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	101
05:20:00 PM	0	10	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41	110
05:25:00 PM	0	14	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48	119
05:30:00 PM	0	11	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	49	128
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	125
05:40:00 PM	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30	129
05:45:00 PM	0	7	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	26	130
05:50:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	133
05:55:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29	135

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bike Volumes

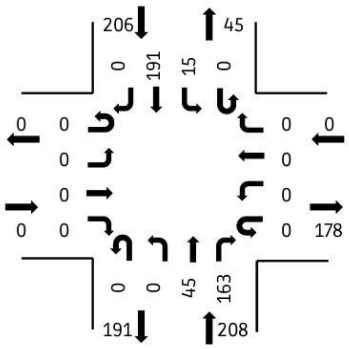
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

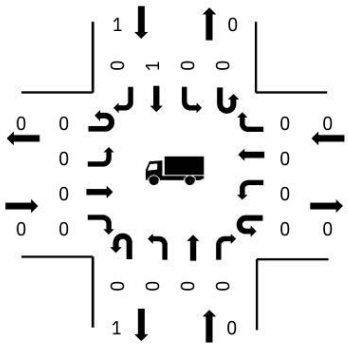
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	2	0		
04:05:00 PM	0	0	0	0		
04:10:00 PM	0	0	0	0	2	
04:15:00 PM	0	0	2	0	2	
04:20:00 PM	0	0	1	0	3	
04:25:00 PM	0	0	0	0	3	
04:30:00 PM	0	0	1	0	2	
04:35:00 PM	0	0	3	0	4	
04:40:00 PM	0	0	1	0	5	
04:45:00 PM	0	0	2	0	6	
04:50:00 PM	0	0	2	0	5	
04:55:00 PM	0	0	0	0	4	14
05:00:00 PM	0	0	0	0	2	12
05:05:00 PM	0	0	1	0	1	13
05:10:00 PM	0	0	2	0	3	15
05:15:00 PM	0	0	0	0	3	13
05:20:00 PM	0	0	0	0	2	12
05:25:00 PM	0	1	0	0	1	13
05:30:00 PM	0	0	0	0	1	12
05:35:00 PM	0	0	0	0	1	9
05:40:00 PM	0	2	0	0	2	10
05:45:00 PM	0	0	0	0	2	8
05:50:00 PM	0	1	2	0	5	9
05:55:00 PM	0	0	0	0	3	9

Location: NE McDonald Ln & S Grandhaven School
Date: 2026-01-15
Peak Hour Start: 07:15 AM
Peak 15 Minute Start: 07:50 AM
Peak Hour Factor: 0.59

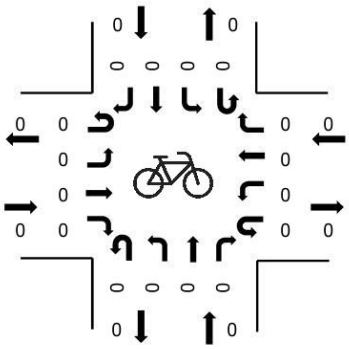
Motorized Vehicles



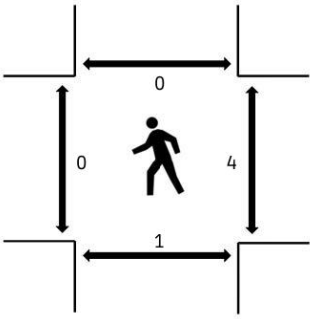
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (S Grandhaven School)					Westbound (S Grandhaven School)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	5	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
07:20:00 AM	0	2	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
07:25:00 AM	0	4	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	39	
07:30:00 AM	0	3	6	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	49	
07:35:00 AM	0	0	13	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	64	
07:40:00 AM	0	5	14	0	0	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	86	
07:45:00 AM	0	4	22	0	0	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	115	
07:50:00 AM	0	8	19	0	0	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	139	
07:55:00 AM	0	5	33	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	161	299
08:00:00 AM	0	4	35	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	175	362
08:05:00 AM	0	2	8	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	170	403
08:10:00 AM	0	3	2	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	128	414
08:15:00 AM	0	4	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	73	412
08:20:00 AM	0	2	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40	413
08:25:00 AM	0	1	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34	409
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30	393
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	24	373
08:40:00 AM	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	345
08:45:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	297
08:50:00 AM	0	3	2	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	26	260
08:55:00 AM	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	24	208

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	5	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
07:20:00 AM	0	2	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
07:25:00 AM	0	4	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38	
07:30:00 AM	0	3	6	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	49	
07:35:00 AM	0	0	13	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	64	
07:40:00 AM	0	5	14	0	0	3	15	0	0	0	0	0	0	0	0	0	0	0	0	0	86	
07:45:00 AM	0	4	22	0	0	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	115	
07:50:00 AM	0	8	19	0	0	5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	139	
07:55:00 AM	0	5	33	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	161	298
08:00:00 AM	0	4	35	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	175	361
08:05:00 AM	0	2	8	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	170	402
08:10:00 AM	0	3	2	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	128	413
08:15:00 AM	0	4	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	72	411
08:20:00 AM	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37	410
08:25:00 AM	0	1	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30	405
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	27	389
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	23	369
08:40:00 AM	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	341
08:45:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	293
08:50:00 AM	0	3	2	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25	255
08:55:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	202

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:20:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
08:25:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:50:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
08:55:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6

Bike Volumes

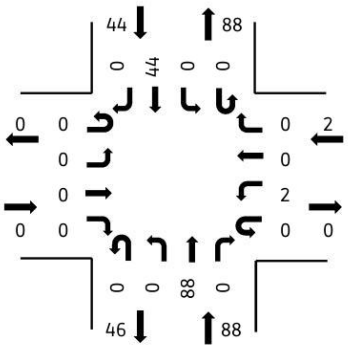
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (S Grandhaven School)					WB (S Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

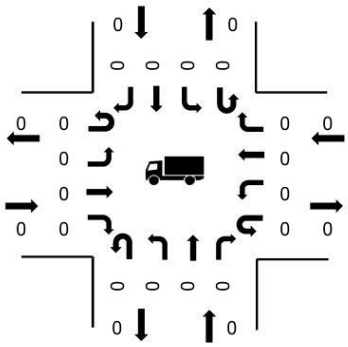
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	1	0	1	
07:25:00 AM	0	0	0	0	1	
07:30:00 AM	0	0	1	0	2	
07:35:00 AM	0	0	0	0	1	
07:40:00 AM	0	0	0	0	1	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	2
08:00:00 AM	0	0	1	0	1	3
08:05:00 AM	0	0	1	0	2	4
08:10:00 AM	0	1	0	0	3	5
08:15:00 AM	0	0	1	0	3	6
08:20:00 AM	0	0	0	0	2	5
08:25:00 AM	0	0	0	0	1	5
08:30:00 AM	0	0	0	0	0	4
08:35:00 AM	0	0	3	0	3	7
08:40:00 AM	0	1	1	0	5	9
08:45:00 AM	0	0	0	0	5	9
08:50:00 AM	0	0	0	0	2	9
08:55:00 AM	0	0	0	0	0	9

Location: NE McDonald Ln & N Grandhaven School
Date: 2026-01-15
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:20 PM
Peak Hour Factor: 0.67

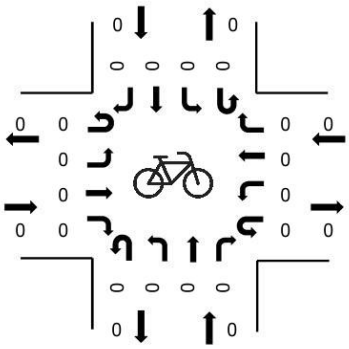
Motorized Vehicles



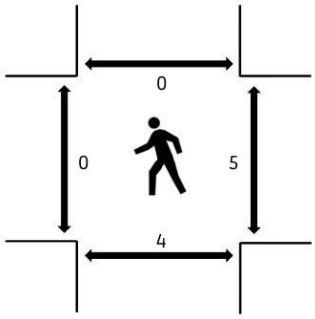
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (N Grandhaven School)					Westbound (N Grandhaven School)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0		
04:10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:15:00 PM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	21	
04:20:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:25:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:30:00 PM	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:40:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	20	
04:45:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	21	
04:50:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	1	0	0	22	
04:55:00 PM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21	86
05:00:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	21	85
05:05:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	23	86
05:10:00 PM	0	7	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29	93
05:15:00 PM	0	11	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	99
05:20:00 PM	0	10	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	42	110
05:25:00 PM	0	13	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48	118
05:30:00 PM	0	12	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	50	127
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	125
05:40:00 PM	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31	129
05:45:00 PM	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25	131
05:50:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	129
05:55:00 PM	0	6	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	134

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0		
04:05:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0		
04:10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:15:00 PM	0	6	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	21	
04:20:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:25:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:30:00 PM	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
04:40:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	20	
04:45:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	21	
04:50:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	1	0	0	21	
04:55:00 PM	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	85
05:00:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	20	84
05:05:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	23	85
05:10:00 PM	0	7	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29	92
05:15:00 PM	0	11	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	98
05:20:00 PM	0	10	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	42	109
05:25:00 PM	0	13	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	48	117
05:30:00 PM	0	12	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	50	126
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38	124
05:40:00 PM	0	7	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	31	128
05:45:00 PM	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	25	130
05:50:00 PM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	129
05:55:00 PM	0	6	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	26	134

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bike Volumes

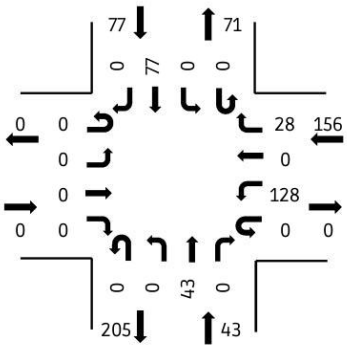
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

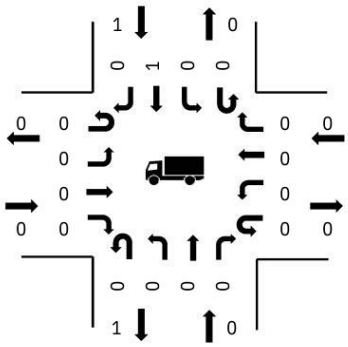
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	1	0		
04:05:00 PM	0	0	1	0		
04:10:00 PM	0	0	2	0	4	
04:15:00 PM	0	0	0	0	3	
04:20:00 PM	0	0	1	0	3	
04:25:00 PM	0	2	2	0	5	
04:30:00 PM	1	0	1	0	7	
04:35:00 PM	0	0	2	0	8	
04:40:00 PM	0	0	2	0	6	
04:45:00 PM	0	0	3	0	7	
04:50:00 PM	0	0	0	0	5	
04:55:00 PM	1	1	0	0	5	20
05:00:00 PM	0	3	2	0	7	24
05:05:00 PM	0	0	0	0	7	23
05:10:00 PM	0	0	2	0	7	23
05:15:00 PM	0	0	0	0	2	23
05:20:00 PM	0	1	0	0	3	23
05:25:00 PM	0	0	0	0	1	19
05:30:00 PM	0	0	0	0	1	17
05:35:00 PM	0	0	0	0	0	15
05:40:00 PM	0	0	0	0	0	13
05:45:00 PM	0	0	0	0	0	10
05:50:00 PM	0	0	1	0	1	11
05:55:00 PM	0	0	0	0	1	9

Location: NE McDonald Ln & N Grandhaven School
Date: 2026-01-15
Peak Hour Start: 07:20 AM
Peak 15 Minute Start: 07:55 AM
Peak Hour Factor: 0.59

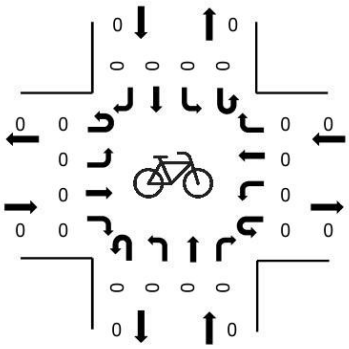
Motorized Vehicles



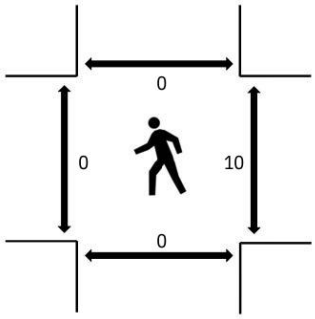
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (N Grandhaven School)					Westbound (N Grandhaven School)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
07:20:00 AM	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	23	
07:25:00 AM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
07:30:00 AM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	0	0	36	
07:35:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	1	0	0	42	
07:40:00 AM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	11	0	0	0	0	54	
07:45:00 AM	0	3	0	0	0	0	10	0	0	0	0	0	0	0	0	15	0	3	0	0	67	
07:50:00 AM	0	7	0	0	0	0	9	0	0	0	0	0	0	0	0	14	0	1	0	0	84	
07:55:00 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	26	0	3	0	0	100	194
08:00:00 AM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	16	0	10	0	0	107	229
08:05:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	23	0	10	0	0	116	265
08:10:00 AM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	94	275
08:15:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	66	276
08:20:00 AM	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	33	275
08:25:00 AM	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	26	274
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23	263
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	255
08:40:00 AM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	238
08:45:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	16	212
08:50:00 AM	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	0	21	192
08:55:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	23	161

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
07:20:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	22	
07:25:00 AM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
07:30:00 AM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	0	0	35	
07:35:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	7	0	1	0	0	42	
07:40:00 AM	0	4	0	0	0	0	7	0	0	0	0	0	0	0	0	11	0	0	0	0	54	
07:45:00 AM	0	3	0	0	0	0	10	0	0	0	0	0	0	0	0	15	0	3	0	0	67	
07:50:00 AM	0	7	0	0	0	0	9	0	0	0	0	0	0	0	0	14	0	1	0	0	84	
07:55:00 AM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	26	0	3	0	0	100	193
08:00:00 AM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	16	0	10	0	0	107	228
08:05:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	23	0	10	0	0	116	264
08:10:00 AM	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	94	274
08:15:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	66	275
08:20:00 AM	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	33	275
08:25:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	25	273
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	262
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	254
08:40:00 AM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	18	237
08:45:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	16	211
08:50:00 AM	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	2	0	0	0	0	20	190
08:55:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21	158

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3

Bike Volumes

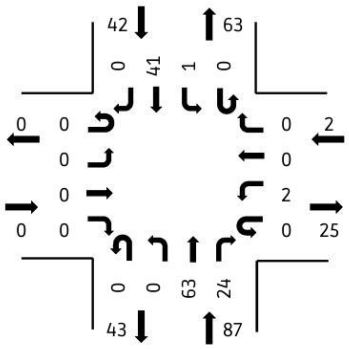
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (N Grandhaven School)					WB (N Grandhaven School)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

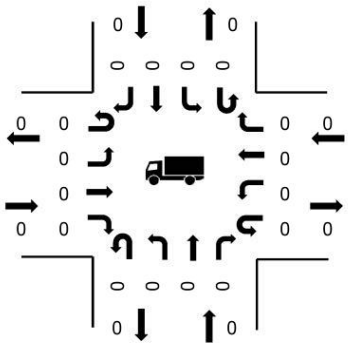
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	1	0	1	
07:25:00 AM	0	0	0	0	1	
07:30:00 AM	0	0	1	0	2	
07:35:00 AM	0	0	0	0	1	
07:40:00 AM	0	0	1	0	2	
07:45:00 AM	0	0	0	0	1	
07:50:00 AM	0	0	2	0	3	
07:55:00 AM	0	0	2	0	4	7
08:00:00 AM	0	0	0	0	4	7
08:05:00 AM	0	0	0	0	2	7
08:10:00 AM	0	0	2	0	2	9
08:15:00 AM	0	0	1	0	3	10
08:20:00 AM	0	0	0	0	3	9
08:25:00 AM	0	0	0	0	1	9
08:30:00 AM	0	0	0	0	0	8
08:35:00 AM	0	0	3	0	3	11
08:40:00 AM	0	0	1	0	4	11
08:45:00 AM	0	0	0	0	4	11
08:50:00 AM	0	0	0	0	1	9
08:55:00 AM	0	0	0	0	0	7

Location: NE McDonald Ln & Grandhaven Parking
Date: 2026-01-15
Peak Hour Start: 05:00 PM
Peak 15 Minute Start: 05:20 PM
Peak Hour Factor: 0.66

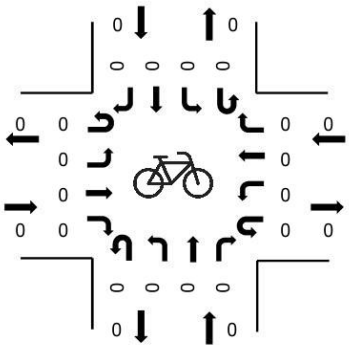
Motorized Vehicles



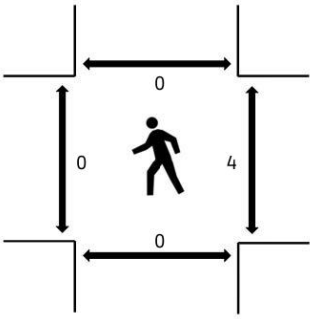
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (Grandhaven Parking)					Westbound (Grandhaven Parking)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0		
04:05:00 PM	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0		
04:10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
04:15:00 PM	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:20:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:25:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:40:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:45:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:50:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
04:55:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	78
05:00:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	77
05:05:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	77
05:10:00 PM	0	6	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	83
05:15:00 PM	0	8	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	91
05:20:00 PM	0	3	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40	100
05:25:00 PM	0	7	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47	108
05:30:00 PM	0	5	7	0	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	50	119
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39	117
05:40:00 PM	0	6	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	121
05:45:00 PM	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:50:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	127
05:55:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	27	131

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	5	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0		
04:05:00 PM	0	4	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0		
04:10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
04:15:00 PM	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
04:20:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
04:25:00 PM	0	4	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:30:00 PM	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:35:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
04:40:00 PM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:45:00 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
04:50:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
04:55:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	78
05:00:00 PM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	77
05:05:00 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22	77
05:10:00 PM	0	6	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	26	83
05:15:00 PM	0	8	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33	91
05:20:00 PM	0	3	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	40	100
05:25:00 PM	0	7	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47	108
05:30:00 PM	0	5	7	0	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	50	119
05:35:00 PM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39	117
05:40:00 PM	0	6	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31	121
05:45:00 PM	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	24	125
05:50:00 PM	0	5	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	127
05:55:00 PM	0	5	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	27	131

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bike Volumes

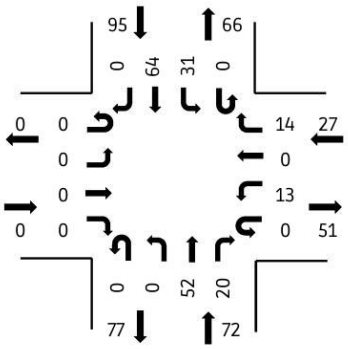
Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

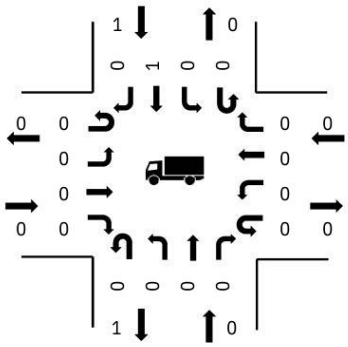
Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
04:00:00 PM	0	0	0	0		
04:05:00 PM	1	0	2	0		
04:10:00 PM	0	0	2	0	5	
04:15:00 PM	0	0	0	0	5	
04:20:00 PM	0	0	1	0	3	
04:25:00 PM	0	0	0	0	1	
04:30:00 PM	3	0	3	0	7	
04:35:00 PM	0	0	2	0	8	
04:40:00 PM	0	0	2	0	10	
04:45:00 PM	0	0	2	0	6	
04:50:00 PM	0	0	0	0	4	
04:55:00 PM	1	0	0	0	3	19
05:00:00 PM	0	0	1	0	2	20
05:05:00 PM	0	0	0	0	2	17
05:10:00 PM	0	0	1	0	2	16
05:15:00 PM	0	0	0	0	1	16
05:20:00 PM	0	0	1	0	2	16
05:25:00 PM	0	0	0	0	1	16
05:30:00 PM	0	0	0	0	1	10
05:35:00 PM	0	0	0	0	0	8
05:40:00 PM	0	0	0	0	0	6
05:45:00 PM	0	0	0	0	0	4
05:50:00 PM	0	0	0	0	0	4
05:55:00 PM	0	0	1	0	1	4

Location: NE McDonald Ln & Grandhaven Parking
Date: 2026-01-15
Peak Hour Start: 07:15 AM
Peak 15 Minute Start: 07:50 AM
Peak Hour Factor: 0.54

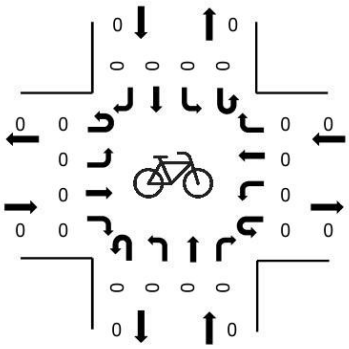
Motorized Vehicles



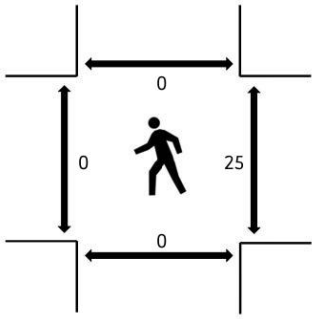
Heavy Vehicles



Bikes



Pedestrians



(peak hour)

Percent Heavy Vehicles

Northbound (NE McDonald Ln)					Southbound (NE McDonald Ln)					Eastbound (Grandhaven Parking)					Westbound (Grandhaven Parking)				
Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR
0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
07:20:00 AM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
07:25:00 AM	0	2	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
07:30:00 AM	0	1	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
07:35:00 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	30	
07:40:00 AM	0	1	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
07:45:00 AM	0	5	1	0	0	4	8	0	0	0	0	0	0	0	0	2	0	0	0	0	38	
07:50:00 AM	0	7	1	0	0	7	7	0	0	0	0	0	0	0	0	3	0	3	0	0	59	
07:55:00 AM	0	6	1	0	0	9	2	0	0	0	0	0	0	0	0	1	0	3	0	0	70	141
08:00:00 AM	0	16	1	0	0	8	5	0	0	0	0	0	0	0	0	2	0	7	0	0	89	177
08:05:00 AM	0	9	2	0	0	0	4	0	0	0	0	0	0	0	0	2	0	1	0	0	79	191
08:10:00 AM	0	3	1	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	66	194
08:15:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	192
08:20:00 AM	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	191
08:25:00 AM	0	1	0	0	0	0	4	0	0	0	0	0	0	0	0	2	0	1	0	0	22	187
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	21	183
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	182
08:40:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	177
08:45:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	160
08:50:00 AM	0	3	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	141
08:55:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	125

Car Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
07:15:00 AM	0	2	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	19	
07:20:00 AM	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	22	
07:25:00 AM	0	2	2	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
07:30:00 AM	0	1	3	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
07:35:00 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	30	
07:40:00 AM	0	1	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
07:45:00 AM	0	5	1	0	0	4	8	0	0	0	0	0	0	0	0	2	0	0	0	0	38	
07:50:00 AM	0	7	1	0	0	7	7	0	0	0	0	0	0	0	0	3	0	3	0	0	59	
07:55:00 AM	0	6	1	0	0	9	2	0	0	0	0	0	0	0	0	1	0	3	0	0	70	140
08:00:00 AM	0	16	1	0	0	8	5	0	0	0	0	0	0	0	0	2	0	7	0	0	89	176
08:05:00 AM	0	9	2	0	0	0	4	0	0	0	0	0	0	0	0	2	0	1	0	0	79	190
08:10:00 AM	0	3	1	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	66	193
08:15:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35	192
08:20:00 AM	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23	191
08:25:00 AM	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	1	0	0	21	186
08:30:00 AM	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	20	182
08:35:00 AM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	20	181
08:40:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	176
08:45:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	159
08:50:00 AM	0	3	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	140
08:55:00 AM	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	18	124

Truck Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Bike Volumes

Time	NB (NE McDonald Ln)					SB (NE McDonald Ln)					EB (Grandhaven Parking)					WB (Grandhaven Parking)					Totals	
Time	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	Left	Thru	Right	U-turn	RTOR	15min	1hr
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Volumes

Time	Pedestrians				Totals	
Time	North	South	East	West	15min	1hr
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	1	0	1	
07:25:00 AM	0	0	0	0	1	
07:30:00 AM	0	0	1	0	2	
07:35:00 AM	0	0	2	0	3	
07:40:00 AM	0	0	3	0	6	
07:45:00 AM	0	0	0	0	5	
07:50:00 AM	0	0	7	0	10	
07:55:00 AM	0	0	9	0	16	23
08:00:00 AM	0	0	2	0	18	25
08:05:00 AM	0	0	0	0	11	25
08:10:00 AM	0	0	0	0	2	25
08:15:00 AM	0	0	1	0	1	26
08:20:00 AM	0	0	0	0	1	25
08:25:00 AM	0	0	0	0	1	25
08:30:00 AM	0	0	2	0	2	26
08:35:00 AM	0	0	1	0	3	25
08:40:00 AM	0	0	2	0	5	24
08:45:00 AM	0	0	0	0	3	24
08:50:00 AM	0	0	0	0	2	17
08:55:00 AM	0	0	0	0	0	8

C. HCM REPORTS – EXISTING CONDITIONS

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	110	72	35	47	25	35	75	27	30	164	13
Future Vol, veh/h	25	110	72	35	47	25	35	75	27	30	164	13
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	1	1	1	6	6	6	0	0	0
Mvmt Flow	32	141	92	45	60	32	45	96	35	38	210	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.4	10	10.5	11.6
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	12%	33%	14%
Vol Thru, %	55%	53%	44%	79%
Vol Right, %	20%	35%	23%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	207	107	207
LT Vol	35	25	35	30
Through Vol	75	110	47	164
RT Vol	27	72	25	13
Lane Flow Rate	176	265	137	265
Geometry Grp	1	1	1	1
Degree of Util (X)	0.266	0.381	0.209	0.388
Departure Headway (Hd)	5.45	5.175	5.474	5.267
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	695	654	682
Service Time	3.489	3.212	3.516	3.303
HCM Lane V/C Ratio	0.267	0.381	0.209	0.389
HCM Control Delay, s/veh	10.5	11.4	10	11.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.1	1.8	0.8	1.8

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	17	19	23	11	28	6	101	10	23	151	17
Future Vol, veh/h	77	17	19	23	11	28	6	101	10	23	151	17
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	1	1	1
Mvmt Flow	122	27	30	37	17	44	10	160	16	37	240	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.3	9.2	9.9	11.3
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	68%	37%	12%
Vol Thru, %	86%	15%	18%	79%
Vol Right, %	9%	17%	45%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	113	62	191
LT Vol	6	77	23	23
Through Vol	101	17	11	151
RT Vol	10	19	28	17
Lane Flow Rate	186	179	98	303
Geometry Grp	1	1	1	1
Degree of Util (X)	0.264	0.267	0.145	0.408
Departure Headway (Hd)	5.119	5.36	5.306	4.945
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	706	673	678	734
Service Time	3.119	3.374	3.323	2.945
HCM Lane V/C Ratio	0.263	0.266	0.145	0.413
HCM Control Delay, s/veh	9.9	10.3	9.2	11.3
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	1.1	1.1	0.5	2

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	28	43	0	0	77
Future Vol, veh/h	128	28	43	0	0	77
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	217	47	73	0	0	131

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	203	73	0	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	790	995	-	0	0	-
Stage 1	955	-	-	0	0	-
Stage 2	900	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	790	995	-	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	900	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.47	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	820	-
HCM Lane V/C Ratio	-	0.322	-
HCM Ctrl Dly (s/v)	-	11.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	1.4	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	14	52	0	0	64
Future Vol, veh/h	13	14	52	0	0	64
Conflicting Peds, #/hr	0	0	0	25	25	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	24	26	96	0	0	119

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	215	96	0	-	-	-
Stage 1	96	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	778	966	-	0	0	-
Stage 1	933	-	-	0	0	-
Stage 2	912	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	778	966	-	-	-	-
Mov Cap-2 Maneuver	778	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	865	-
HCM Lane V/C Ratio	-	0.058	-
HCM Ctrl Dly (s/v)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	100	66	50	156	40	69	93	49	18	60	7
Future Vol, veh/h	11	100	66	50	156	40	69	93	49	18	60	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	110	73	55	171	44	76	102	54	20	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.9	11.1	10.8	9.4
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	6%	20%	21%
Vol Thru, %	44%	56%	63%	71%
Vol Right, %	23%	37%	16%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	177	246	85
LT Vol	69	11	50	18
Through Vol	93	100	156	60
RT Vol	49	66	40	7
Lane Flow Rate	232	195	270	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.333	0.27	0.378	0.142
Departure Headway (Hd)	5.168	4.999	5.034	5.46
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	696	720	719	657
Service Time	3.197	3.029	3.034	3.496
HCM Lane V/C Ratio	0.333	0.271	0.376	0.142
HCM Control Delay, s/veh	10.8	9.9	11.1	9.4
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.5	1.1	1.8	0.5

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	29	20	14	30	9	25	71	29	13	27	2
Future Vol, veh/h	15	29	20	14	30	9	25	71	29	13	27	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	18	35	24	17	36	11	30	85	35	15	32	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	23%	26%	31%
Vol Thru, %	57%	45%	57%	64%
Vol Right, %	23%	31%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	64	53	42
LT Vol	25	15	14	13
Through Vol	71	29	30	27
RT Vol	29	20	9	2
Lane Flow Rate	149	76	63	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.09	0.077	0.062
Departure Headway (Hd)	4.08	4.271	4.375	4.436
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	863	843	823	811
Service Time	2.18	2.277	2.381	2.444
HCM Lane V/C Ratio	0.173	0.09	0.077	0.062
HCM Control Delay, s/veh	8	7.7	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	88	0	0	44
Future Vol, veh/h	2	0	88	0	0	44
Conflicting Peds, #/hr	4	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	131	0	0	66

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	201	131	0	-	-	-
Stage 1	131	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	792	923	-	0	0	-
Stage 1	900	-	-	0	0	-
Stage 2	958	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	789	923	-	-	-	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.58	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	789	-
HCM Lane V/C Ratio	-	0.004	-
HCM Ctrl Dly (s/v)	-	9.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	63	0	0	41
Future Vol, veh/h	2	0	63	0	0	41
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	95	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	95	0	-	-	-
Stage 1	95	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	838	967	-	0	0	-
Stage 1	933	-	-	0	0	-
Stage 2	966	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	838	967	-	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	966	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.31	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	838	-
HCM Lane V/C Ratio	-	0.004	-
HCM Ctrl Dly (s/v)	-	9.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

D. HCM REPORTS – BACKGROUND CONDITIONS

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	112	73	36	48	25	36	76	27	30	166	13
Future Vol, veh/h	25	112	73	36	48	25	36	76	27	30	166	13
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	1	1	1	6	6	6	0	0	0
Mvmt Flow	32	144	94	46	62	32	46	97	35	38	213	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.5	10.1	10.6	11.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	12%	33%	14%
Vol Thru, %	55%	53%	44%	79%
Vol Right, %	19%	35%	23%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	210	109	209
LT Vol	36	25	36	30
Through Vol	76	112	48	166
RT Vol	27	73	25	13
Lane Flow Rate	178	269	140	268
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.389	0.214	0.394
Departure Headway (Hd)	5.481	5.2	5.504	5.295
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	692	651	678
Service Time	3.525	3.239	3.551	3.334
HCM Lane V/C Ratio	0.272	0.389	0.215	0.395
HCM Control Delay, s/veh	10.6	11.5	10.1	11.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1.8	0.8	1.9

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	17	19	23	11	28	6	103	10	23	153	17
Future Vol, veh/h	78	17	19	23	11	28	6	103	10	23	153	17
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	1	1	1
Mvmt Flow	124	27	30	37	17	44	10	163	16	37	243	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.3	10	11.5
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	68%	37%	12%
Vol Thru, %	87%	15%	18%	79%
Vol Right, %	8%	17%	45%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	114	62	193
LT Vol	6	78	23	23
Through Vol	103	17	11	153
RT Vol	10	19	28	17
Lane Flow Rate	189	181	98	306
Geometry Grp	1	1	1	1
Degree of Util (X)	0.269	0.27	0.146	0.421
Departure Headway (Hd)	5.133	5.381	5.328	4.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	668	673	729
Service Time	3.142	3.41	3.362	2.959
HCM Lane V/C Ratio	0.269	0.271	0.146	0.42
HCM Control Delay, s/veh	10	10.4	9.3	11.5
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	1.1	1.1	0.5	2.1

Intersection	
Int Delay, s/veh	6.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	130	28	44	0	0	78
Future Vol, veh/h	130	28	44	0	0	78
Conflicting Peds, #/hr	0	0	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	220	47	75	0	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	207	75	0	-	-	-
Stage 1	75	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	786	993	-	0	0	-
Stage 1	953	-	-	0	0	-
Stage 2	899	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	786	993	-	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.55	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	816	-
HCM Lane V/C Ratio	-	0.328	-
HCM Ctrl Dly (s/v)	-	11.5	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	1.4	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	14	53	0	0	65
Future Vol, veh/h	13	14	53	0	0	65
Conflicting Peds, #/hr	0	0	0	25	25	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	1	1
Mvmt Flow	24	26	98	0	0	120

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	219	98	0	-	-	-
Stage 1	98	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	774	963	-	0	0	-
Stage 1	931	-	-	0	0	-
Stage 2	910	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	774	963	-	-	-	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	910	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	862	-
HCM Lane V/C Ratio	-	0.058	-
HCM Ctrl Dly (s/v)	-	9.4	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.2	-

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	102	67	51	158	41	70	94	50	18	61	7
Future Vol, veh/h	11	102	67	51	158	41	70	94	50	18	61	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	112	74	56	174	45	77	103	55	20	67	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	11.2	10.9	9.5
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	6%	20%	21%
Vol Thru, %	44%	57%	63%	71%
Vol Right, %	23%	37%	16%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	180	250	86
LT Vol	70	11	51	18
Through Vol	94	102	158	61
RT Vol	50	67	41	7
Lane Flow Rate	235	198	275	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.339	0.276	0.386	0.144
Departure Headway (Hd)	5.191	5.023	5.056	5.491
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	694	716	717	652
Service Time	3.224	3.054	3.056	3.532
HCM Lane V/C Ratio	0.339	0.277	0.384	0.146
HCM Control Delay, s/veh	10.9	10	11.2	9.5
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.5	1.1	1.8	0.5

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	29	20	14	30	9	25	72	29	13	27	2
Future Vol, veh/h	15	29	20	14	30	9	25	72	29	13	27	2
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	18	35	24	17	36	11	30	86	35	15	32	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	23%	26%	31%
Vol Thru, %	57%	45%	57%	64%
Vol Right, %	23%	31%	17%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	64	53	42
LT Vol	25	15	14	13
Through Vol	72	29	30	27
RT Vol	29	20	9	2
Lane Flow Rate	150	76	63	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.17	0.09	0.077	0.062
Departure Headway (Hd)	4.081	4.273	4.377	4.437
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	843	822	811
Service Time	2.18	2.279	2.383	2.445
HCM Lane V/C Ratio	0.174	0.09	0.077	0.062
HCM Control Delay, s/veh	8	7.7	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	89	0	0	45
Future Vol, veh/h	2	0	89	0	0	45
Conflicting Peds, #/hr	4	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	133	0	0	67

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	204	133	0	-	-	-
Stage 1	133	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	789	922	-	0	0	-
Stage 1	898	-	-	0	0	-
Stage 2	957	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	786	922	-	-	-	-
Mov Cap-2 Maneuver	786	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	786	-
HCM Lane V/C Ratio	-	0.004	-
HCM Ctrl Dly (s/v)	-	9.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	64	0	0	42
Future Vol, veh/h	2	0	64	0	0	42
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	97	0	0	64

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	161	97	0	-	-	-
Stage 1	97	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	835	965	-	0	0	-
Stage 1	932	-	-	0	0	-
Stage 2	964	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	835	965	-	-	-	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	835	-
HCM Lane V/C Ratio	-	0.004	-
HCM Ctrl Dly (s/v)	-	9.3	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

E. HCM REPORTS – BUILD CONDITIONS

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	112	73	36	48	26	36	81	27	33	180	16
Future Vol, veh/h	26	112	73	36	48	26	36	81	27	33	180	16
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	1	1	1	6	6	6	0	0	0
Mvmt Flow	33	144	94	46	62	33	46	104	35	42	231	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.9	10.3	10.8	12.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	12%	33%	14%
Vol Thru, %	56%	53%	44%	79%
Vol Right, %	19%	35%	24%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	211	110	229
LT Vol	36	26	36	33
Through Vol	81	112	48	180
RT Vol	27	73	26	16
Lane Flow Rate	185	271	141	294
Geometry Grp	1	1	1	1
Degree of Util (X)	0.285	0.399	0.22	0.435
Departure Headway (Hd)	5.558	5.306	5.616	5.333
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	676	637	675
Service Time	3.609	3.353	3.67	3.378
HCM Lane V/C Ratio	0.287	0.401	0.221	0.436
HCM Control Delay, s/veh	10.8	11.9	10.3	12.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.2	1.9	0.8	2.2

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	17	19	23	11	29	6	110	10	28	173	22
Future Vol, veh/h	79	17	19	23	11	29	6	110	10	28	173	22
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
Heavy Vehicles, %	1	1	1	3	3	3	3	3	3	1	1	1
Mvmt Flow	125	27	30	37	17	46	10	175	16	44	275	35
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.8	9.6	10.4	12.8
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	69%	37%	13%
Vol Thru, %	87%	15%	17%	78%
Vol Right, %	8%	17%	46%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	115	63	223
LT Vol	6	79	23	28
Through Vol	110	17	11	173
RT Vol	10	19	29	22
Lane Flow Rate	200	183	100	354
Geometry Grp	1	1	1	1
Degree of Util (X)	0.29	0.282	0.153	0.493
Departure Headway (Hd)	5.224	5.555	5.507	5.014
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	646	650	722
Service Time	3.26	3.593	3.551	3.014
HCM Lane V/C Ratio	0.291	0.283	0.154	0.49
HCM Control Delay, s/veh	10.4	10.8	9.6	12.8
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	1.2	0.5	2.8

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	130	0	28	5	48	0	0	93	0
Future Vol, veh/h	0	0	15	130	0	28	5	48	0	0	93	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	10	10	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	0	0	25	220	0	47	8	81	0	0	158	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	256	256	158	256	-	81	158	0	-	-	-	0
Stage 1	158	158	-	98	-	-	-	-	-	-	-	-
Stage 2	98	98	-	158	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	701	651	893	701	0	984	1434	-	0	0	-	-
Stage 1	849	771	-	913	0	-	-	-	0	0	-	-
Stage 2	913	818	-	849	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	663	647	893	677	-	984	1434	-	-	-	-	-
Mov Cap-2 Maneuver	663	647	-	677	-	-	-	-	-	-	-	-
Stage 1	849	771	-	907	-	-	-	-	-	-	-	-
Stage 2	864	813	-	825	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.15	12.99	0.71	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	170	-	893	717	-	-
HCM Lane V/C Ratio	0.006	-	0.028	0.374	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.1	13	-	-
HCM Lane LOS	A	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	1.7	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	13	0	14	4	53	0	0	65	0
Future Vol, veh/h	0	0	15	13	0	14	4	53	0	0	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	25	25	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	54	54	54	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	1	1	1
Mvmt Flow	0	0	28	24	0	26	7	98	0	0	120	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	233	233	120	233	-	98	120	0	-	-	-	0
Stage 1	120	120	-	113	-	-	-	-	-	-	-	-
Stage 2	113	113	-	120	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.2	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.3	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	726	670	936	726	0	963	1480	-	0	0	-	-
Stage 1	889	800	-	897	0	-	-	-	0	0	-	-
Stage 2	897	806	-	889	0	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	702	667	936	700	-	963	1480	-	-	-	-	-
Mov Cap-2 Maneuver	702	667	-	700	-	-	-	-	-	-	-	-
Stage 1	889	800	-	892	-	-	-	-	-	-	-	-
Stage 2	868	802	-	862	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.96	9.7	0.52	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	126	-	936	816	-	-
HCM Lane V/C Ratio	0.005	-	0.03	0.061	-	-
HCM Ctrl Dly (s/v)	7.4	0	9	9.7	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	102	67	51	158	43	70	108	50	20	69	9
Future Vol, veh/h	13	102	67	51	158	43	70	108	50	20	69	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	112	74	56	174	47	77	119	55	22	76	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.2	11.5	11.3	9.7
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	7%	20%	20%
Vol Thru, %	47%	56%	63%	70%
Vol Right, %	22%	37%	17%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	182	252	98
LT Vol	70	13	51	20
Through Vol	108	102	158	69
RT Vol	50	67	43	9
Lane Flow Rate	251	200	277	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.366	0.285	0.394	0.166
Departure Headway (Hd)	5.255	5.135	5.127	5.552
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	700	703	645
Service Time	3.287	3.168	3.158	3.591
HCM Lane V/C Ratio	0.367	0.286	0.394	0.167
HCM Control Delay, s/veh	11.3	10.2	11.5	9.7
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1.2	1.9	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	29	20	14	30	14	25	90	29	15	39	4
Future Vol, veh/h	19	29	20	14	30	14	25	90	29	15	39	4
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	23	35	24	17	36	17	30	107	35	18	46	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.9	8.3	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	28%	24%	26%
Vol Thru, %	63%	43%	52%	67%
Vol Right, %	20%	29%	24%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	68	58	58
LT Vol	25	19	14	15
Through Vol	90	29	30	39
RT Vol	29	20	14	4
Lane Flow Rate	171	81	69	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.099	0.085	0.086
Departure Headway (Hd)	4.233	4.394	4.432	4.468
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	817	810	804
Service Time	2.248	2.414	2.452	2.485
HCM Lane V/C Ratio	0.201	0.099	0.085	0.086
HCM Control Delay, s/veh	8.3	7.9	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.3	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	2	0	0	14	102	0	0	50	0
Future Vol, veh/h	0	0	8	2	0	0	14	102	0	0	50	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	5	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	12	3	0	0	21	152	0	0	75	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	269	269	79	273	-	-	75	0	-	-	-	0
Stage 1	75	75	-	194	-	-	-	-	-	-	-	-
Stage 2	194	194	-	79	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	688	641	987	684	0	0	1538	-	0	0	-	-
Stage 1	940	837	-	812	0	0	-	-	0	0	-	-
Stage 2	812	744	-	935	0	0	-	-	0	0	-	-
Platoon blocked, %						-		-			-	-
Mov Cap-1 Maneuver	678	631	984	663	-	-	1538	-	-	-	-	-
Mov Cap-2 Maneuver	678	631	-	663	-	-	-	-	-	-	-	-
Stage 1	940	837	-	800	-	-	-	-	-	-	-	-
Stage 2	800	733	-	920	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.7	10.45	0.89	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	217	-	984	663	-	-
HCM Lane V/C Ratio	0.014	-	0.012	0.005	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.7	10.5	-	-
HCM Lane LOS	A	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	2	0	0	13	64	0	0	42	0
Future Vol, veh/h	0	0	8	2	0	0	13	64	0	0	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	4	4	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	12	3	0	0	20	97	0	0	64	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	200	200	64	200	-	-	64	0	-	-	-	0
Stage 1	64	64	-	136	-	-	-	-	-	-	-	-
Stage 2	136	136	-	64	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	-	4.1	-	-	-	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	-	2.2	-	-	-	-	-
Pot Cap-1 Maneuver	763	699	1006	763	0	0	1552	-	0	0	-	-
Stage 1	952	846	-	872	0	0	-	-	0	0	-	-
Stage 2	872	787	-	952	0	0	-	-	0	0	-	-
Platoon blocked, %						-		-			-	-
Mov Cap-1 Maneuver	753	690	1006	744	-	-	1552	-	-	-	-	-
Mov Cap-2 Maneuver	753	690	-	744	-	-	-	-	-	-	-	-
Stage 1	952	846	-	860	-	-	-	-	-	-	-	-
Stage 2	860	777	-	941	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.62	9.86	1.24	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	304	-	1006	744	-	-
HCM Lane V/C Ratio	0.013	-	0.012	0.004	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	9.9	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0	-	-

F. TRIP GENERATION & DISTRIBUTION – INTERSECTION BREAKDOWN

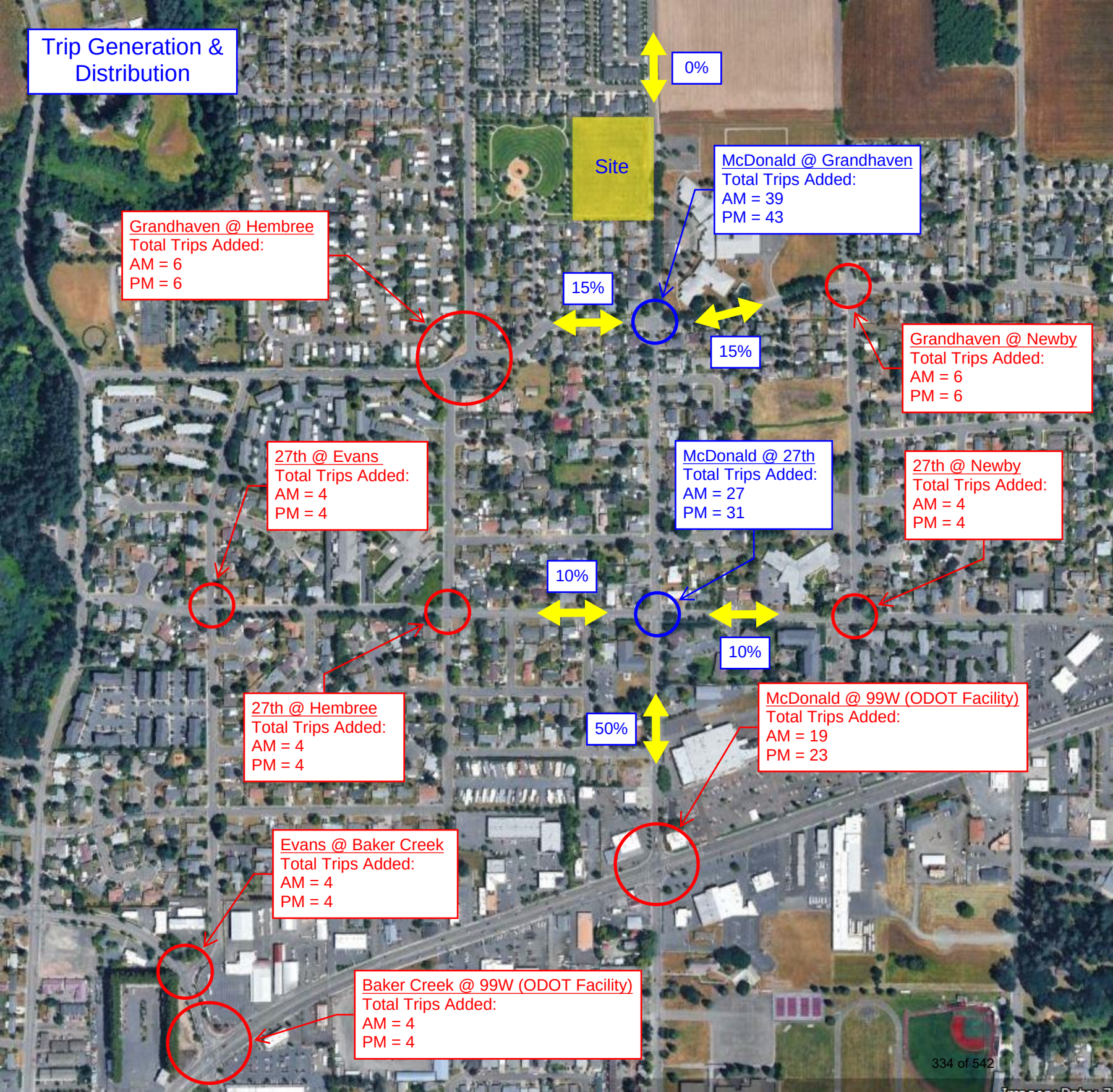

Trip Generation & Distribution
0%
Site
McDonald @ Grandhaven
Total Trips Added:
AM = 39
PM = 43
Grandhaven @ Hembree
Total Trips Added:
AM = 6
PM = 6
15%
15%
Grandhaven @ Newby
Total Trips Added:
AM = 6
PM = 6
27th @ Evans
Total Trips Added:
AM = 4
PM = 4
McDonald @ 27th
Total Trips Added:
AM = 27
PM = 31
27th @ Newby
Total Trips Added:
AM = 4
PM = 4
10%
10%
27th @ Hembree
Total Trips Added:
AM = 4
PM = 4
50%
McDonald @ 99W (ODOT Facility)
Total Trips Added:
AM = 19
PM = 23
Evans @ Baker Creek
Total Trips Added:
AM = 4
PM = 4
Baker Creek @ 99W (ODOT Facility)
Total Trips Added:
AM = 4
PM = 4

EXHIBIT 10
SANITARY SEWER SYSTEM MAP

EXHIBIT 10
SANITARY SEWER SYSTEM MAP

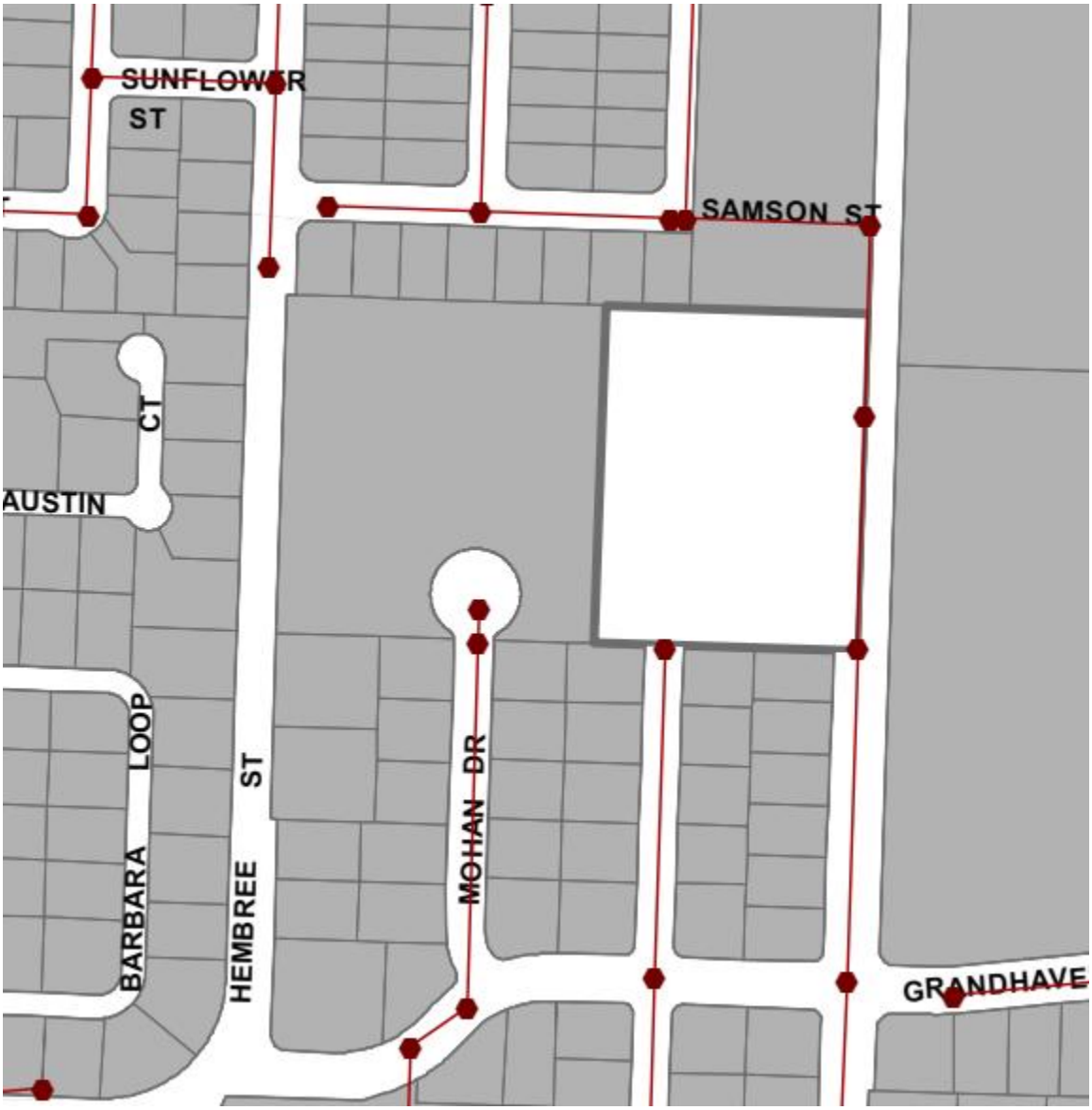


EXHIBIT 11
SANITARY SEWER ANALYSIS

Technical Memorandum

Jacobs

Parkview Development Capacity Assessment

Date: August 28, 2025
Project name: City of McMinnville On-call Modeling
Project no: D3646100
Client: City of McMinnville
Prepared by: Ezekiel Harrison, EIT
Thomas C. Walsh, PhD PE
Reviewed by: Shad Roundy, PE
Document no: Parkview Development Analysis
Revision no: 2

2020 SW Fourth Avenue
3rd Floor
Portland, OR 97201
United States
T +1.503.235.5000

Contents

Contents 1
1. Introduction 2
2. Sanitary Sewer Capacity Criteria 2
3. Flow Definitions, Assumptions, and Estimates 3
4. Capacity Analysis in Existing Modeled Gravity Trunk Sewers 8
4.1 Existing Conditions without the Parkview Development 8
4.2 Existing Conditions with the inclusion of the Parkview Development 8
4.3 Local 8-inch Piping Capacity Assessment 8
4.4 Conclusions 8

1. Introduction

The City of McMinnville (City) is requesting a capacity assessment to understand the impacts related to the Parkview Development on the sanitary sewer system. The property has an assumed development zoning of R2 for the City's sanitary capacity model, but the development is applying to annex as R4 with a density of between 72 and 78 dwelling units. The development is located north of NE Grandhaven Street, between NE McDonald Lane and NE Hembree Street, and will discharge into a 15" receiving trunkline that runs south along NE Newby Street, NE 27th Street, and NE McDaniel Lane, prior to discharging into the 21" trunkline which conveys flows east and south to the Raw Sewage Pump Station.

2. Sanitary Sewer Capacity Criteria

The City's criteria for evaluating gravity sanitary sewers focuses on the allowable surcharging during a wet weather 5-year design storm event (shown in Figure 1) and limiting the depth of flow within the pipe's crown during dry weather conditions. For pump stations, the criteria focus on the peak hour wet weather flows, with the largest pump out of service (firm capacity). Force main criteria compare velocity during varied operational conditions, with 8 and 10 feet per second (FPS) being critical thresholds.

Deficient sanitary sewers assume a high risk to property and public health when the surcharged hydraulic gradeline (HGL) is within 3 feet of the ground surface (also known as freeboard, which is defined as the clearance from the water surface elevation to the manhole rim) and a moderate risk when the surcharged HGL is within 10 feet of the ground surface, during the 5-year design storm.

Surcharge can occur within the network due to one or more conditions including capacity limitations (where the full capacity of the pipeline is less than the peak flow to be conveyed) or backwater conditions (where downstream capacity limitations cause a backup of the water in the upstream system).

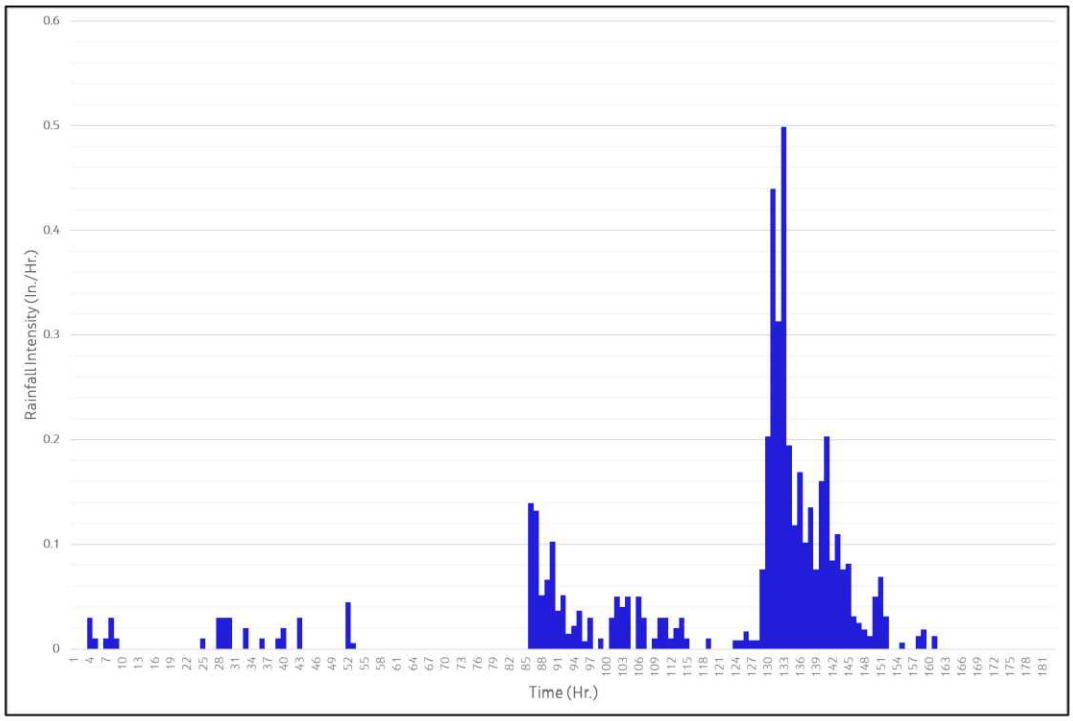


Figure 1. City of McMinnville 5-Year Frequency Design Storm.

3. Flow Definitions, Assumptions, and Estimates

Flow rates were developed for Parkview Development, components of which include:

- **Dry Weather Flow (DWF)**: Wastewater from residential sources. DWF is primarily a function of population with varied wastewater discharge throughout the day. Typical diurnal variation includes low flow rates in the middle of the night and peaks during the morning and early evening hours.
- **Groundwater Infiltration (GWI):** Groundwater entering the collection system unrelated to a specific rain event. GWI occurs when groundwater levels are above the sewer pipe invert and infiltrate through defective pipes, pipe joints, and manhole walls. This component of the wastewater flow is typically seasonal and higher during the winter months.
- **Wet Weather Flow (WWF or RDI/I)**: Also known as *rainfall derived infiltration and inflow* (RDI/I). Stormwater enters the collection system during or immediately following a rain event. Stormwater inflow reaches the collection system by direct connections, such as roof downspouts connected to sanitary sewers, yard and area drains, holes in manhole covers, or cross-connections with storm drains or catch basins. Infiltration includes flow that enters defective pipes, pipe joints, and manhole walls after percolating through the soil during and immediately following a storm event.

Two flow scenarios were developed for Parkview Development: (1) a low-flow scenario assuming a standard (R2) density and (2) a high-flow scenario assuming a higher (R4/R5) density. These low and high-flow scenarios also use a variable rate of RDI/I flow generation, between 2,500 and 4,000 gallons per net acre, per day (GPNAD). Table 1 details assumptions and factors related to the development of flows. Figure 2 and Figure 3 demonstrate the model-simulated dry-weather and 5-Year frequency design storm RDI/I flows for Scenario 1, respectively. Similarly, Figure 4 and Figure 5 demonstrate the model-simulated dry-weather and 5-year frequency design storm RDI/I flows for Scenario 2, respectively.

Table 1. Parkview Development Flow Loading Components.

Flow Loading Component	Low-Flow (Scenario 1) (R2)	High-Flow (Scenario 2) (R4/R5)	Units
Gross Acres	3.17	3.17	N/A
Net Acre Factor	0.75	0.75	N/A
Net Acres (developed acres)	2.38	2.38	N/A
Units[1]	12	48-78	N/A
Units Per Net Acre	5	20-33	N/A
Persons Per Unit	2.57	2.57	N/A
Per-Capita Flow	54.6-67.0	54.6-67.0	GPCPD
Dry Weather Peaking Factor	1.5 – 2.0	1.5 – 2.0	N/A
Peak RDI/I Rate	2,500	4,000	GPNAD
Average DWF	0.004 (2.5)	0.007-0.013 (4.9-9.0)	MGD (GPM)
Peak DWF	0.006-0.007 (4.2 – 4.9)	0.011-0.021 (7.3-15.0)	MGD (GPM)
Peak DWF + WWF	0.012 (8.3)	0.021-0.042 (15.0-29.0)	MGD (GPM)

[1] Note: Units based on standard densities and up to requested units from developer (5 units per net acre for R-2 and 20 units per net acre for R-4 with developer requesting 72 to 78 total units); MGD = million gallons per day; GPM = gallons per minute; GPCP = gallons per capital per day; GPNAD = gallons per net or developed acre per day; DWF = dry weather flow; WWF = wet weather flow

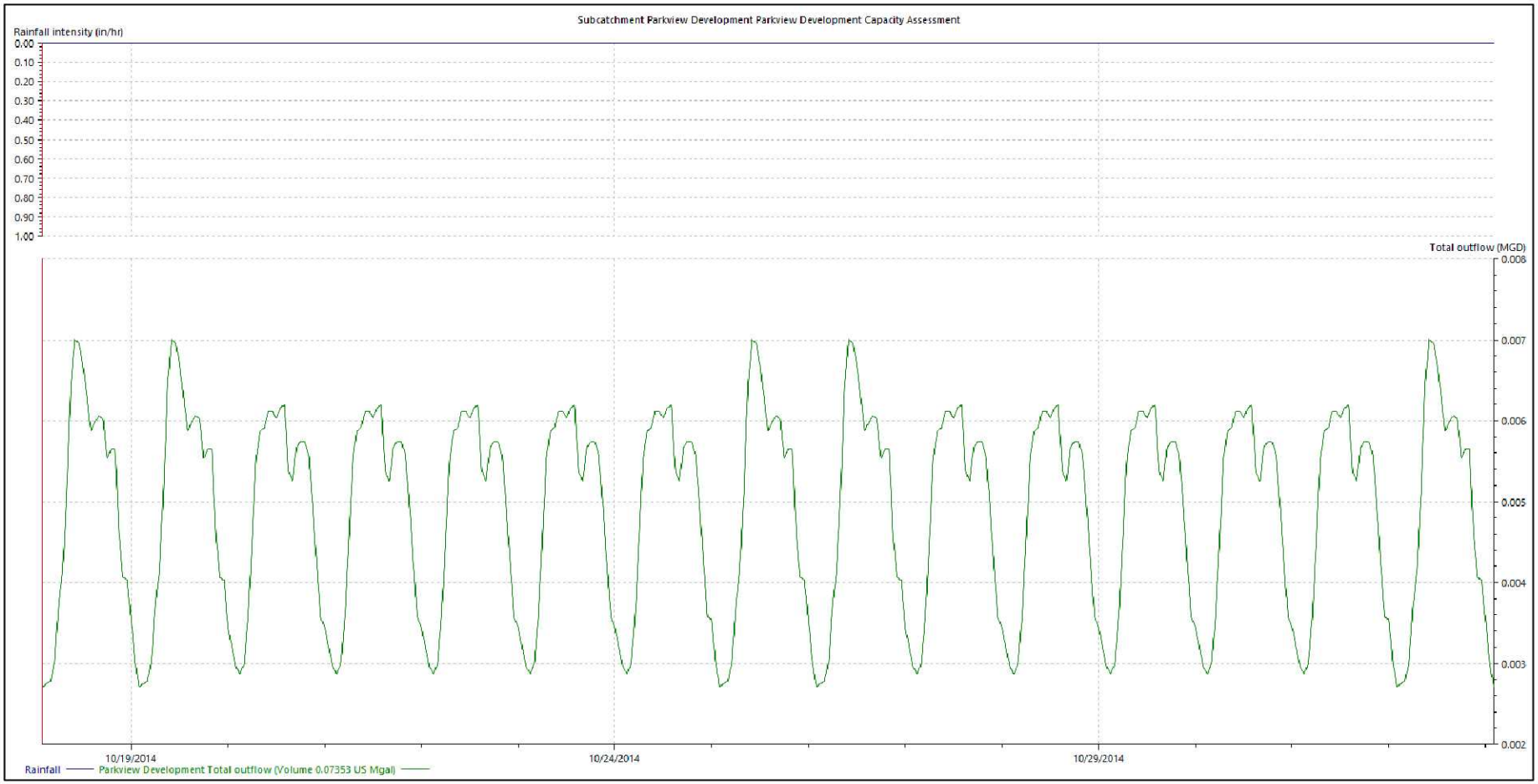


Figure 2. Scenario 1 (R2 Density) Simulated Dry Weather Flow.

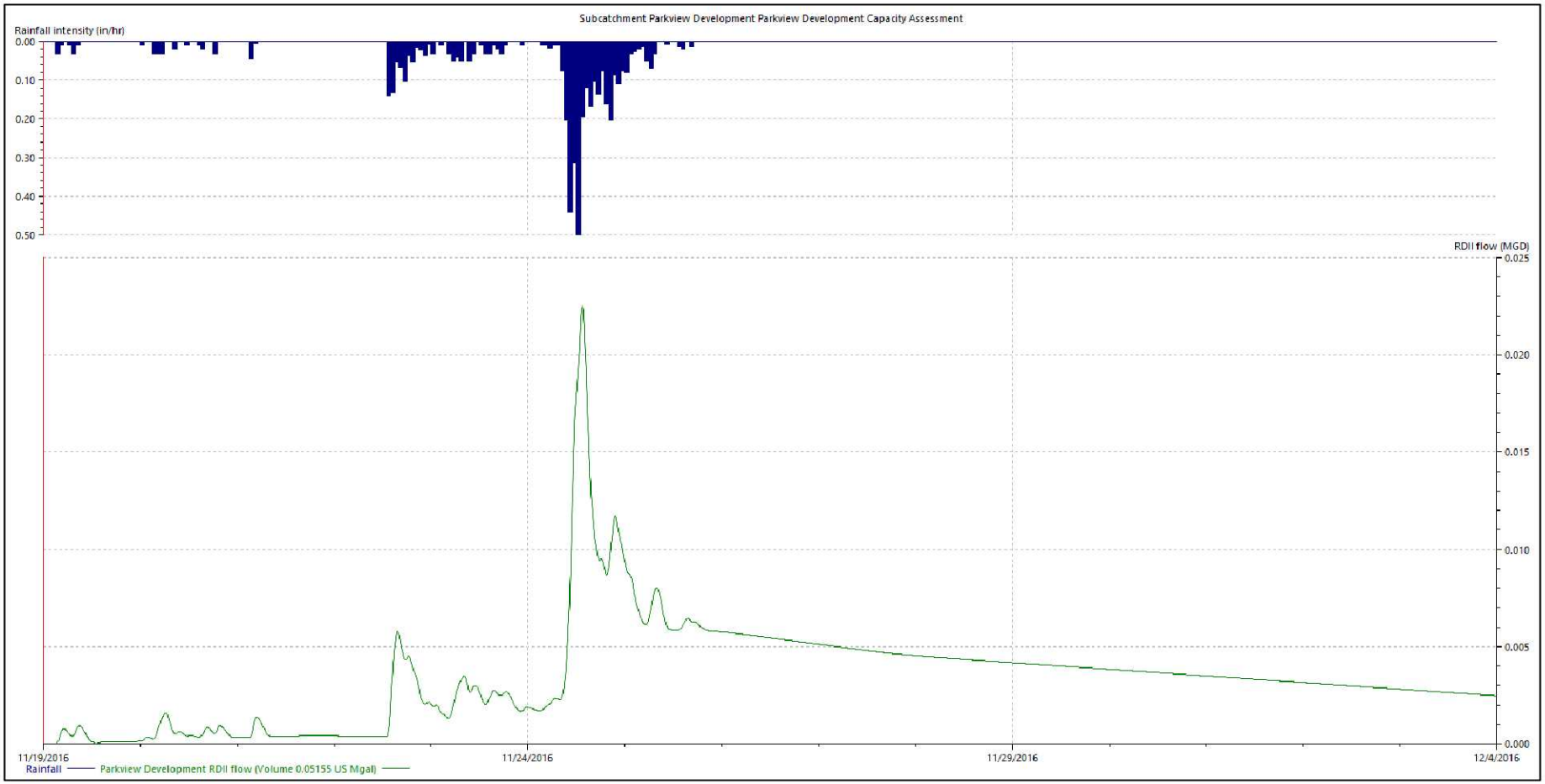


Figure 3. Scenario 1 (R2 Density) Simulated RDII Flow (5-Year Frequency Design Storm).

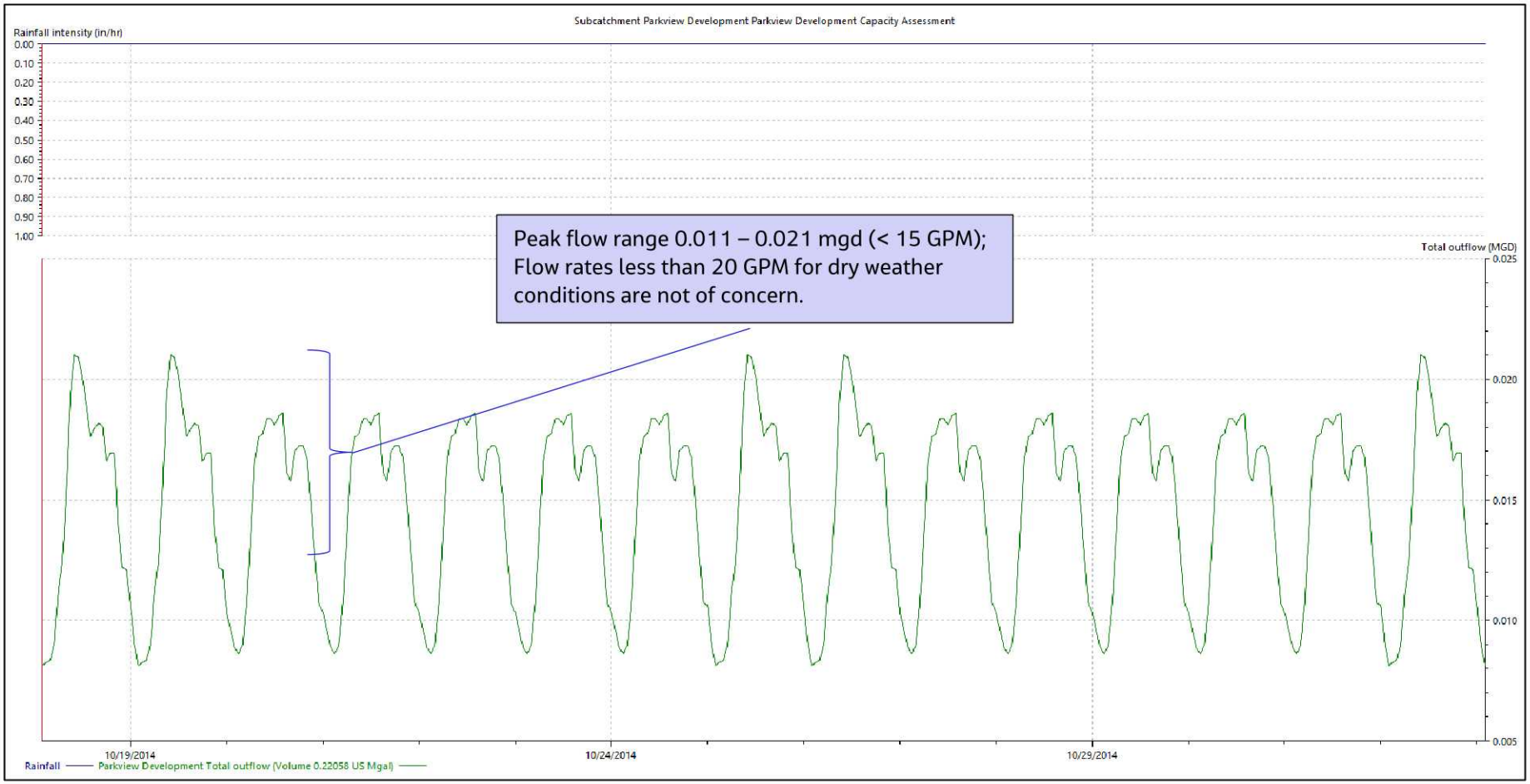


Figure 4. Scenario 2 (R4/R5 Density) Simulated Dry Weather Flow.

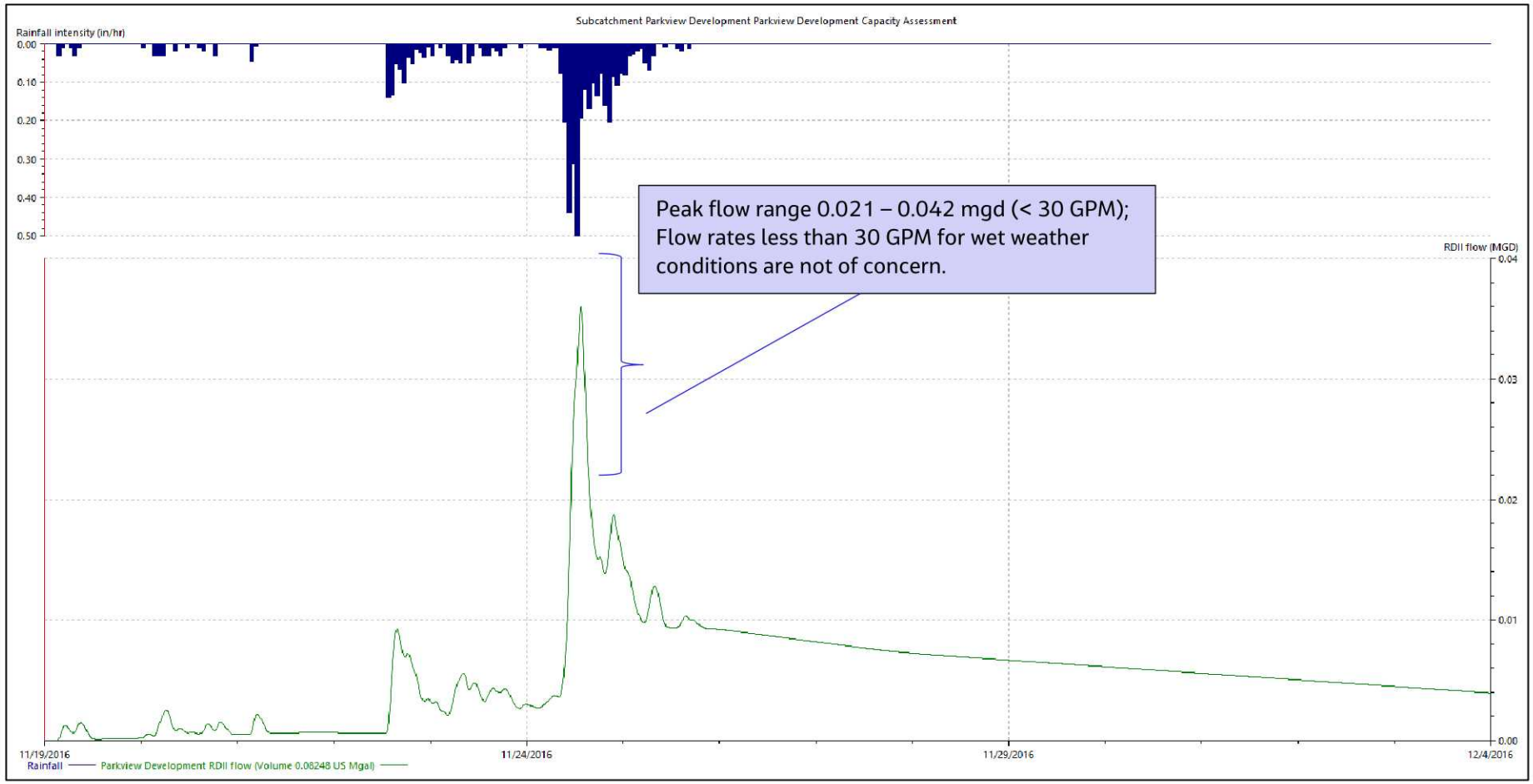


Figure 5. Scenario 2 (R4/R5 Density) Simulated RDII Flow (5-Year Frequency Design Storm). *Modeled conservative flows to show adequate capacity in system for range of wet weather influence.*

4. Capacity Analysis in Existing Modeled Gravity Trunk Sewers

The additional flow associated with this development does not directly cause any additional adverse impacts on the modeled sewer(s) under dry weather and wet weather conditions. For the wet weather scenarios, the receiving lines do experience backwater stemming from capacity limitations downstream.

4.1 Existing Conditions without Parkview Development

Figure 6 and Figure 7 demonstrate the capacity of the existing infrastructure subject to dry weather in 2025, and the 5-year design storm wet weather conditions, respectively and without the Parkview Development.

4.2 Existing Conditions with the inclusion of Parkview Development

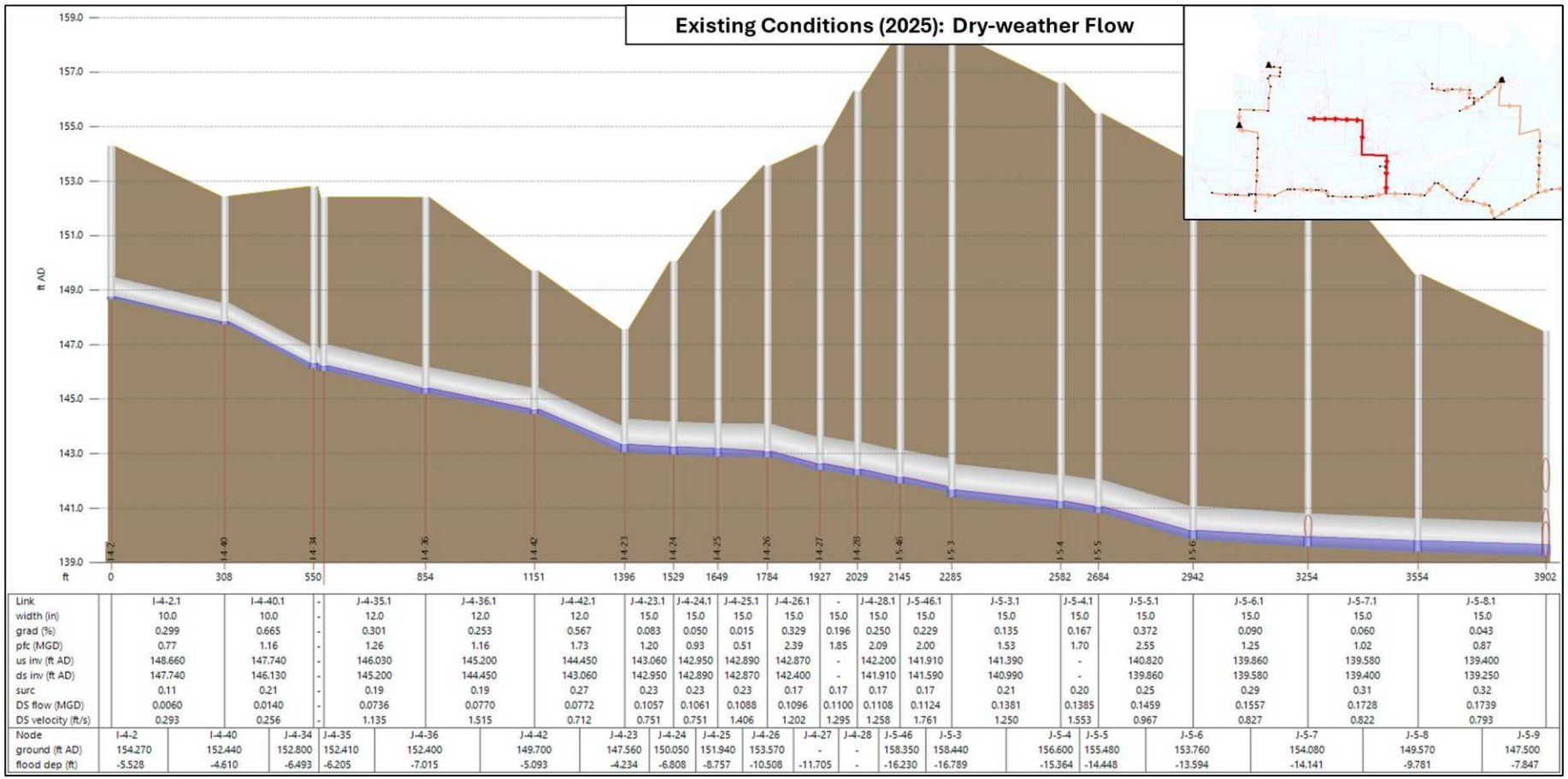
Figure 8 and Figure 9 demonstrate the capacity of the existing infrastructure subject to dry weather and 5-year design storm wet weather conditions, including the lower-flows (R2-zoning) associated with the Parkview Development, respectively. Similarly, Figure 10 and Figure 11 demonstrate the capacity of the existing infrastructure subject to 2025 dry weather and the 5-year design storm wet weather conditions, including the higher-flows (R4/R5-zoning) associated with the Parkview Development, respectively.

4.3 Local 8-inch Piping Capacity Assessment

The 8-inch piping in the system is not modeled. A standard 8-inch pipeline at minimum slope (0.004 foot/foot) typically has excess capacity and has been designed based on minimum diameter and slope standards. 8-inch piping at 0.004 foot/foot slope has a full flow capacity of 340 gallons per minute (GPM) or the equivalent capacity of 700 equivalent dwelling units (EDUs). Based on local 8-inch piping in the City Geographical Information System (GIS), the maximum number of units anticipated to contribute to existing 8-inch lines upstream of the modeled trunk sewers is less than 700 EDUs including the Parkview Development at R4/R5 zoning. However, there are some pipe segments that may not meet the minimum slope requirements of 0.004 foot/foot as shown in Figure 12. The preferrable discharge location for Parkview Development is on Northeast MacDonald Lane south of NE Samson Street to avoid limiting slopes.

4.4 Conclusions

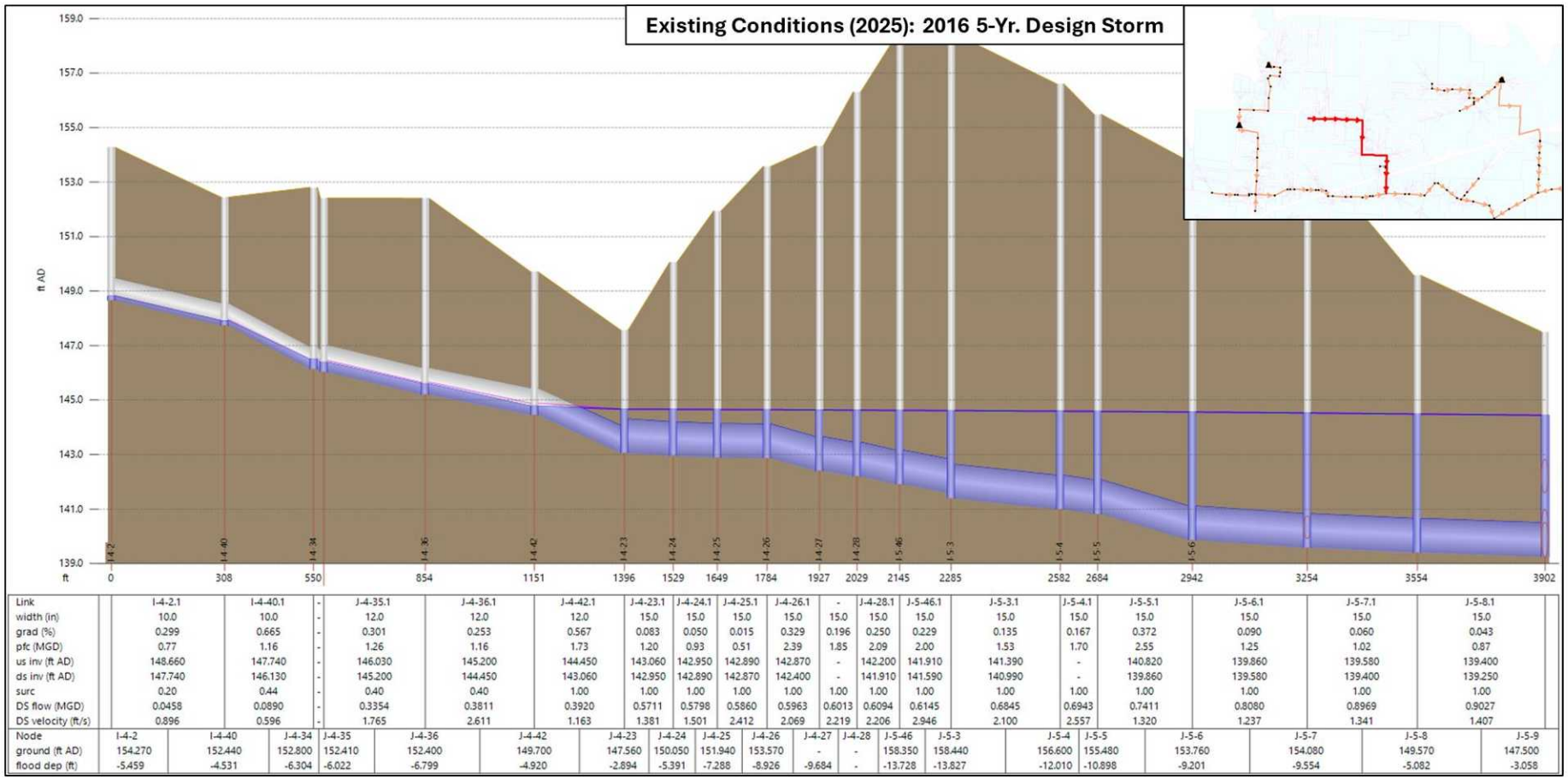
Based on this capacity assessment, the downstream sanitary sewer system has adequate capacity for the Parkview Development at the R4/R5 zoning for modeled piping 10-inch and larger. 8-inch piping with a slope equal to a minimum standard of 0.004 foot/foot also will have adequate capacity. The City should ensure that the developer connects to 8-inch sewers with slopes greater than or equal to the minimum standard.



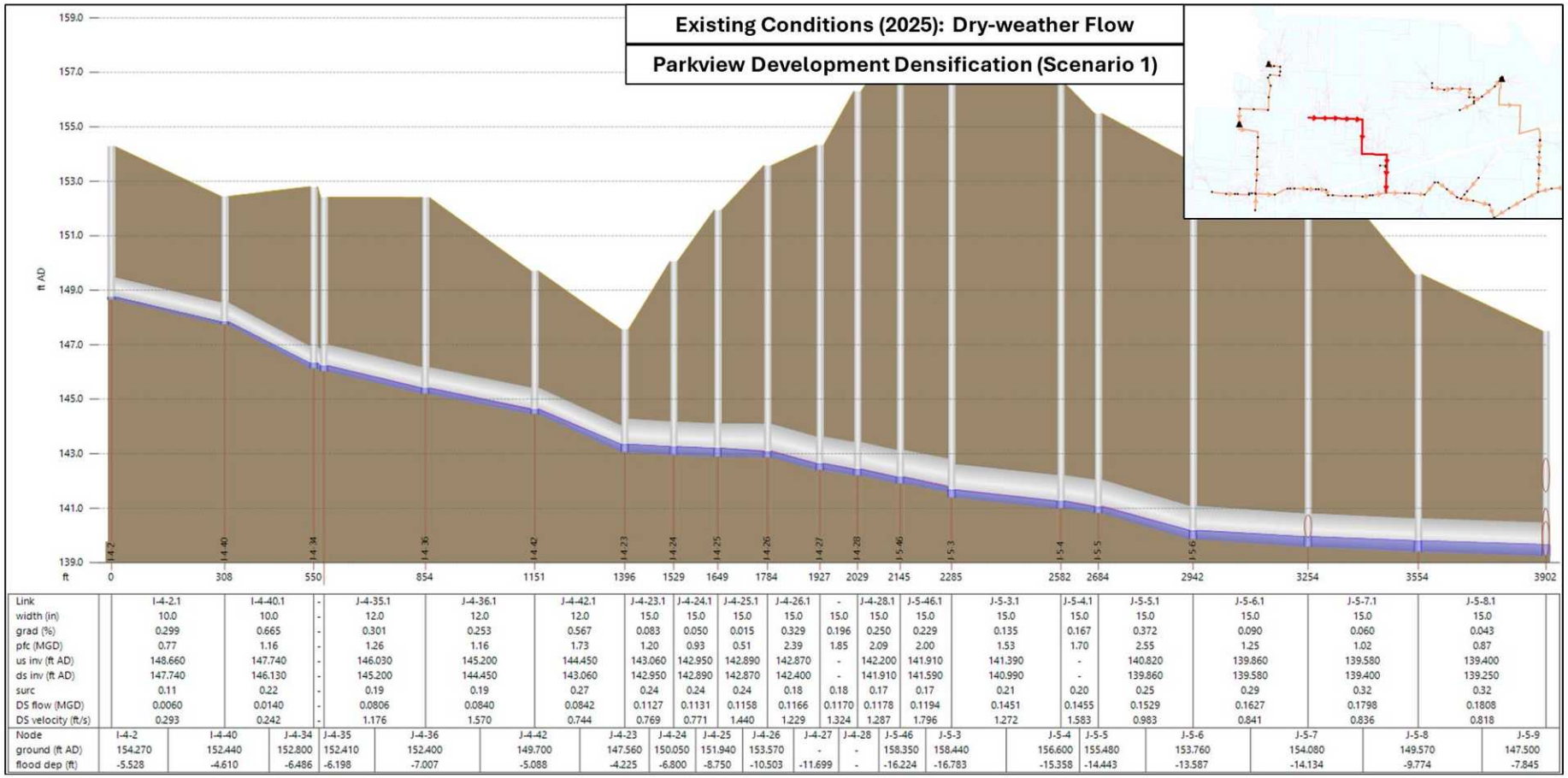
Link	I-4-2.1	I-4-40.1	-	J-4-35.1	J-4-36.1	J-4-42.1	J-4-23.1	J-4-24.1	J-4-25.1	J-4-26.1	-	J-4-28.1	J-5-46.1	J-5-3.1	J-5-4.1	J-5-5.1	J-5-6.1	J-5-7.1	J-5-8.1
width (in)	10.0	10.0	-	12.0	12.0	12.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
grad (%)	0.299	0.665	-	0.301	0.253	0.567	0.083	0.050	0.015	0.329	0.196	0.250	0.229	0.135	0.167	0.372	0.090	0.060	0.043
pfc (MGD)	0.77	1.16	-	1.26	1.16	1.73	1.20	0.93	0.51	2.39	1.85	2.09	2.00	1.53	1.70	2.55	1.25	1.02	0.87
us inv (ft AD)	148.660	147.740	-	146.030	145.200	144.450	143.060	142.950	142.890	142.870	-	142.200	141.910	141.390	-	140.820	139.860	139.580	139.400
ds inv (ft AD)	147.740	146.130	-	145.200	144.450	143.060	142.950	142.890	142.870	142.400	-	141.910	141.590	140.990	-	139.860	139.580	139.400	139.250
surc	0.11	0.21	-	0.19	0.19	0.27	0.23	0.23	0.23	0.17	0.17	0.17	0.17	0.21	0.20	0.25	0.29	0.31	0.32
DS flow (MGD)	0.0060	0.0140	-	0.0736	0.0770	0.0772	0.1057	0.1061	0.1088	0.1096	0.1100	0.1108	0.1124	0.1381	0.1385	0.1459	0.1557	0.1728	0.1739
DS velocity (ft/s)	0.293	0.256	-	1.135	1.515	0.712	0.751	0.751	1.406	1.202	1.295	1.258	1.761	1.250	1.553	0.967	0.827	0.822	0.793

Node	I-4-2	I-4-40	I-4-34	J-4-35	J-4-36	J-4-42	J-4-23	J-4-24	J-4-25	J-4-26	J-4-27	J-4-28	J-5-46	J-5-3	J-5-4	J-5-5	J-5-6	J-5-7	J-5-8	J-5-9
ground (ft AD)	154.270	152.440	152.800	152.410	152.400	149.700	147.560	150.050	151.940	153.570	-	-	158.350	158.440	156.600	155.480	153.760	154.080	149.570	147.500
flood dep (ft)	-5.528	-4.610	-6.493	-6.205	-7.015	-5.093	-4.234	-6.808	-8.757	-10.508	-11.705	-	-16.230	-16.789	-15.364	-14.448	-13.594	-14.141	-9.781	-7.847

Figure 6. Base Model (without Parkview Development) Receiving Trunk Profile, Existing Conditions (2025), Dry Weather Flow. The system has adequate capacity.


Existing Conditions (2025): 2016 5-Yr. Design Storm
ft AD
ft

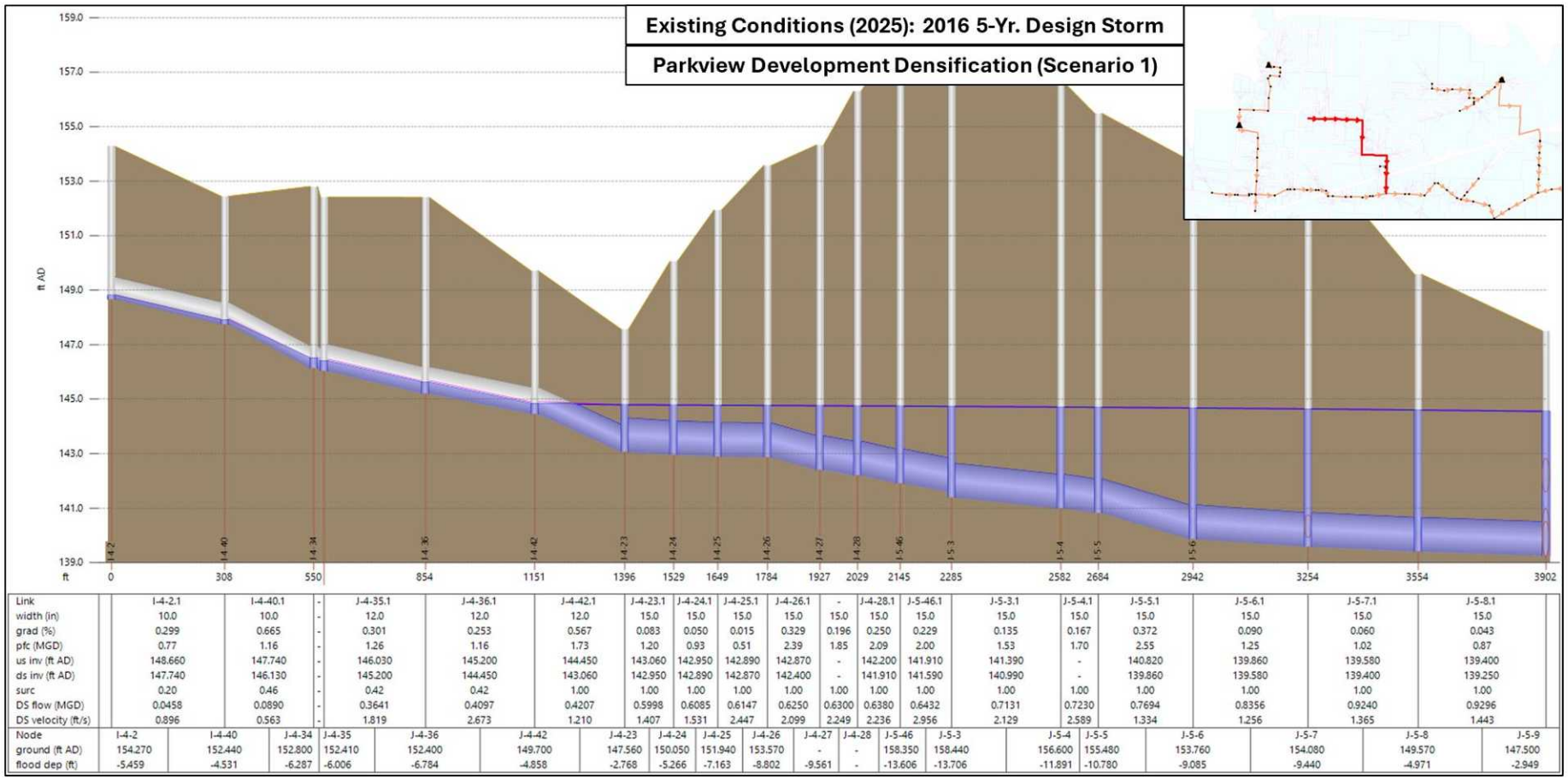
| | | |



Link	I-4-2.1	I-4-40.1	-	J-4-35.1	J-4-36.1	J-4-42.1	J-4-23.1	J-4-24.1	J-4-25.1	J-4-26.1	-	J-4-28.1	J-5-46.1	J-5-3.1	J-5-4.1	J-5-5.1	J-5-6.1	J-5-7.1	J-5-8.1
width (in)	10.0	10.0	-	12.0	12.0	12.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
grad (%)	0.299	0.665	-	0.301	0.253	0.567	0.083	0.050	0.015	0.329	0.196	0.250	0.229	0.135	0.167	0.372	0.090	0.060	0.043
pfc (MGD)	0.77	1.16	-	1.26	1.16	1.73	1.20	0.93	0.51	2.39	1.85	2.09	2.00	1.53	1.70	2.55	1.25	1.02	0.87
us inv (ft AD)	148.660	147.740	-	146.030	145.200	144.450	143.060	142.950	142.890	142.870	-	142.200	141.910	141.390	-	140.820	139.860	139.580	139.400
ds inv (ft AD)	147.740	146.130	-	145.200	144.450	143.060	142.950	142.890	142.870	142.400	-	141.910	141.590	140.990	-	139.860	139.580	139.400	139.250
surc	0.11	0.22	-	0.19	0.19	0.27	0.24	0.24	0.24	0.18	0.18	0.17	0.17	0.21	0.20	0.25	0.29	0.32	0.32
DS flow (MGD)	0.0060	0.0140	-	0.0806	0.0840	0.0842	0.1127	0.1131	0.1158	0.1166	0.1170	0.1178	0.1194	0.1451	0.1455	0.1529	0.1627	0.1798	0.1808
DS velocity (ft/s)	0.293	0.242	-	1.176	1.570	0.744	0.769	0.771	1.440	1.229	1.324	1.287	1.796	1.272	1.583	0.983	0.841	0.836	0.818

Node	I-4-2	I-4-40	J-4-34	J-4-35	J-4-36	J-4-42	J-4-23	J-4-24	J-4-25	J-4-26	J-4-27	J-4-28	J-5-46	J-5-3	J-5-4	J-5-5	J-5-6	J-5-7	J-5-8	J-5-9
ground (ft AD)	154.270	152.440	152.800	152.410	152.400	149.700	147.560	150.050	151.940	153.570	-	-	158.350	158.440	156.600	155.480	153.760	154.080	149.570	147.500
flood dep (ft)	-5.528	-4.610	-6.486	-6.198	-7.007	-5.088	-4.225	-6.800	-8.750	-10.503	-11.699	-	-16.224	-16.783	-15.358	-14.443	-13.587	-14.134	-9.774	-7.845

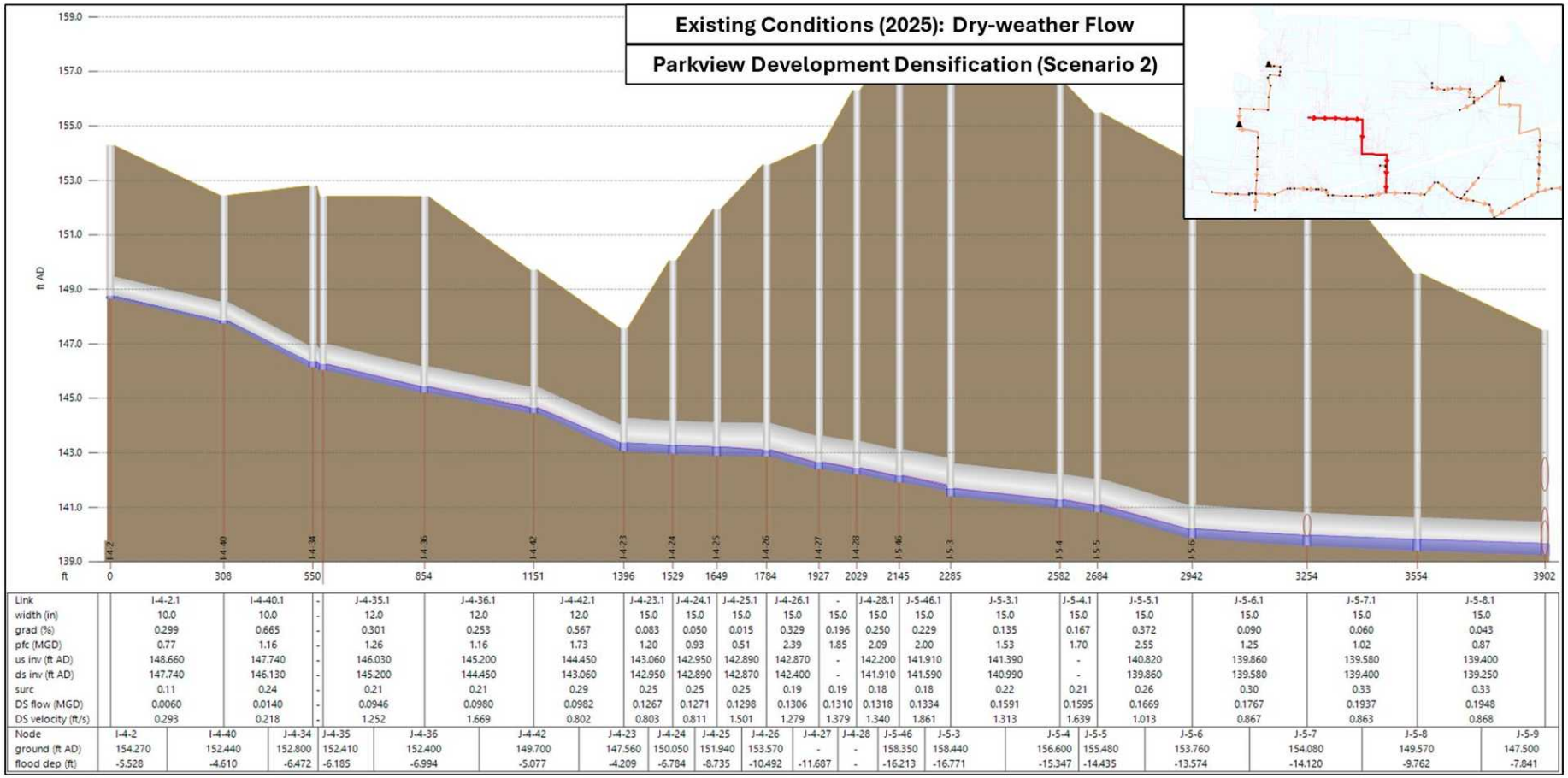
Figure 8. Scenario 1 (Low-Flow Parkview Development) Receiving Trunk Profile, Existing Conditions (2025), Dry Weather Flow. The system has adequate capacity.



Link	I-4-2.1	I-4-40.1	-	J-4-35.1	J-4-36.1	J-4-42.1	J-4-23.1	J-4-24.1	J-4-25.1	J-4-26.1	-	J-4-28.1	J-5-46.1	J-5-3.1	J-5-4.1	J-5-5.1	J-5-6.1	J-5-7.1	J-5-8.1
width (in)	10.0	10.0	-	12.0	12.0	12.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
grad (%)	0.299	0.665	-	0.301	0.253	0.567	0.083	0.050	0.015	0.329	0.196	0.250	0.229	0.135	0.167	0.372	0.090	0.060	0.043
pfc (MGD)	0.77	1.16	-	1.26	1.16	1.73	1.20	0.93	0.51	2.39	1.85	2.09	2.00	1.53	1.70	2.55	1.25	1.02	0.87
us inv (ft AD)	148.660	147.740	-	146.030	145.200	144.450	143.060	142.950	142.890	142.870	-	142.200	141.910	141.390	-	140.820	139.860	139.580	139.400
ds inv (ft AD)	147.740	146.130	-	145.200	144.450	143.060	142.950	142.890	142.870	142.400	-	141.910	141.590	140.990	-	139.860	139.580	139.400	139.250
surc	0.20	0.46	-	0.42	0.42	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DS flow (MGD)	0.0458	0.0890	-	0.3641	0.4097	0.4207	0.5998	0.6085	0.6147	0.6250	0.6300	0.6380	0.6432	0.7131	0.7230	0.7694	0.8356	0.9240	0.9296
DS velocity (ft/s)	0.896	0.563	-	1.819	2.673	1.210	1.407	1.531	2.447	2.099	2.249	2.236	2.956	2.129	2.589	1.334	1.256	1.365	1.443

Node	I-4-2	I-4-40	J-4-34	J-4-35	J-4-36	J-4-42	J-4-23	J-4-24	J-4-25	J-4-26	J-4-27	J-4-28	J-5-46	J-5-3	J-5-4	J-5-5	J-5-6	J-5-7	J-5-8	J-5-9
ground (ft AD)	154.270	152.440	152.800	152.410	152.400	149.700	147.560	150.050	151.940	153.570	-	-	158.350	158.440	156.600	155.480	153.760	154.080	149.570	147.500
flood dep (ft)	-5.459	-4.531	-6.287	-6.006	-6.784	-4.858	-2.768	-5.266	-7.163	-8.802	-9.561	-	-13.606	-13.706	-11.891	-10.780	-9.085	-9.440	-4.971	-2.949

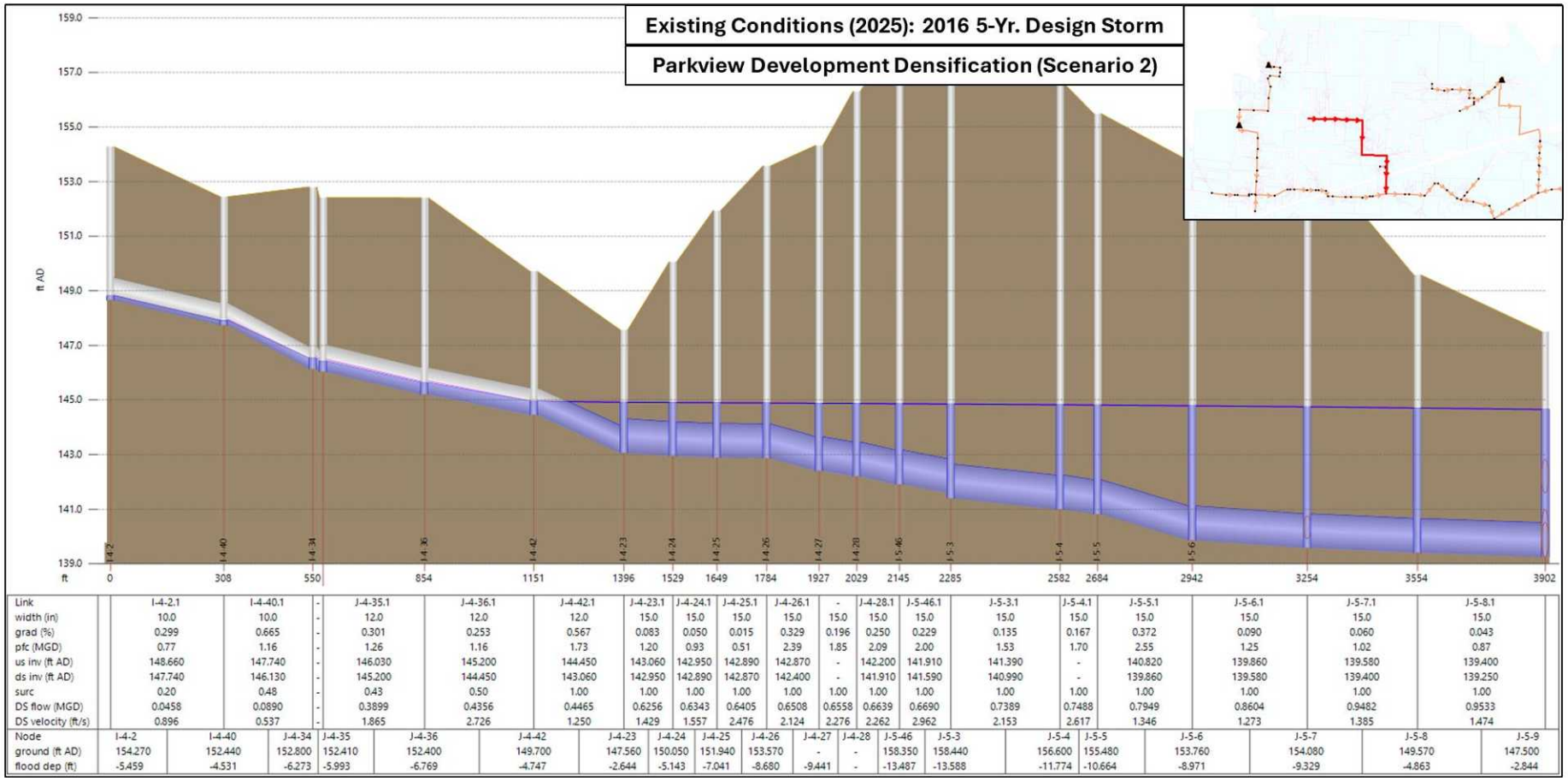
Figure 9. Scenario 1 (Low-Flow Parkview Development) Receiving Trunk Profile, Existing Conditions (2025), 5 Year Frequency Design Storm. The system has adequate capacity. Backwater due to limiting capacity at the Raw Sewage Pump Station (2 to 3 feet of freeboard acceptable).



Link	I-4-2.1	I-4-40.1	-	J-4-35.1	J-4-36.1	J-4-42.1	J-4-23.1	J-4-24.1	J-4-25.1	J-4-26.1	-	J-4-28.1	J-5-46.1	J-5-3.1	J-5-4.1	J-5-5.1	J-5-6.1	J-5-7.1	J-5-8.1
width (in)	10.0	10.0	-	12.0	12.0	12.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
grad (%)	0.299	0.665	-	0.301	0.253	0.567	0.083	0.050	0.015	0.329	0.196	0.250	0.229	0.135	0.167	0.372	0.090	0.060	0.043
pfc (MGD)	0.77	1.16	-	1.26	1.16	1.73	1.20	0.93	0.51	2.39	1.85	2.09	2.00	1.53	1.70	2.55	1.25	1.02	0.87
us inv (ft AD)	148.660	147.740	-	146.030	145.200	144.450	143.060	142.950	142.890	142.870	-	142.200	141.910	141.390	-	140.820	139.860	139.580	139.400
ds inv (ft AD)	147.740	146.130	-	145.200	144.450	143.060	142.950	142.890	142.870	142.400	-	141.910	141.590	140.990	-	139.860	139.580	139.400	139.250
surc	0.11	0.24	-	0.21	0.21	0.29	0.25	0.25	0.25	0.19	0.19	0.18	0.18	0.22	0.21	0.26	0.30	0.33	0.33
DS flow (MGD)	0.0060	0.0140	-	0.0946	0.0980	0.0982	0.1267	0.1271	0.1298	0.1306	0.1310	0.1318	0.1334	0.1591	0.1595	0.1669	0.1767	0.1937	0.1948
DS velocity (ft/s)	0.293	0.218	-	1.252	1.669	0.802	0.803	0.811	1.501	1.279	1.379	1.340	1.861	1.313	1.639	1.013	0.867	0.863	0.868

Node	I-4-2	I-4-40	J-4-34	J-4-35	J-4-36	J-4-42	J-4-23	J-4-24	J-4-25	J-4-26	J-4-27	J-4-28	J-5-46	J-5-3	J-5-4	J-5-5	J-5-6	J-5-7	J-5-8	J-5-9
ground (ft AD)	154.270	152.440	152.800	152.410	152.400	149.700	147.560	150.050	151.940	153.570	-	-	158.350	158.440	156.600	155.480	153.760	154.080	149.570	147.500
flood dep (ft)	-5.528	-4.610	-6.472	-6.185	-6.994	-5.077	-4.209	-6.784	-8.735	-10.492	-11.687	-	-16.213	-16.771	-15.347	-14.435	-13.574	-14.120	-9.762	-7.841

Figure 10. Scenario 2 (High-Flow Parkview Development) Receiving Trunk Profile, Existing Conditions (2025), Dry-weather Flow. The system has adequate capacity.



Link	I-4-2.1	I-4-40.1	-	J-4-35.1	J-4-36.1	J-4-42.1	J-4-23.1	J-4-24.1	J-4-25.1	J-4-26.1	-	J-4-28.1	J-5-46.1	J-5-3.1	J-5-4.1	J-5-5.1	J-5-6.1	J-5-7.1	J-5-8.1
width (in)	10.0	10.0	-	12.0	12.0	12.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
grad (%)	0.299	0.665	-	0.301	0.253	0.567	0.083	0.050	0.015	0.329	0.196	0.250	0.229	0.135	0.167	0.372	0.090	0.060	0.043
pfc (MGD)	0.77	1.16	-	1.26	1.16	1.73	1.20	0.93	0.51	2.39	1.85	2.09	2.00	1.53	1.70	2.55	1.25	1.02	0.87
us inv (ft AD)	148.660	147.740	-	146.030	145.200	144.450	143.060	142.950	142.890	142.870	-	142.200	141.910	141.390	-	140.820	139.860	139.580	139.400
ds inv (ft AD)	147.740	146.130	-	145.200	144.450	143.060	142.950	142.890	142.870	142.400	-	141.910	141.590	140.990	-	139.860	139.580	139.400	139.250
surc	0.20	0.48	-	0.43	0.50	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
DS flow (MGD)	0.0458	0.0890	-	0.3899	0.4356	0.4465	0.6256	0.6343	0.6405	0.6508	0.6558	0.6639	0.6690	0.7389	0.7488	0.7949	0.8604	0.9482	0.9533
DS velocity (ft/s)	0.896	0.537	-	1.865	2.726	1.250	1.429	1.557	2.476	2.124	2.276	2.262	2.962	2.153	2.617	1.346	1.273	1.385	1.474

Node	I-4-2	I-4-40	J-4-34	J-4-35	J-4-36	J-4-42	J-4-23	J-4-24	J-4-25	J-4-26	J-4-27	J-4-28	J-5-46	J-5-3	J-5-4	J-5-5	J-5-6	J-5-7	J-5-8	J-5-9
ground (ft AD)	154.270	152.440	152.800	152.410	152.400	149.700	147.560	150.050	151.940	153.570	-	-	158.350	158.440	156.600	155.480	153.760	154.080	149.570	147.500
flood dep (ft)	-5.459	-4.531	-6.273	-5.993	-6.769	-4.747	-2.644	-5.143	-7.041	-8.680	-9.441	-	-13.487	-13.588	-11.774	-10.664	-8.971	-9.329	-4.863	-2.844

Figure 11. Scenario 2 (High-Flow Parkview Development) Receiving Trunk Profile, Existing Conditions (2025), 5-Year Frequency Design Storm. The system has adequate capacity. Backwater due to limiting capacity at the Raw Sewage Pump Station (2 to 3 feet of freeboard acceptable).

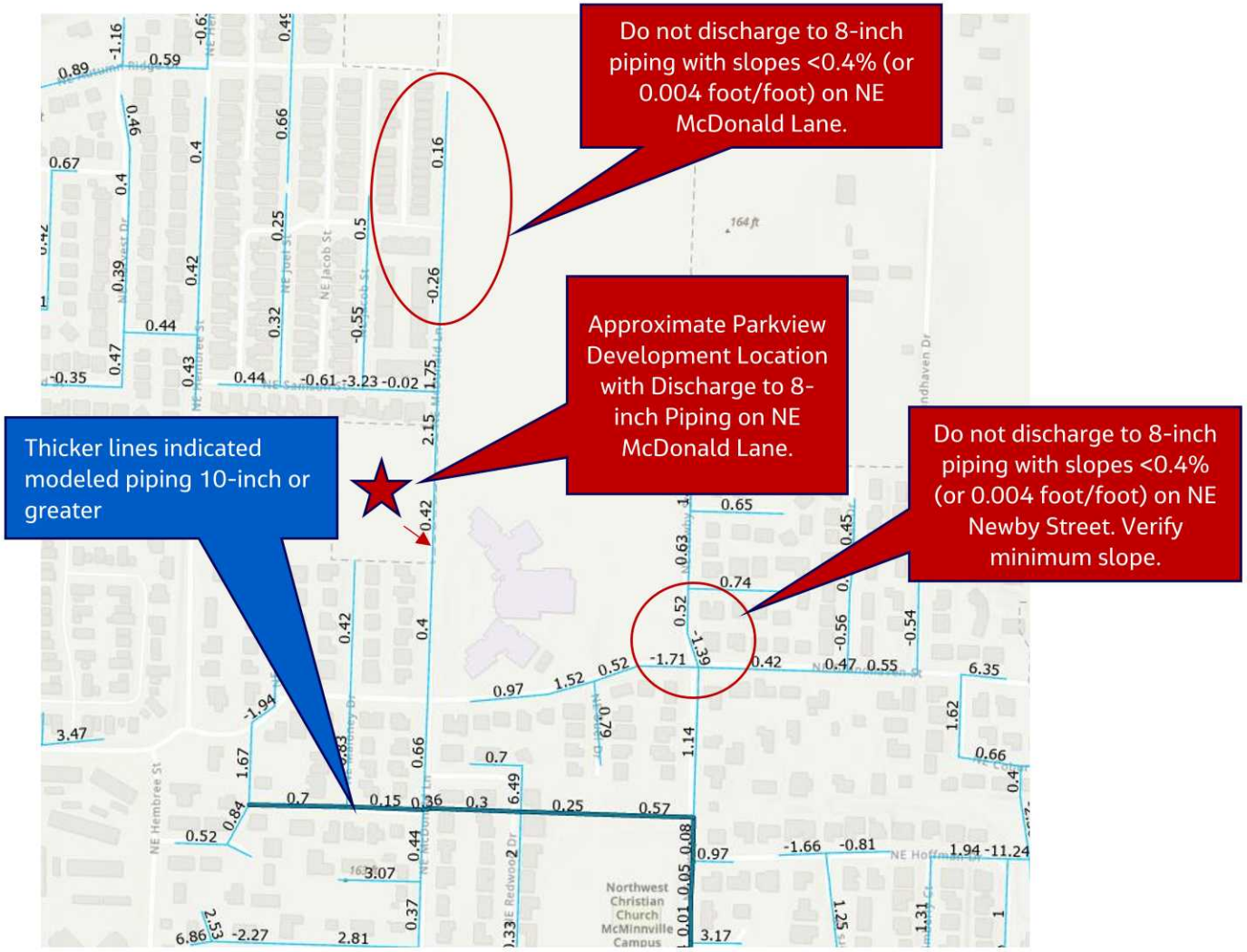


Figure 12. Parkview development location and discharge to 8-inch piping. Confirm minimum slopes are 0.004 foot/foot minimum for 8-inch piping downstream of discharge location. Labels show slope in percentage 0.4% (label) = 0.004 foot/foot.

EXHIBIT 12
STORMWATER SYSTEM MAP

EXHIBIT 12

STORMWATER SYSTEM MAP

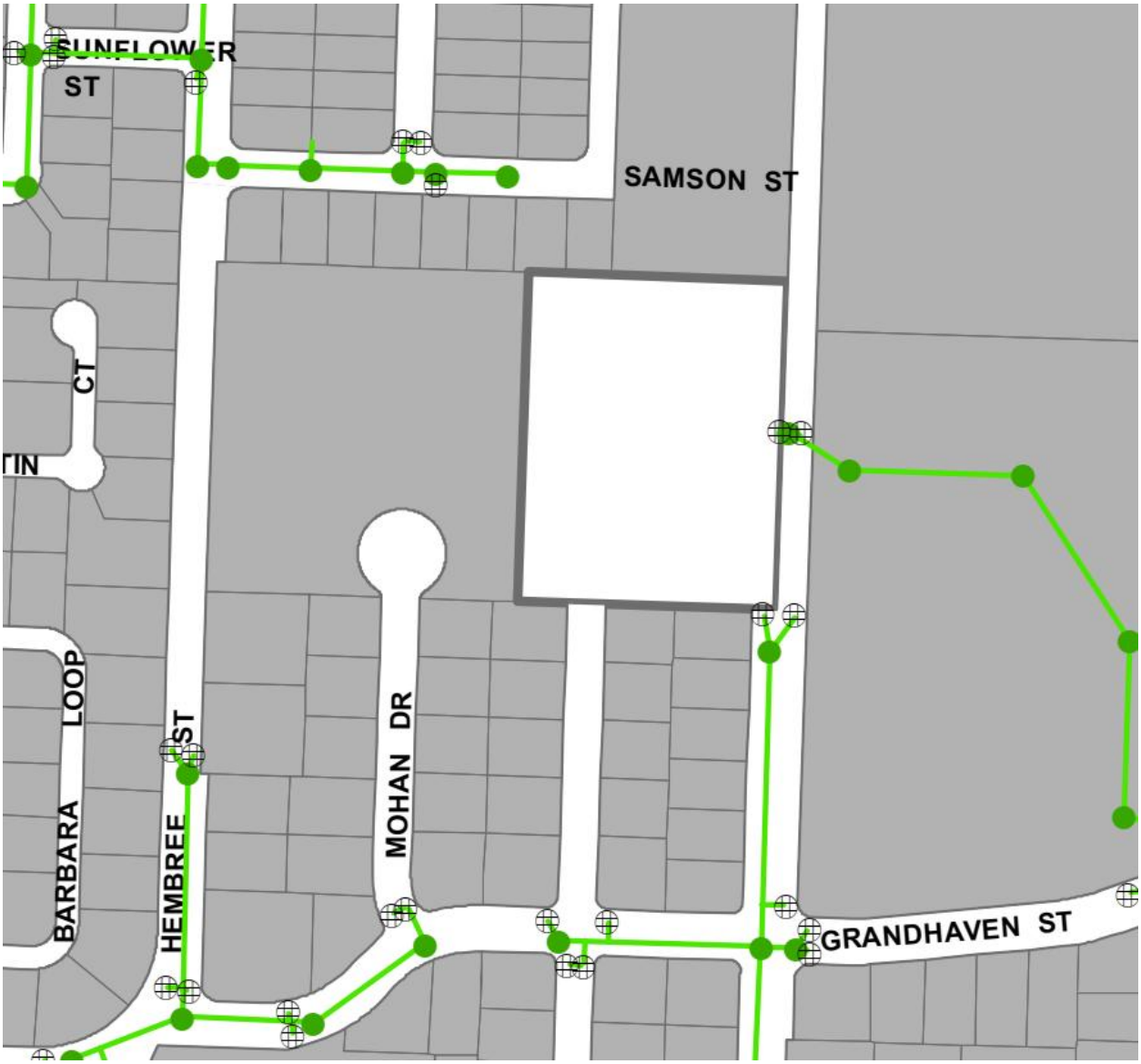


EXHIBIT 13
WATER SYSTEM MAP

EXHIBIT 13
WATER SYSTEM MAP

DI = Ductile Iron
CI = Cast Iron

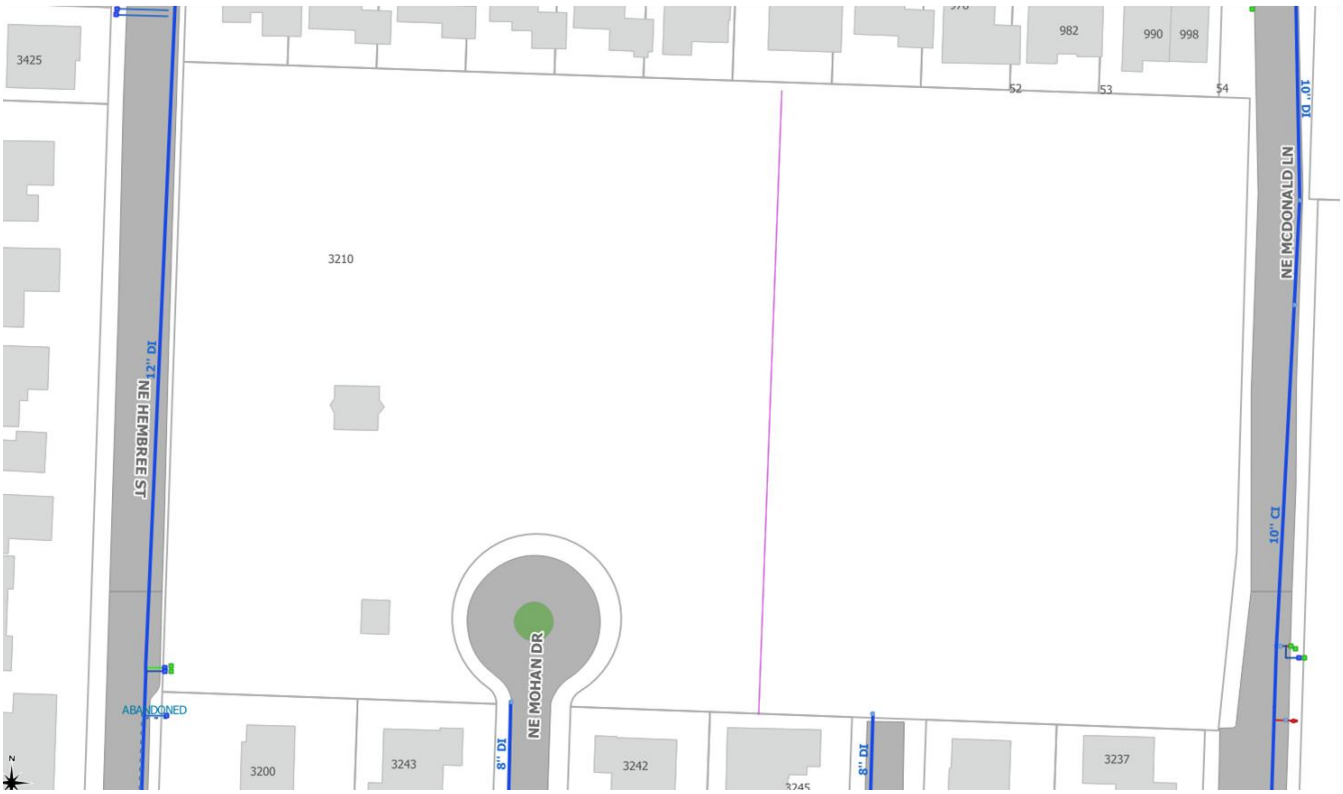
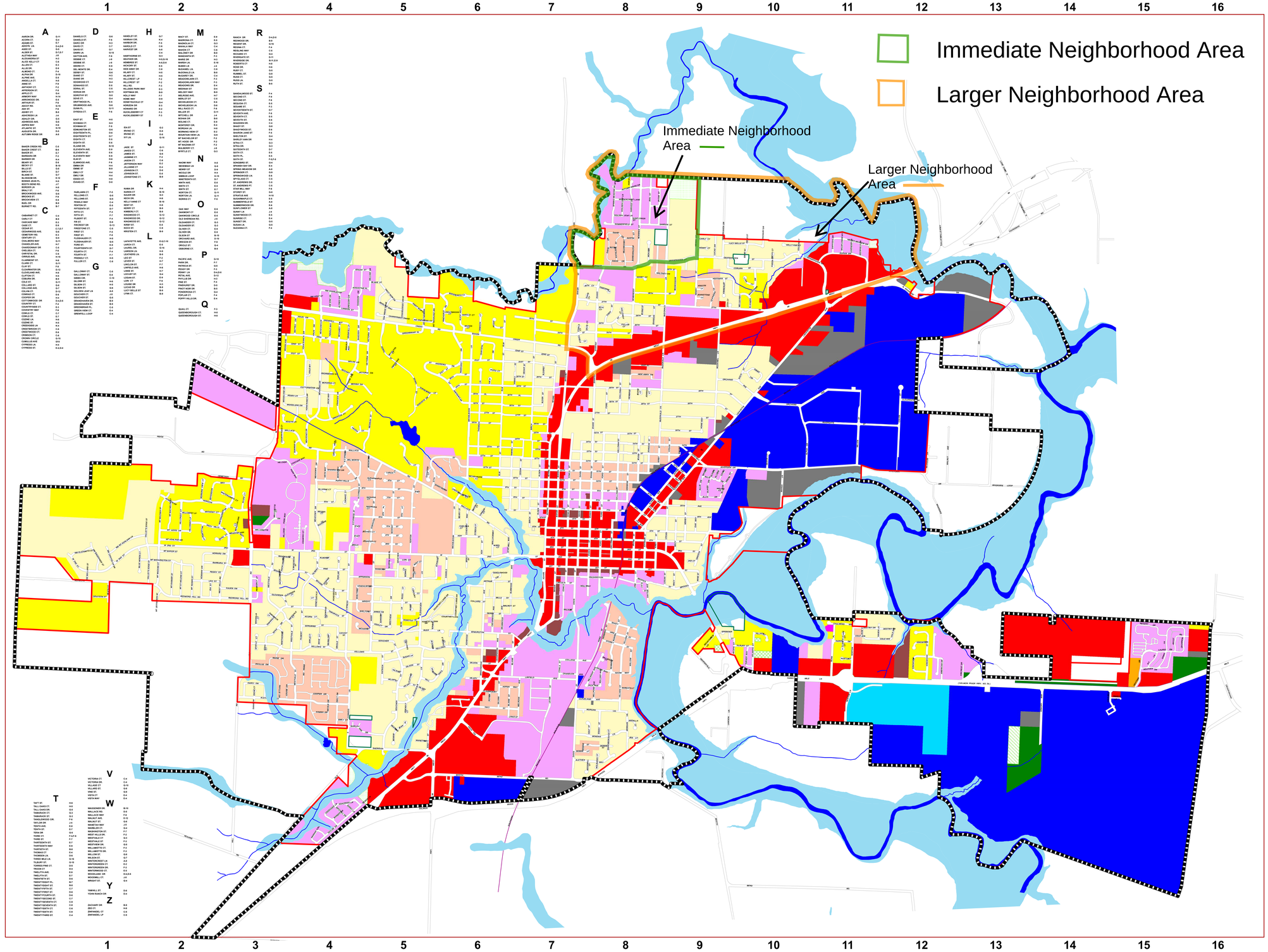


EXHIBIT 14
NEIGHBORHOOD AREA MAP

EXHIBIT 14

City of McMinnville Zoning



Legend

City Zoning

- R-1
- R-2
- R-3
- R-4
- O-R
- C-1
- C-2
- C-3
- M-L
- M-1
- M-2
- A-H
- F-P

County Zoning

- LDR9000
- VLDR-1
- AF-20
- EF-80

City Limits

Juristiction

- City
- County
- UGB

City of McMinnville

N
W E
S

0 1,000 2,000 4,000 Feet

Last amended September 15th, 2022

Note:

This map is for pre-planning purposes only. For more detailed information, please call the McMinnville Planning Department at (503) 434-7311.

Planned Development boundaries not identified.

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

City of McMinnville
PLANNING

COMMUNITY DEVELOPMENT
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311
www.mcminnvilleoregon.gov

MEMORANDUM

DATE: July 14, 2026
TO: Planning Commissioners
FROM: Tom Schauer, Senior Planner
SUBJECT: ZC 1-26 Additional Information and Written Testimony

Below and attached is additional information and written testimony for the July 16, 2026 Planning Commission public hearing for Docket ZC 1-26.

1. **Memo from Melissa Ryan.** Staff requested a memo regarding Section 3 of SB 974, codified in ORS 197A.146, relative to this application. ***See Attachment 1.***

2. **Written Testimony Submitted to the Planning Division.** Following publication of the meeting packet, additional written public testimony has been submitted to the Planning Division. Written testimony received through July 14, 2026 is attached. If additional testimony is received by the Planning Division before noon on Wednesday, July 15, it will be distributed separately before the hearing. After that time, written testimony is to be submitted at the hearing, rather than submitted to the Planning Division in advance of the hearing. ***See Attachment 2.***

3. **Advance Notification of Oral Testimony.** To date, several people have also provided advance notice that they intend to provide oral testimony at the hearing, listed below.

    - Patrick Evans
    - Deborah A. Hammond
    - Peter Asher
    - Jeff Keikkala
    - Jordan Christie

Attachments:

1. Memo from Melissa Ryan

2. Written Public Testimony:

Testimony Received by Planning Division Before Packet –
(Previously Distributed in Packet, Re-Attached To This Memo):

- 1-Ron Larson, submitted via email on 7/8/2026

Testimony Received by Planning Division After Packet was Distributed:

- 2-Deborah A. Hammond, submitted via email on 7/11/2026
- 3- Patrick Evans, testimony, submitted via email on 7/12/2026
- 4-Patrick Evans, petition with cover letter, submitted via email on 7/12/2026
- 5-Alicia Gray, submitted via email on 7/13/2026
- 6-Kenneth P. Carlson, submitted via email on 7/14/2026
- 7-Jeff Keikkala, submitted via email on 7/14/2026
- 8-Patricia (Pattie) Holder, submitted via email on 7/14/2026
- 9-Kathleen Gibson, submitted via email on 7/14/2026

Bateman Seidel

MEMORANDUM

TO: Heather Richards, Community Development Director
FROM: Melissa Ryan
Special Land Use City Attorney
DATE: July 13, 2026
RE: ZC 1-26 Procedure

Introduction

You have asked for confirmation regarding whether recent legislation enacted by the Oregon Legislature applies to an application for a zone change from EFU-80 to R-4 where the property has a comprehensive plan designation of Residential.

Discussion

In the 2025 session, the Oregon Legislature enacted Senate Bill 974 (SB 974) and some parts of the legislation took effect on September 26, 2025. SB 974 is codified at ORS 197A.146. However, Section 6 of SB 974 provided that Sections 1 and 3 did not become operative until July 1, 2026.

Section 3 of SB 974 (ORS 197A.146) changed existing law. After July 1, 2026, for a zone change to a denser residential designation, where the land is either zoned primarily for residential use or mixed residential use, or comprehensive plan designated for residential use, the city is still required to provide DLCD with notice of the application pursuant to ORS 197.610, but (1) *public* notice is limited to those within 100 feet and (2) the initial decision is made without a hearing. An appeal hearing may be provided if an appeal is filed.

The application at issue was filed on May 7, 2026, prior to the date that SB 974 Section 3 became operative. Accordingly, the city is required to process the zone change application according to its procedures for zone changes in McMinnville Municipal Code 17.72.120.

The following rebuttal testimony has been prepared by the residents of the Chegwyn-Grandhaven neighborhood who are opposed to the proposed development of 75 apartments at a density of 26.22 dwelling units (DU) per acre. The 2.86 acre property is located on NE McDonald Lane, opposite Grandhaven Elementary School, and is immediately adjoining the Grandhaven Neighborhood Park to the west of the property.

This rebuttal testimony has been prepared in response to the narrative presented by MAC Multi, LLC, the developer of the Parkview Apartment Living project. The developer submitted the narrative of the proposed development in support of the Zone Change application currently under review by the City of McMinnville. The Planning Commission is scheduled to review the Zone Change request at a public hearing on July 16, 2026.

We request that this rebuttal testimony be submitted into the record for this Zone Change request.

The main points of this rebuttal testimony are as follows, with additional details on the following pages:

1. The proposal does not comply with the Great Neighborhoods Policies 8. and 8.a. of the McMinnville Comprehensive Plan and Zoning Ordinance. The proposed density of 26.22 DU/acre is not in compliance with the Great Neighborhoods Policy that states "*The size, form, and proportionality of development is designed to function and be balanced with the existing built environment".*
2. The proposal does not comply with the Residential Design Policy 83.00 of the Comprehensive Plan that states "*The City of McMinnville shall review the design of residential developments to ensure site orientation that preserves the potential for future utilization of solar energy".* The two 3-story buildings proposed along the north property line will block the potential for future utilization of solar energy to the homes adjoining the north property line, unless the building heights for two buildings on the north property line are modified.
3. The proposal shows stacked parking in an attempt at meeting the minimum number of parking spaces required by the Zoning Ordinance, McMinnville Municipal Code (MMC) Chapter 17.60, which does not allow for stacked parking. As such the garages cannot be counted as available parking spaces and the proposed project does not provide adequate parking spaces.
4. The need for this type of multi-family housing at the proposed density of 26.66 DU/acre is not justified in the Zone Change application narrative. The Zone Change application narrative relies on the City of McMinnville Housing Needs Analysis (HNA), dated November 2023, adopted by the City of McMinnville as Exhibit B to Ordinance No. 5141. The HNA is now, in 2026, outdated, as it is based on data from as late as 2017 to 2021. The Background section of the HNA, page i, states that the HNA update of 2023 *"updated the Building Lands Inventory to include development through December 31, 2021".*

Respectfully submitted by

Ron Larson
3672 NE Joel St
McMinnville, OR 97128

The McMinnville Zoning Ordinance, Section 17.74.020, contains the review criteria for a Zone Change. The first paragraph of that section is shown below:

> 17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:
>
> A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;
>
> B. ~~The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment.~~
>
> C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.
>
> When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.
>
> In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay. (Ord. 4242 §3, 1983; Ord. 4221 §4, 1982; Ord. 4128 (part), 1981; Ord. 3380 (part), 1968).

From the first paragraph above, the applicant must demonstrate that the proposed zone change amendment is consistent with the goals and policies of the Comprehensive Plan. That same requirement for the applicant to demonstrate compliance with the goals and policies of the McMinnville Comprehensive Plan is further detailed in the City's application for a Zone Change. It is our opinion that the application narrative does not meet these requirements.

> 2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2)._____

Additionally, the Annexation Agreement, Resolution No. 2025-51, between the Owner and the City requires that the development of the property comply with the City's Zoning Ordinance and will incorporate and follow the City's Great Neighborhood Principles stated in the McMinnville Comprehensive Plan and McMinnville Zoning Ordinance.

1. **Great Neighborhoods Policies 8. and 8.a.** In this rebuttal testimony, we believe that the proposed development of 75 apartment units on 2.86 gross acres at a density of 26.22 dwelling units per gross acre is not consistent with the Great Neighborhood Principles set forth in Sections 187.10 – 187.50 of the City's Comprehensive Plan. In our opinion, the proposed development is not consistent with the Great Neighborhood Principles No. 8. and 8.a:

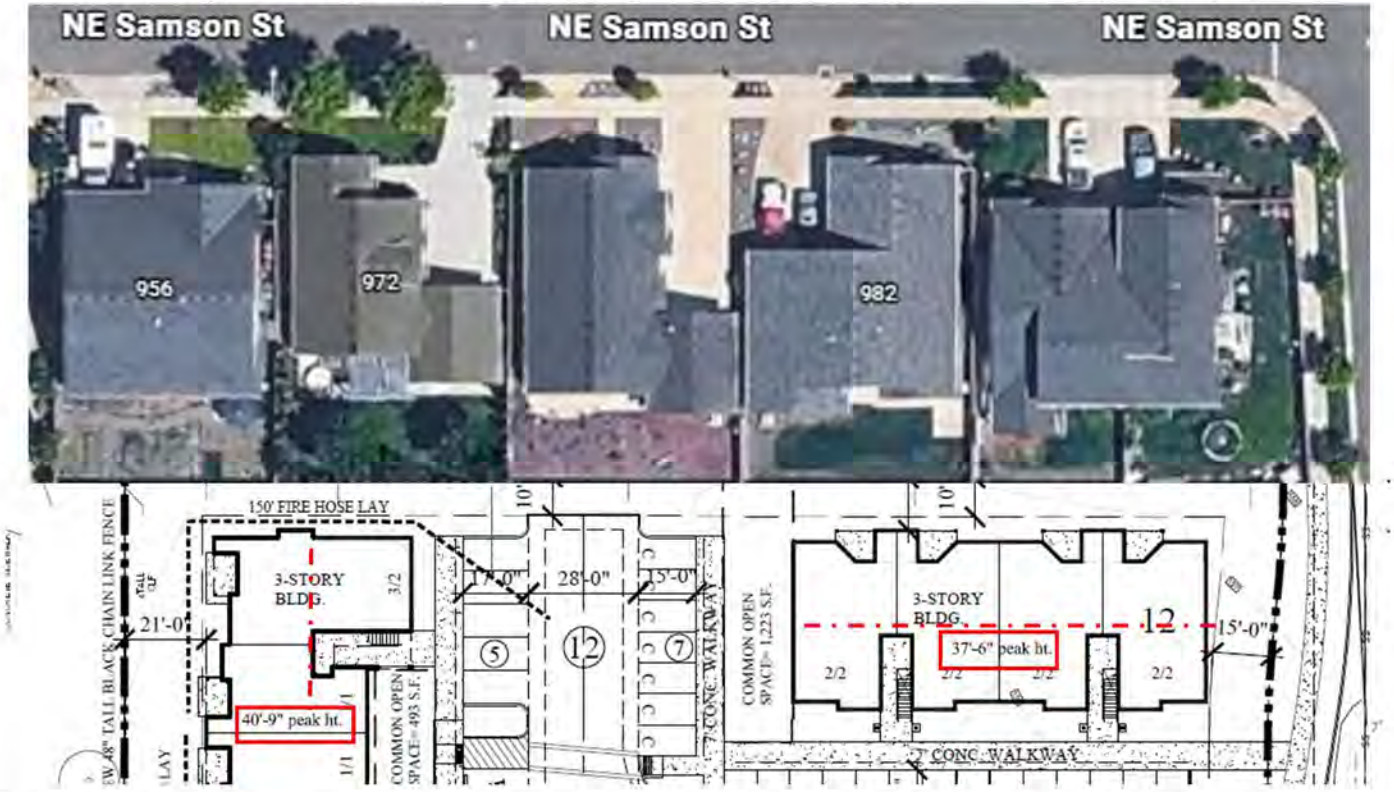
> *8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.*
>
> *a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.*

Specifically, the size, form and proportionality of the proposed development is not designed to function with the existing built environment, and the proposed development is not designed to be balanced with the existing built environment. The size, form and proportionality of any development can be measured in several different ways, such as comparable number of building stories, comparable building heights, and comparable densities of dwelling units.

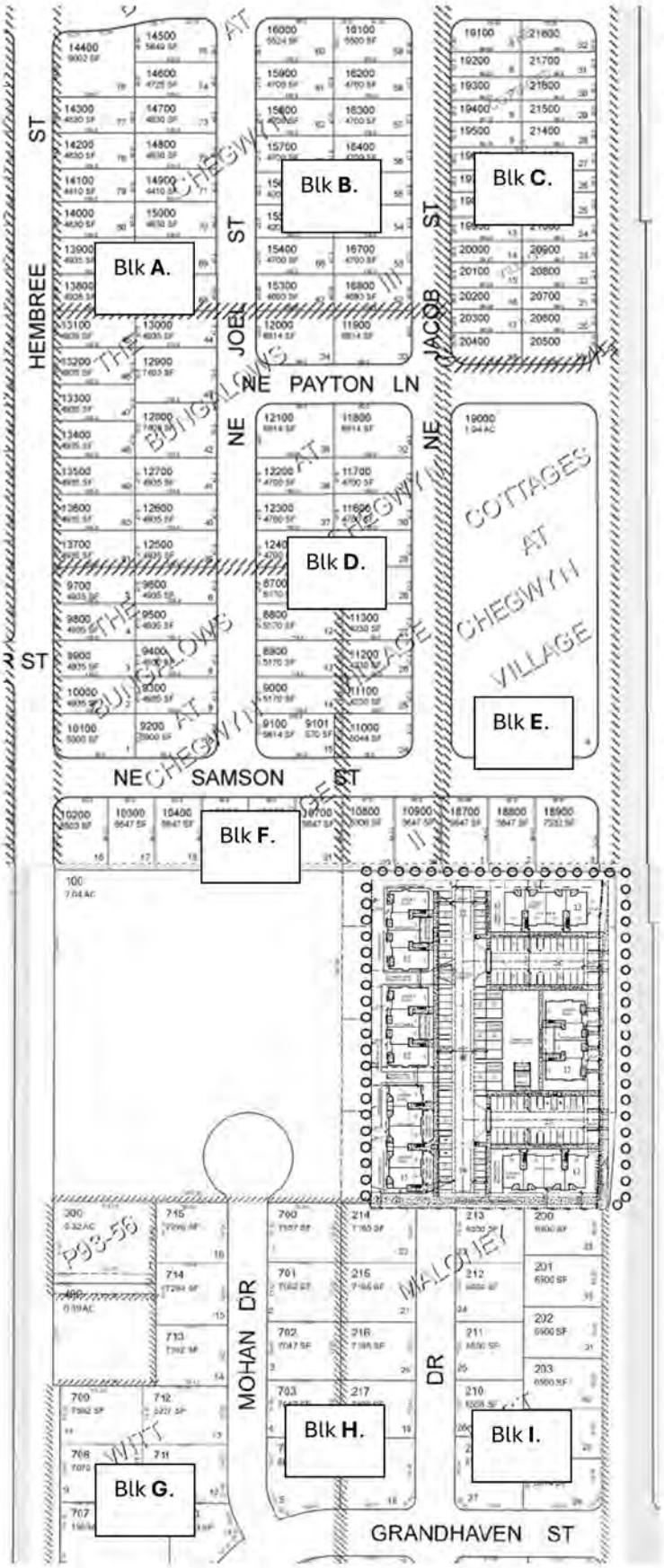
1.1 Comparable number of building stories: The proposed development is 3-stories tall. No other 3-story buildings are located within 1500 feet of the subject property. There are three buildings adjoining the subject property to the south that are each 1-story residences. There are five buildings adjoining the subject property to the north, including two 1-story residences and three 2-story residences.

1.2 Comparable building heights: The proposed development includes six 3-story buildings with building heights of 40'-9" and 37'-6". Two of the proposed buildings are along the north property line as shown below. The five buildings immediately north of the proposed development are shown below, at scale of the proposed development, and have approximate roof peak heights of the following:

31.5' (2 story) 21' (2 story) 20' (1 story) 22' (1 story) 26.5' (2 story duplex)



The building heights are disproportionate to the adjoining buildings both to the north and to the south of the project site. The proposed buildings along the north and south property lines are not balanced with the existing built environment as required by the Great Neighborhood Principle No. 8.a.



1.3 Comparable densities of dwelling units: The proposed development includes 75 dwelling units on 2.86 net acres (including a 20' pedestrian easement along the south property line) after dedication of additional street right-of-way on NE McDonald Lane. The density is **26.22** dwelling units (DU) per net acre. All buildings are proposed to be 3-story buildings.

Comparable densities are shown in the table below and keyed to the Assessor maps to the left for individual blocks of residential lots that are adjacent to the subject property. The development to the north of the proposed apartments is the Chegwyn Farms development and consists of 1-story and 2-story residences on Blocks A through F.

Blocks A, B, D, and F are all single-family residences other than two duplexes with a total of 87 dwelling units on 10.23 net acres for 8.51 DU/acre.

Block C consists of smaller homes with a higher density of single-family residences with a total of 28 dwelling units on 1.88 net acres for 14.89 DU/acre.

Block E is a group of six apartment buildings, both 1-story and 2-story, with 32 dwelling units on 1.95 net acres for 16.42 DU/acre.

Blocks G, H, and I are located south of the proposed development that have been developed over time in previous decades as single-family residential homes, predominately 1-story tall, with a few 2-story homes.

Block ID	Dwelling Units	Acres, net	DU/net acre
Block A	39	4.07	9.57
Block B	18	2.08	8.66
Block D	18	2.12	8.50
Block F	12	1.50	7.98
Blocks A+B+D+F	87	9.77	8.90
Block C	28	1.68	16.69
Block E (Apts)	32	1.95	16.42
Sum North	147	13.40	10.97

Block G	11	2.58	4.26
Block H	12	1.71	7.02
Block I	12	1.69	7.11
Sum South	35	5.98	5.85

1.3 Comparable densities of dwelling units (continued): As shown on the previous page, the proposed net density of Parkview Apartments at 26.22 dwelling units (DU) per acre is not proportional to the existing built environment. The proposed density far exceeds the densities of the surrounding neighborhoods. The proposed R-4 zone density for the subject property is NOT compatible with the surrounding zones, which includes R-2 and R-3 to the south and R-4 to the north.

It is important to note that Block **C**, at 16.69 DU/net acre, and Block **E**, at 16.42 DU/net acre, incrementally increased density as compared with the combined density of Blocks **A+B+D+F**, at 8.90 DU/net acre. The relative increase of Block **C** compared with Blocks **A+B+D+F** is 16.69 / 8.90 = 88% increase. The relative increase of Block **E** compared with Blocks **A+B+D+F** is 16.42 / 8.90 = 84% increase.

Conversely, the relative increase of the proposed 75 DU apartments compared with Blocks **A+B+D+F** is 26.22 / 8.90 = **105%** increase. That is more than double the relative density increases in the Chegwyn Farms development as shown above and to the right.

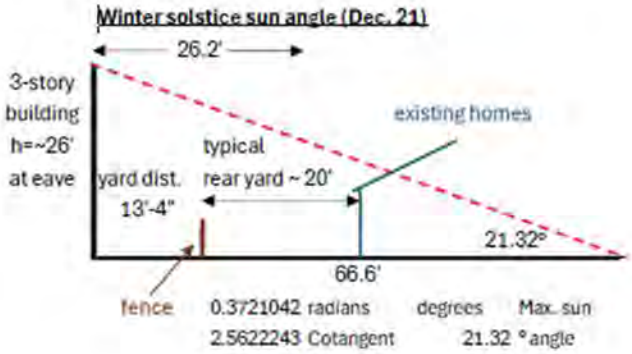
With respect to the density of the adjoining properties to the south, the comparable density of the proposed development is even further out of balance with the average existing density of Blocks **G**, **H**, and **I,** which is 5.85 DU/net acre that results in a 26.22/5.85 = **348%** increase.

The conclusion of this analysis of comparable densities is that the proposed density of 26.22 DU/acre is **not** designed to function with and be balanced with the built environment. The proposed density of 26.22 DU/acre is not consistent with the Great Neighborhood Principle No. 8.a.



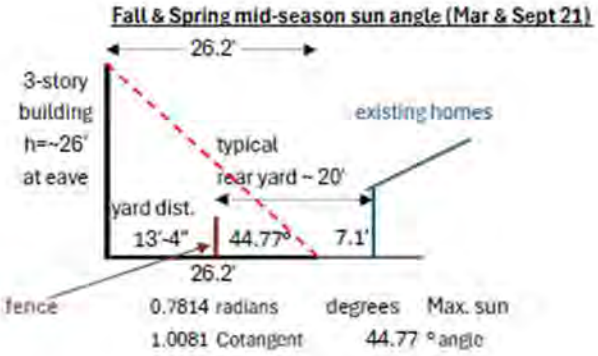
2. **Sun blockage of neighboring homes to the north:** The diagrams below show the shadow cast on the neighboring homes to the north and their rear yards by the proposed 3-story buildings on the subject property. For a peak building height of 37'-6", the estimated eave height is ~26'. The proposed apartment buildings are set back 13'-4" from the north property line, where an existing 6' tall fence now exists and has been since ~2018. The five adversely affected properties are all located with the south facing wall of the home set back ~20 feet from the property line.

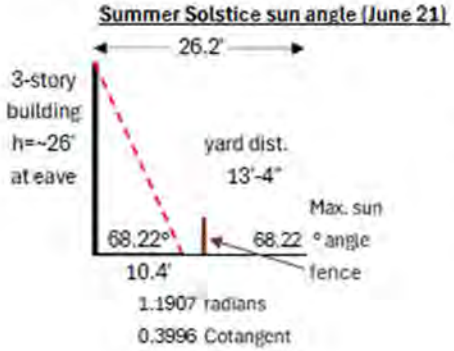
In the peak of winter, at the **winter solstice (Dec. 21st),** the rear yards are completely in shadow as shown in the diagram to the right.



Even on March 21st and September 21st the shadow of the a 3-story building covers 13 feet of the neighboring rear yards, leaving only 7 feet of sunlight on the ground next to the south facing wall of the neighboring homes.

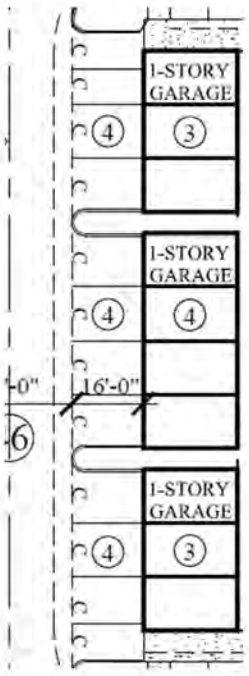
A reduction to 2-story buildings for five units along the north edge of the development will alleviate this shadow issue (reduce one 3/2 unit at NE bldg. and reduce four 2/2 units at NE building).





←The 3-story building does not adversely affect the sun shadow at the summer solstice.

3. **Parking space deficiency**: The proposed site plan shows the location of three garage buildings for 10 parking spaces. The site plan also shows 10 additional parking spaces immediately in front of the 10 garage spaces, that also includes two additional parking spaces that infringe upon the access in front of the most northerly and the most southerly garages. The "stacking" of conventional parking spaces directly in front of garage parking spaces obstructs the used of the garage as a parking space. The garage units will most likely be rented and used as storage spaces. The City Zoning Ordinance does not allow for "stacked" parking spaces. Therefore, the proposed parking lot site plan is not consistent with the Zoning Ordinance requirements for parking spaces. As proposed, the site plan is 10 parking spaces less than required.



4. **Significant differences on population projections for McMinnville:**

From HNA, page 80:

> **Growth in housing will be driven by growth in population.** Between 1990 and 2017, McMinnville's population grew by 15,771 people or 88%. The population in McMinnville's UGB is forecast to grow from 36,238 (in 2021) to 47,498 (in 2041), an increase of 11,260 people (31%).[48]
>
> [48] This forecast is based on McMinnville's official forecast from the Oregon Population Forecast Program for the 2021 to 2041 period.

The forecast stated above for McMinnville's UGB growth from 36,238 (in 2021) to 47,498 (in 2041) is calculated are a uniform annual rate of 1.3621% per year as shown in the calculations to the right. That forecast is outdated. As an example, the US Census Bureau population estimates for the McMinnville CCD, for the time period of 2017 through 2024, is much lower at 0.59325% per year.

Population Forecast by US Census Bureau McMinnville CCD		
12/31/2017	**35,533**	
12/31/2018	36,184	1.83%
12/31/2019	36,333	0.41%
12/31/2020	36,731	1.10%
12/31/2021	36,890	0.43%
12/31/2022	36,738	-0.41%
12/31/2023	37,139	1.09%
12/31/2024	**37,028**	-0.30%
	Average =	0.59325%
	per year over 7 years	
Over 7 years Pop. Growth =		4.21%

Straightline extrapolation at fixed annual % increase

0.5905%	Calculated Annual % Increase			Straightline annual % increase McMInnnville **Housing Needs Analysis**, Nov. 2023 1.3621%	Calculated Annual % Increase	
Population Forecast by **US Census Bureau for McMinnville CCD**						
35,533	12/31/2017					
35,743	12/31/2018					
35,954	12/31/2019					
36,166	12/31/2020					
36,380	12/31/2021			**36,238**	12/31/2021	
36,595	12/31/2022	0.59% total over	1 year	36,732	12/31/2022	1.36%
36,811	12/31/2023	1.18% total over	2 years	37,232	12/31/2023	2.74%
37,028	12/31/2024	1.78% total over	3 years	37,739	12/31/2024	4.14%
37,247	12/31/2025	2.38% total over	4 years	38,253	12/31/2025	5.56%
37,467	12/31/2026	2.99% total over	5 years	**38,774**	12/31/2026	7.00%
37,688	12/31/2027	3.60% total over	6 years	39,302	12/31/2027	8.46%
37,910	12/31/2028	4.21% total over	7 years	39,838	12/31/2028	9.93%
38,134	12/31/2029	4.82% total over	8 years	40,380	12/31/2029	11.43%
38,359	12/31/2030	5.44% total over	9 years	40,930	12/31/2030	12.95%
38,586	12/31/2031	6.06% total over	10 years	**41,488**	12/31/2031	14.49%
38,814	12/31/2032	6.69% total over	11 years	42,053	12/31/2032	16.05%
39,043	12/31/2033	7.32% total over	12 years	42,626	12/31/2033	17.63%
39,274	12/31/2034	7.95% total over	13 years	43,206	12/31/2034	19.23%
39,505	12/31/2035	8.59% total over	14 years	43,795	12/31/2035	20.85%
39,739	12/31/2036	9.23% total over	15 years	44,391	12/31/2036	22.50%
39,973	12/31/2037	9.88% total over	16 years	44,996	12/31/2037	24.17%
40,209	12/31/2038	10.53% total over	17 years	45,609	12/31/2038	25.86%
40,447	12/31/2039	11.18% total over	18 years	46,230	12/31/2039	27.57%
40,686	12/31/2040	11.84% total over	19 years	46,860	12/31/2040	29.31%
40,926	12/31/2041	12.50% total over	20 years	**47,498**	12/31/2041	31.07%

Extrapolating from the US Census Bureau rates from 2017 through 2024, at an average annual rate of 0.59325% per year through 2041, compounded, results in a population of **40,926**.

The data set on the far left is based on population estimates of the US Census Bureau for the time period of 2017 to 2024, with a population of **35,533** in 2017, to a population of **37,028** in 2024. The calculated compounded percent increase is 0.5905% per year over those seven years. Extrapolating that data set out to 2041 at a compounded annual rate of results in a population of **40,926**. This is significantly lower (**13.84%** lower) than HNA population of **47,498** in 2041 which uses a growth rate of 1.3621% per year. The need for this development is based on the use of outdated population forecasts and is, therefore, inaccurate.

Since 2021 there has been significant increase in multi-family housing construction in McMinnville that has not been accounted for to justify the need for multi-family housing at this location at this density. The McMinnville Building Permits database shows that a total of 350 multi-family dwelling units were permitted by the McMinnville Building Department. Additionally, the population data used in the HNA for projected growth is significantly less than the population projections by the US Census Bureau for the McMinnville CCD. Finally, the Comprehensive Plan Policy 61.00 mandates that "*Annual reports on the housing development pattern, housing density and mix shall be prepared for city review*".

> *61.00 The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.*

Again, the applicant and the City of McMinnville are both using outdated data to justify the need for this development at this density at this location. The annual reports mandated by the above policy have NOT been used in the statement of need.

The HNA concluded that for the 5-year period of 2021 – 2026, McMinnville would need to add 331 new multi-family dwelling units, as shown in Exhibit 105, page 121:

Exhibit 105. Scenario Model: 5-, 10-, and 46-year Forecast of Demand for New Dwelling Units, McMinnville UGB, 2021 to 2067
Source: Calculations by ECONorthwest. Note: This exhibit uses the historic mix scenario.

Variable	Baseline Forecast			
	2021 to 2026 (5-Year)	2021 to 2031 (10-Year)	2021 to 2041 (20-Year)	2021 to 2067 (46-year)
Needed new dwelling units	1,079	2,190	4,424	10,435
Dwelling units by structure type				
Single-family detached				
Percent single-family detached DU	62%	62%	62%	62%
equals Total new single-family detached DU	667	1,353	2,733	6,447
Single-family attached				
Percent single-family attached DU	8%	8%	8%	8%
equals Total new single-family attached DU	81	164	332	783
Multifamily				
Percent multifamily	31%	31%	31%	31%
Total new multifamily	331	673	1,359	3,205
equals Total new dwelling units	**1,079**	**2,190**	**4,424**	**10,435**

As noted previously, McMinnville issued building permits for 350 new multi-family dwelling units in 2023 and 2024, exceeding the forecast. The need for this development is based on the use of outdated population forecasts and is, therefore, inaccurate.

From: Heather Richards
To: Tom Schauer
Subject: Fwd: Proposed Parkview Apartments
Date: Saturday, July 11, 2026 8:03:35 PM

Tom, below is public testimony for the rezone hearing on Thursday.

Heather Richards, PCED
Community Development Director
231 NE Fifth Street
McMinnville, OR 97128

503-474-5107 (work)
541-604-4152 (cell)

Sent from my iPhone.

Begin forwarded message:

From: Debbie Hammond <debbiehammond611@gmail.com>
Date: July 11, 2026 at 7:34:20 AM PDT
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Cc: Patrick Evans <patevans60@gmail.com>, Ronald Larson <ronald.g.larson@gmail.com>
Subject: Fwd: Proposed Parkview Apartments

This message originated outside of the City of McMinnville.

On Sat, Jul 11, 2026, 5:15 AM Debbie Hammond <debbiehammond611@gmail.com> wrote:

> Please forgive me straight up if i offend anyone on the Planning Commission. I am 72 1/2 years old & have NEVER spoken at a Planning Commission hearing nor public meeting.
> But i feel very deeply about how precious the life of an elementary child is .I enjoy their sense of humor, sense of exploration, their joy of life, and watching them grow up way too fast. That said, I have a few questions that I would like to ask you....in the event this proposed construction takes place...Will it be during the school year? Will the construction be cleaned up every afternoon? Will McDonald Road in front of the elementary school be cleaned up of building debris such as nails and building staples? Would hate to see small children on their way to and from school step on or pick up those items. Also, at what hours will the heavy construction trucks be on the neighboring roads of McDonald a d Samson and Hembree? Just so that the Planning Commission is aware these road are more narrow than those surrounding other elementary schools in McMinnville communities. Also, will the proposed construction site be stopped

during the hours of the children being dropped off and being picked up from Grandhaven Elementary school which is directly facing the proposed apartment building construction site? Also, will the various different construction crews be required to park their construction vehicles off the adjoining neighborhood streets that are especially too narrow during trash pickup days of the week? Also, will the construction crew vehicles be required in writing not to park in the school parking lot? Also, just so that the Planning Commission is aware many of the children attending the Grandhaven Elementary school walk or ride their bikes to school every day and they do not know the rules of the road nor how long it takes for a cement truck to stop. Also, will the construction of the said proposed building project be required to respect the neighbors property? Also, will the proposed construction crews be required to repair and clean up any ares of neighboring Chegwn Park properties?

Also, these objections are not only about this proposal of land use in my neighborhood it is about the zone change to R4. The absolute sheer density of the apartment buildings and lack of proposed parking spaces for said apartments is inexcusable to public needs. The absolute lack of concern to the neighboring home owners is absolutely inexcusable . The absolute lack of concern to what the proposed three story building will be blocking sunlight from the existing homes on Samson Road is inexcusable. The absolute lack of concern for the environmental effect of the excessive amount of heat that the proposed apartment building parking lots and roads will generate is inexcusable.

To the Planning Commission please be respectful to the people who vote for the leadership of our community.

In the bottom line, this is not about the amount of money that will be generated from the said sale of property on McDonald adjoining the Chegwn Park. This statement is about protecting the precious lives of children attending Grandhaven Elementary school. This is about a better use of the land on said property up for rezoning. The property in accordance to the Greater Neighborhood is suitable for a neighborhood of smaller homes similar to the ones built by Alan Ruden on McDonald Road and Jacob Road and Autumn Ridge. This style of smaller home development on said property would generate enough dollars to comminsate for the sale to the builders of the proposed Parkview Apartments.

Please consider my views when making your final decision on the rezoning of the property across from Grandhaven Elementary school and adjoining Chegwn Park.

Sincerely yours,

Deborah A. Hammond

Comments to Planning Commission re Docket ZC 1-26 at the Public Hearing 7/16/26

Good evening. My name is Patrick Evans and I live at 3587 NE Joel Street.

You have received a detailed technical analysis prepared by my neighbor, Ron Larson, a professional planning consultant and former Planning Commissioner in coastal jurisdictions. In the interest of time, I will not repeat the technical information contained in his report (buried on page 449 of the material you received.) Instead, I would like to highlight the broader issues I believe are directly relevant to your decision this evening.

By way of background, I am an Oregon native, a military veteran and have lived in McMinnville for nearly fifteen years. I have also served as a Planning Commissioner in both the City of Lake Oswego and the City of Lincoln City.

Tonight, however, I am speaking as the representative of more than one hundred-thirty residents of the Grandhaven and Chegwyn neighborhoods who have signed a petition in opposition to this project .

First, we recognize that McMinnville, like many Oregon communities, has a responsibility to accommodate future housing needs. **Our neighborhood is not opposed to growth, nor are we opposed to additional housing on this parcel.** The question we raise is whether this particular zone change, at this location and with the projected development intensity it enables, is consistent with the City's Comprehensive Plan, development code, and the Great Neighborhood principles adopted by the City Council.

This question is critical as this application is, in fact, fatally flawed and does not meet those fundamental requirements and must therefore be denied.

The applicant's "need" justification for the R-4 zone change relies exclusively on outdated projections of the City's need for additional multifamily housing. It is unclear where McMinnville currently stands in meeting its adopted housing targets or whether recently completed or approved multi-family projects have already addressed part or all of those projected needs. If updated information exists (as required by McMinnville regulations), it has not been presented as part of this application nor included in any staff analysis.

Anticipated growth per the Portland State University Certified Population estimates is only 0.26% per year (see page 324 of the Planning Commission agenda packet), not the higher number of 1.5% utilized by the City Planning Department.

Without the utilization of current, verifiable population estimates and data as to the current state of needed housing, it is difficult, if not impossible, to determine whether the intensity of development enabled by this zone change is necessary to meet the City's housing objectives. Repetition of outdated studies and projections by the applicant and staff simply does not answer these fundamental questions.

Equally important is the issue of density which will result from an R-4 zone change.

The Housing Needs Analysis incorporated into the Comprehensive Plan anticipated multifamily development at approximately sixteen dwelling units per acre. Yet the R-4 zone does not establish a practical upper density limit, allowing proposals such as that presented to substantially exceed that basic assumption.

The development concept in this application exceeds twenty-six (26) dwelling units per acre, significantly greater than any of the surrounding established neighborhoods which are roughly 11DU/Acre to the north and 6 DU/Acre to the south. The proposed density fails to meet the neighborhood compatibility required by the Great Neighborhoods policies adopted by City Council.

The neighboring Chegwyn Farms development demonstrates that residential growth can occur at lower densities and meet projected housing needs all while remaining compatible with the existing character of the area. The application before you fails to explain why substantially higher density resulting from the R-4 zone designation is necessary at this location when *lower effective density* has worked immediately to the North.

Traffic is another significant concern.

Residents experience the traffic conditions around Grandhaven Elementary School every school day. During morning drop-off and afternoon pick-up, congestion is already substantial, and hundreds of children walk through this

area. The traffic studies submitted are flawed in that they assume (on page 85 of the City's "Decision Document) that significant traffic is currently generated from the *undeveloped parcel* and thus any future traffic would not meet the threshold requirements for a "significant effect". ***This is not only bad statistics it is a totally erroneous conclusion***. The daily experience of residents that the real world, not theoretical, impacts on safety and neighborhood function deserve careful consideration as a "significant effect."

Finally, this application deserves careful scrutiny because of its broader implications.

Approval of this zone change will establish precedence for an interpretation of the R-4 zone that will influence future permit applications elsewhere in McMinnville. If densities of this magnitude are considered appropriate under the existing R-4 designation for this parcel, similar proposals could reasonably be expected in other established neighborhoods throughout the city including your own neighborhoods *without any neighborhood input*. That makes this decision important not only for our neighborhood but for the future application of the City's residential zoning policies.

It is important to understand that a Planning Commissioner is under no obligation to agree with either the applicant or Planning Staff's conclusions as to the merits or need for the zone change application.

I would further and more importantly argue that your role is to evaluate this application in light of its impact on not only the City generally but on your fellow citizens, 130 of whom have indicated that this proposal is inconsistent with the current neighborhood environment. To do less will be to turn the idea of citizen input on its head and reduce the Planning Commission to a mere rubber stamp.

For the above reasons, we respectfully ask that the Planning Commission deny the proposed zone change for the following reasons:

1. The current R-4 zoning in McMinnville code fails to establish a meaningful upper limit on residential density, creating uncertainty about the density of development that will occur at this location and which will override Great Neighborhood policies and principles.

2. The City has neither demonstrated, as required by its own regulations, why the level of density enabled by this zone change is necessary to meet **currently identified and updated housing needs** nor why a lower-density alternative cannot meet those needs. In fact, the Planning Director has indicated publicly (News Register 7/10/26 page 1) that there is insufficient staff to keep up with, much less, update state-mandated requirements such as the most recent Housing Needs Analysis. This lack of staffing is reflected in the absence of current, objective data to justify this need for or intensity of the proposed zoning.

3. Existing, ***real world traffic congestion and pedestrian activity*** associated with Grandhaven Elementary School raise significant compatibility and public safety concerns. The City has a code

4. 3requirement (Comprehensive Plan Volume II, Chapter VI, Policy 132.55.00) to address these concerns but failed to do so. Further, the projected traffic increases from the zone change fail to reflect *current, unbuilt con*ditions with the current EF-80 designation.

5. The applicant has failed to meet the Public Meeting requirements of Policies 17.72.095(E) et seq, in that the substantial and serious concerns raised during the required Community Meeting 11/25/25 were not addressed with any changes to the conceptual plan to reflect those concerns.

Suggested Motion:

Based on the evidence and testimony presented by plaintiffs in this action and given the lack of conclusionary findings presented by staff as to the current, demonstrable need for the proposed zoning to meet the goals contained in the City's Housing Needs Analysis and the failure of the applicant to meet the Great Neighborhood policies I move that the Planning Commission deny the Zone Change ZC 1-26.

Petition for City Council and Planning Commission Action

Request for Denial of proposed R-4 zoning of a 3.13 Acre Parcel located generally at 3210 NE Hembree Street, McMinnville, OR Tax Loy R4409CD 00100

Introduction

Application has been made by Yamhill County Soil and Water Conservation District and Multi LLC for annexation and zone change from Yamhill County EF-80 to City of McMinnville R-4 zone for the subject property.

We, the undersigned, respectfully submit this petition to the McMinnville City Council and the McMinnville Planning Commission to deny said application and allow only an R-2 or R-3 designation to be granted to the subject property consistent with existing zoning and residential homes in the immediate area.

Purpose of the Petition

The purpose of this petition is to bring attention to the fact that an R-4 designation will result in construction of a 75 unit, large apartment complex with excessive, additional traffic trip generation (543 trips/day per developer traffic study) directly across from an already highly traffic -impacted elementary school. We believe that addressing this matter to reduce the potential development of this parcel consistent with surrounding residential use will benefit our community by increasing student and vehicular safety, insuring compliance with the City of McMinnville Comprehensive Plan, the "Great Neighborhoods" Goals, and preserve the character of the Chegwyn/Grandhaven neighborhoods.

Requested Action

We respectfully request that McMinnville City Council and Planning Commission (as applicable) take the following action(s):

- 1. Deny the current application for zone change to R-4 as submitted by the applicants and as initially approved by the McMinnville City Council for potential annexation.
- 2. Direct the Director of Community Development to identify that R-2 or R-3 zoning for the subject parcel is more consistent with the existing adjacent zoning and to

assure that any future development is consistent with the built densities of the immediate surrounding neighborhoods.

- 3. Assure that the safety of school children, current and future vehicular traffic (including that of a potential middle school development adjacent to the elementary school) are all identified and mitigated as required by City codes.

Conclusion

We urge The City of McMinnville, its elected officials, officers and agents to consider our request seriously and to take prompt action. Our community stands united in seeking a positive resolution to assure the continued safety of the Grandhaven Elementary school population and the livability of the Grandhaven/Chegwyn community.

Contact Information

For further information regarding this petition, please contact:

- Name: Patrick Evans
- Email: patevans60@gmail.com
- Phone: 503-914-8977

Thank you for your support and participation in making our community a better place.

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Kathryn Christie	jordanandkathy@aol.com	(503) 560-6032	982 NE Sampson St.
Jordan Christie	Jordanandkathy@AOL.com	503 560-6033	982 NE Sampso St
DONNIE LEE LARSON	DONNIELEELARSON@gmail.com	503-925-3655	3672 JOEL ST
Ronald Larson	ronald.g.larson@gmail.com	503-927-3946	3672 NE JOEL ST
Laurie Gredvig	lgredvig@outlook.com	971-226-6014	3539 NE Jacob Street
Randy Gredvig	same	503-880-0484	same
WAYNE THOMAS	WCT12357@ME.com	541-866-9460	3697 NE JOEL ST
Jeana Harnett	jeanaharnett@yahoo.com	971-241-5453	3422 NE Harvest Dr.
Sarah Crocker	sarahseleen@yahoo.com	(503) 914-7117	
Victoria Patton	vpatton1022@gmail.com	7028831058	3523 NE McDonald Lane
Alison Thomson	lashesandskinbyalison@gmail.com	775-777-4359	3658 NE JOEL ST MAC
Nikole Lefkowitz	Colekristine3@gmail.com	(971) 241-3508	3102 NE Becky Ct
Amanda Lawson	LAwson4020@gmail.com	619 247 0703	1224 NE Grandhaven St
John Lawson	John.Lawson@gmail.com	619 864 5928	1224 NE Grandhaven St
Holly Jester	jester.holly@gmail.com	503-799-7617	3155 NE McDonald Ln.

Grandhaven-Chegwyn Farm
Petition to City Council against
MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
C Ben Crabtree	claudebencrabtree@gmail.com		1989 NE Grandhaven St. MAC
PETE GOODMAN	petgoodmA@gmail.com		1982 NE GRANDHAVEN ST MAC
Maggie Bowman	margaretbowman1957@gmail.com	971-237-3783	1947 NE Grandhaven St MAC
DANIEL SPARROW	DANIEL.SPARROW79@GMAIL.COM	971.237.1649	1443 NE GRANDHAVEN DRIVE
Katherine Sparrow	Katie_sparrow@yahoo.com	971-237-1649	1443 NE Grandhaven Drive
Krystal Goodman	krgoodma@gmail.com		1982 NE Grandhaven St.
Meghan Martins	martinsfamily83@gmail.com	971-312-3311	3662 NE Harvest Dr.
MURILO MARTINS	MURILOUSA@HOTMAIL.COM	503-858-8772	3662 NE HARVEST DR
Larry Dey	dyecr777@gmail.com	503.830.9381	3579 N.E. Joel
Paul Wilson	sodhoppers@frontier.com	503.435.0606	3071 NE McDonald Ln.
Ray Clark	Hedgehunters@AOL.com	702-768-3875	3696 NE Joel St.
Ron Larson	ronald.g.larson@gmail.com	503-929-3946	3692 NE Joel St.
Dona Larson	donafedarson@gmail.com	503-925-3648	" " " "
Joan Buzzard		971-241-9987	3551 NE Joel St MAC
PATRICK EVANS	patevans60@gmail.com	503-914-8977	3587 NE JOEL ST. MAC

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Ken Carlson	Kencarlson24@gmail.com	503-737-7453	914 NE Samson St
Kathie Schumacher	Kathieschumacher@yahoo.com	503-474-8551	3497 NE Joel St
Nancy Carlson	nanken3@gmail.com	503-737-8464	914 NE Samson St
Patricia A Holder	pattieholder@msn.com	971-241-9133	880 NE SAMSON ST
Stephanie Bean	stephaniebean12@hotmail.com	541-968-6790	3498 NE Joel St.
Josh Harris	[illegible]@gmail.com	206-910-6245	3498 NE JOEL ST
Virginia Galt	VS.GALT@GMAIL.COM	916-316-0676	3508 NE Joel St.
Ken Galt	Kennethwgalt@gmail.com	[illegible]916 316 5736	3508 NE Joel
Paul Studebaker	Pjstudeb@msn.com	503-472-1868	3494 NE Joel
Henry S Billington	—	971-832 49 84	3516 NE Joel
Deirdra R Billington	—	" " "	" " "
Robert Leatherock	Rleathers_rocks@hotmail.com	971-237-38[illegible]	3517 NE Joel St
Joanne E. Hobbs		971-241-0696	880 N. Samson
Michael Kippenhan	KIPPENHAN138@GMAIL.COM	503-583-0753	930 N.E Samson ST
TED MATTHEWS	RAEM.KAUAI@gmail.com	808-652-0469	3489 NE JOEL ST.

Grandhaven-Chegwyn Farm
Petition to City Council against
MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
	josh34k@gmail.com	503 999 3406	3583 NE McDonald LN A
Tami Spears	tamispears@gmail.com	503-516-9841	3573 NE McDonald LN B
Bonnie Mitchem		~~503-829~~ 971-261-7599	3573 NE McDonald LN C
Victor Mead		~~503~~ 971-2[illegible]-8161	3555 NE McDonald LN suite B
Annasteacha Mead	annasteacha@gmail.com	503 857 5966	3555 NE McDonald Ln #B
E. LOUISE BOOTH	Islandgirl444@msn.com	206 335 0574	3596 NE JOEL
ROBERT BOOTH	rbooth6@msn.com	206 3350573	3596 NE JOEL ST
Lee VASQUEZ	LNEVASQUEZ@	503-550-5300	735 N.W. 1st St. Mac
Mike Chouinard	mchouinard2648@gmail.com AOL.com	503-560-0443	3245 NE Maloney Dr. Mac
Jennifer Chouinard	blueeyoons1522@yahoo.com	503-560-9797	3245 NE Maloney Dr. mac
Debbie Hammond	debbiehammond611@gmail.com	503-866-9508	3671 NE JOEL ST McM
Barbara Coleman	gramcoleman@yahoo.com	[illegible] 971-777-2674	3621 NE JOEL ST Mac
Kim Marshall	kimberly.marshall@comcast.net	971-237-2720	1478 NE Cory Ct Mac
James Goings	jamesgoings@gmail.com	503 434 7646	2126 NW Elm St Mac

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Baron Pelletier	bigbpelletier@centurylink.com	971-237-7340	1042 NE Grandhaven McMinnville
Jade Luttrell	Jadeluttrell@yahoo.com	971-707-3513	1044 NE grandhaven st
Martin Pattison	Martin_Pattison2000@yahoo.com	971-746-9260	3200 NE Maloney Dr
Danielle Garcia	dmurray452@gmail.com	971 600 6528	3248 Ne Maloney Dr
Kyle Garcia	Kylegarc93@gmail.com	503-487-7019	3248 Ne Maloney Dr
Austin Garcia	allgarc14@gmail.com	503-899-2334	3248 Ne Maloney Dr.
Tami Garcia	Tgarcia0419@gmail.com	503 502 5178	3248 NE Maloney Dr
Madison Chouinard	mchouinard1620@gmail.com	971-533-9757	3245 NE Maloney Dr
Jeremy Marsh	Jmarsh68@yahoo.com	541-215-5050	3111 NE Maloney Dr.
Maya Flores	Amaya02@gmail.com	503 858 3319	3146 NE Mohan DR
Michelle Alaimo	malaimo@hotmail.com	541.580.5192	3180 NE Mohan Dr.
Lois Stevens	Le.stevens@live.com	541-729-6795	3243 NE Mohan Dr.
Emely Cazares	emely.cazares@icloud.com	503-437-8836	3215 NE Mohan Dr.
Helen SHIELDS	Le.stevens@live.com	541-729-6795	3243 NE MOHAN
Amy Pothuis	moseraces@hotmail.com	503-989-3974	1433 NE Cardyck

Grandhaven-Chegwyn Farm
Petition to City Council against
MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Mosely Pothier	mozeres21@gmail.com	503-718-1994	1433 NE Conley ct
D Janz	Djanz12@gmail.com	541-520-2615	1433 NE Conley Ct
* Jeff Keikkala	JKeikkala@gmail.com	971-832-0700	3587 NE Golden Leaf Lane.
Jennifer Keikkala	Keikkala6@gmail.com	971.832.0701	3587 NE Goldenleaf Ln.
Jeffery Keikkala	JKeikkala6@gmail.com	971-237-5242	3587 NE Golden leaf LN
Samuel Keikkala	Samkeikkala@yahoo.com	971-832-1340	3587 NE Golden Leaf LN
Benjamin Keikkala	Bkeikkala@gmail.com	971-832-0702	3587 NE Golden Leaf LN
Kaylee Keikkala	KKeikkala@gmail.com	971-261-7085	3587 NE Golden leaf LN
Wayne Frederick	wfred@frontier.com	503-434-4403	978 NE Samson St.
Cathie Frederick	Cafred@frontier.com	503 434 4403	978 NE Samson St.
Waldo Farnham	Waldo@farnhamEC.com	503 550 1491	1035 NW Hillside Pkwy.
Robbi Sichler	robbisichler@gmail.com	971 267-6351	3053 NE McDonald Ln Unit A
George Sichler	"	"	"
James Abadin	james.abadin@gmail.com	770-290-7941	998 NE Samson St.
Emily Abadin	emily.abadin@gmail.com	256-338-9004	998 NE Samson St.

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Michael Jester	michaeldjester@gmail.com	503-799-8354	3155 NE McDonald Ln.
Kathryn Wilson	Kwil@frontier.com	503-689-8957	3071 NE McDonald Ln.
Ivan Reyes	ivan3360@gmail.com	971 241 2451	3043 NE McDonald Lane
Engale Tilbett	1110 NE 38TH		
Bailey Lamm	b lamm@my.chemeketa.edu.		
Irvin Soriano	snirvin87@yahoo.com	971-237-4486	3177 NE McDonald LN
Lauren Kelly	Holisticarenw@gmail.com	503 509 5689	956 NE Samson St
CLIFF Hewlett	cliffhewlett@gmail.com	503 348 5170	956 NE Samson St
Jason Livingouse	jaylivi@icloud.com	484-824-8552	3503 NE McDonald Ln.
Alicia Gray	alicia.a.gray@hotmail.com	503-729-4300	972 NE Samson St.
Robin Asher	robin.asher@gmail.com	503-434-2019	848 NE Samson St.
Peter Asher	designer@peterasher.com	503434 2019	848 NE Samson St.
Vicki Gant	mvgant2001@yahoo.ca	503-279-3037	3566 NE Hewlett St
James Cahill	CAhill2005@gmail.com	503-984-3131	900 NE Samson St.
Kathleen Gibson	Kdgibson29@comcast.net	907 242 1945	3237 McDonald Ln

Grandhaven-Chegwyn Farm
Petition to City Council against
MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Martin Gruber	marty.gruber@gmail.com	507-226-1510	3804 NE Hembree
Victoria Johnson	vickigarnie@yahoo	503-550-3156	3775 NE Harvest Ct.
Miria Miller	mrkelm4@frontier.com	503-434-0754	3796 NE Hembree St.
Kerry Miller	mrkelm4@frontier.com	503-434-0755	3796 NE Hembree St.
Tifanie Edson	jeepers143@yahoo.com	503-314-7505	3839 NE Hembree St
PETER KILLEEN	PETER.KILLEEN@GMAIL.COM	614-325-5202	3809 NE JOEL ST
Sue Williams	SUE WILLIAMS	(503) 250-0921	3819 NE JOEL ST
Jenna Hogue	jennama@comcast.net	971-237-3146	3840 NE Hembree St.
Nelson Campos	FME13692@yahoo.com	971-241-2210	3503 NE Hembree st.
Erika Cisneros	Cisneroser@gmail.com	9712413567	3803 NE Hembree st.
MYRA MEIDINGER	MYRADOUGSTEW@GMAIL.COM	520-235-9463	3751 NE HEMBREE ST.
BRENDA FRAHM	BRENDAANDJOHN@GMAIL.COM	971-226-4457	3752 NE Hembree St
Joanne Frank	" "	971-237-8503	" "
Bella Bradford	bellabradford@yahoo.com	323-902-1020	3774 NE Hembree St.
Chelsea Stewart	Chelsea.Stewart1233@gmail.com	503-858-2773	3817 NE Hembree St
Brian Stacy	BStacy91@yahoo.com	971-241-8624	3817 NE Hembree St

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Neil Hyde		503-351-8713	3480 Hembree Mac
Pam White		541-410-0033	3494 Hembree St
John White		541-420-1231	3494 NE HEMBREE ST
KAREN BROWN		503 467-1869	832 NE SAMSON ST.
Lynette Studebaker		503-472-1868	3494 NE Joel McMinnville
Wendy Sanz		541-844-5858	3622 NE Hembree St
Steven Santiago		541-248-0982	3622 NE Hembree St
SVSM Agric Extension		503 583 0053	930 NE SAMSON ST.
		971-237-2724	3487 NE Jacob St. Mac
Connie Rolfe		503 720 2999	1966 NE Grandhaven St.
Ken Rolfe		5038833879	1966 NE Grandhaven St.
Caroline Strode	cekh27@gmail.com	(660) 341 0709	3678 NE Hembree St
Evan Strode	ehstrode@gmail.com	971-327-7293	3678 NE Hembree St.
Jamie Leathers		(971) 237-1177	3517 NE Joel St
Carolyn Huber		507 884-9925	3804 NE Hembree St

Grandhaven-Chegwyn Farm Petition to City Council against MAC Multi LLC Apartment Project

Name	Email	Mobile phone	Street Address
Gary Smith	garysmith350@gmail.com	971-241-1519	936 NE 28th St.
Susan Powell	suziequsa4ever@gmail	503 709 8380	3525 NE Joel St
Mike Chouinard	mchouinard3848@gmail.com	503 360 0443	3245 NE Mahoney Dr.

From: Heather Richards
To: Alicia Gray
Cc: Tom Schauer
Subject: RE: Grandhaven-Chegwyn Farms Development Proposal
Date: Monday, July 13, 2026 4:13:52 PM
Attachments: image001.png

Thank you Alicia. This email shall serve as confirmation of receipt of your testimony below. We will send it to the Planning Commission and enter it into the public record.

Have a great day!

Heather

Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: Alicia Gray <alicia.a.gray@hotmail.com>
Sent: Monday, July 13, 2026 3:49 PM
To: Heather Richards <heather.richards@mcminnvilleoregon.gov>
Subject: Grandhaven-Chegwyn Farms Development Proposal

This message originated outside of the City of McMinnville.

I am writing to express my strong concerns about the proposed development. I attended the community meeting with the developer earlier this year, but I will not be able to attend this week's City Council meeting.

I purchased my home on Samson Street in July 2022, where I live with my two children. I will not revisit the misinformation that was shared with me at the time regarding the intended use of the land, as that issue has already been discussed extensively.

As a Certified Safety Professional since 2010, I strongly believe the safety concerns raised by residents must be taken seriously. The existing traffic flow and parking situation already create real hazards, and this project would only increase the risk to the many school-aged children who attend Grandhaven Elementary and visit the park each day. I work remotely, have two school-aged children, and see firsthand the dangers that already exist because of traffic volume on McDonald and Samson Streets. Traffic and pedestrian safety should not be compromised simply to make this project more profitable for a developer.

In addition, the project is clearly out of scale with the existing neighborhood. The proposed three-story buildings and high density are not compatible with the surrounding one- and two-story homes and would fundamentally alter the character of our neighborhood. This concern is consistent with the technical analysis regarding height, density, and the City's Great Neighborhood Principles.

Like many others, I understand and support the need for additional housing in McMinnville. However, this proposal asks the surrounding community to absorb the burdens while the developer receives the benefit. Our quality of life will be negatively affected through increased noise, reduced privacy, greater shadowing, and increased parking demand. I am also concerned about the impact this development could have on our property values.

Respectfully,

Alicia Gray, CSP, CFPS, ARM
she/her/hers
Region Leader-Consulting Center
Risk Control Services

Liberty Mutual Insurance
Portland, Oregon
Mobile: 503-502-6345

From: Heather Richards
To: Ken Carlson
Cc: Tom Schauer
Subject: Re: Docket ZC 1-26
Date: Tuesday, July 14, 2026 9:05:08 AM

Hi Ken,

This email confirms receipt of your testimony below. It will be sent to the Planning Commission and entered into the public record.

Heather Richards, PCED
Community Development Director
231 NE Fifth Street
McMinnville, OR 97128

503-474-5107 (work)
541-604-4152 (cell)

Sent from my iPhone.

> On Jul 14, 2026, at 8:46 AM, Ken Carlson <kencarlson24@gmail.com> wrote:
>
> **This message originated outside of the City of McMinnville.**
>
> ---
>
> Good morning Heather,
> This letter comes to express my strong opposition to the R-4 zoning application by the developer Mac Multi LLC, for the parcel presently owned by the Soil and Water Conservation District adjacent to Chegwyn Farms Neighborhood Park and across fhe street fromGrandhaven Elementary School. Having lived on Samson Street with our backyard abutting the Park for almost thirteen years I am very aware of the atmosphere and use of the park by people not only from our neighborhood, but from all over the city and beyond. To approve the Parkview Apartments project and its density would totally change the atmosphere of the Park and also have a huge impact on the life and culture of our neighborhood. The proposed height and density of both the proposed size of the project and the daily traffic it would generate is totally contradictory to the city's Great Neighborhood Principles.
>
> It is hard to discern how approving the R-4 application of a project of this magnitude makes sense with its location directly across the street from an elementary school of over 500 hundred students with the car and pedistrian traffic that it already generates. Common sense would suggest with the amount of additional traffic this project would create much greater safety concerns for all students and their families and generate the hgiher risk for accidents of any kind to occur..

As public servant of our city I realize you are in a very difficult position to help meet the demand for more affordable housing while at the same time respecting your citizen's rights to have Great Neighborhoods. Therefore, I support the need for more housing, however, it should be on a scale and density that complements existing neighborhoods like ours, which is all one or two story houses, but does not allow developers to push the limits of their interpretation of the R-4 zoning ordinance with the density being proposed for this project.

My request to you and your colleagues on the Planning Commission is to ask the developer to create a more reasonable proposal for the use of this property, showing respect for the over 150 residents of homes in the neighborhoods surrounding this property.. In the spirit of the Great Neighborhood Principles we deserve that much!

Sincerely yours,
Kenneth P. Carlson, B.A., M.Div

From: Heather Richards
To: jkeikkala@gmail.com
Cc: Tom Schauer
Subject: FW: Request to speak at Planning Commission meeting
Date: Tuesday, July 14, 2026 12:36:30 PM
Attachments: image001.png
We sent you safe versions of your files.msg
Planning Commission letter Docket ZC 1-26 2026-07-14.docx

Hi Jeff,

This confirms receipt of your attached testimony. It will be forwarded to the Planning Commission in advance of the meeting and entered into the public record.

Have a great day!

Heather

Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: Jeff Keikkala <jkeikkala@gmail.com>
Sent: Tuesday, July 14, 2026 11:30 AM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Re: Request to speak at Planning Commission meeting

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, Heather Richards,

Thank you for the confirmation of my request. In the event I am not able to finish my thought in the allotted time, I would also like to submit a summary of what I am planning

to say.

Thank you,

Jeff Keikkala

On Mon, Jul 13, 2026 at 11:19 AM Heather Richards <Heather.Richards@mcminnvilleoregon.gov> wrote:

> Thanks Jeff,
>
> This email confirms receipt of your request. Please note that due to the amount of interest we anticipate that the Planning Commission chair will limit testimony to three minutes. If you feel that is not enough time, you are always welcome to provide something in writing in advance of the meeting that we will circulate to the Planning Commission, or bring 11 copies with you to the Planning Commission meeting to distribute.
>
> Have a great day!
>
> Heather
> ---
>
> Building Community, Together
>
> **Heather Richards**
> **Community Development Director**
> Office: (503) 474-5107
> Cell: (971) 287-8322
>
> **From:** Jeff Keikkala <jkeikkala@gmail.com>
> **Sent:** Monday, July 13, 2026 11:10 AM
> **To:** Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
> **Cc:** Jeff Keikkala <jkeikkala@gmail.com>
> **Subject:** Request to speak at Planning Commission meeting
>
> **This message originated outside of the City of McMinnville.**

Hello Heather Richards,

I am emailing you to request an opportunity to speak to the Planning Commission in regard to Docket ZC 1-26 in the meeting scheduled for Thursday at 6:30.

Thank you,

Jeff Keikkala

McMinnville Planning Commission:

Thank you for allowing me to address you this evening. In the event that I run out of my allotted time before completing my thoughts I am also putting them in writing to share with you as well.

Our resistance to the R-4 rating for the vacant lot next to the Grandhaven Elementary School is not a resistance to development. When you purchase a home in a residential neighborhood, it's with the understanding that vacant lots will likely be developed at some point. However, it is fair to expect that the development that will take place is in keeping with the preexisting population density and general architecture of the established neighborhood. Currently in the established neighborhood there are no structures that extend over 2 stories high and nowhere near the density proposed by this developer.

The developer is looking solely at the maximum dwelling units they can pack into that vacant lot with no regard nor respect for the existing neighborhood. From what we can see, they are counting the area of the mandated pathway between Chegwin Park and Grandhaven in their calculations for the number of dwellings they can fit in the available area, and it appears they are stacking the parking spots in some locations to accommodate the minimum requirements.

It is the responsibility of this planning commission to act as the regulatory body to balance the future growth of McMinnville and the desire of the developers with the principles and mandates of maintaining great neighborhoods and protecting the established building practices of the preexisting neighborhood. You are the governing body that needs to consider the traffic hazards that WILL multiply with that density of occupancy directly across from the school, especially during peak traffic periods. The developer is overcrowding the space and providing insufficient parking which WILL complicate the congestion in the neighborhood. This proposed development will have a detrimental effect on the livability and safety of the existing neighborhood and potentially endanger the children who attend Grandhaven Elementary School. In addition, the folks who live in the houses on NE Samson St. bought their homes understanding that eventually some construction would take place in that lot but had no reason to expect 3 story structures that will effectively block the sunlight from the livable area of their back yards and reduce the privacy of their back yards to zero due to 3 story dwelling units looming over their houses. It is reasonable to say that this development will have a detrimental effect on their home values.

I would like to ask every member of this board what their assessment of this proposal would be if it was at the edge of THEIR property line and threatened to eliminate any backyard privacy and direct sunlight from their homes? It is the responsibility of every member of this commission to put themselves in the position of the McMinnville residents who stand to be affected by this proposed development and to protect those residents' rights, safety and home values as if it were their own.

I reiterate, this is not a refusal for development in that lot, only a desire that the development that takes place is in keeping with the established norms of the neighborhood and in keeping with the principles of maintaining great neighborhoods that this commission has established.

Thank you.

Patricia (Pattie) Holder
880 NE Samson Street
McMinnville, OR 97128
pattieholder@msn.com

City of McMinnville Community Development/Planning

Citizen comment Public Hearing for
Planning Commission review of Zone Change ZC 1-26
Thursday, July 16, 2026

Dear Members,

I would like to comment with perspective as an adult McMinnville resident for 50 years, and a resident of the Chegwyn neighborhood whose property backs up to the neighborhood park and a few lots down from the proposal for R-4 zoning of tax lot R4409CD 00100.

We have seen many changes and development in McMinnville these 50 years! I worked for Yamhill County Title and Escrow/Western Title from 2001-2004, and the addition of subdivisions was booming. The subdivisions that go out Baker Creek Road, North of 27th Street (behind what was Payless/Safeway now 24 Hour Fitness/Goodwill and Walmart), Creekside to the South, and down Fellows Street/2nd Street/Hill Road. At the title company, we would see a stream of local contractors purchasing the lots in these developments. Of course they were in business to make money, but they had an interest in community quality of life. The density proposed in this zone change that ignore local residents' quality of life is coming from a company only focused on maximum profit. I know you have heard about the valid traffic, safety for students, and parking deficiencies. Why would we let this neighborhood have all the undesirable qualities of a big city??

Having been the 6th house completed in this development, we are also very aware of how disruptive and intrusive construction traffic and noise is, particularly for a project of this size. I would think that Grandhaven Elementary School would be concerned about this as well as the other issues raised. I also wonder, with all the other apartments and trailer park in this area, is this density necessary?? (I noticed an Onpoint "for sale" sign for an apartment complex on 27th Street recently)

Local contractor Alan Ruden conceived of and built an exemplary neighborhood with Chegwyn Village. I was surprised to see that it is zoned R-4 on the plat map I received, but it is nowhere near that density. If what I read in the News Register is true, recent State land use laws will allow a contractor/company to make adjustments (such as setbacks and parking spaces) as they see fit regardless of what was originally proposed. Wow, that is crazy! This desire only for maximum profit and this density should be denied. Put in something that is an asset to the Chegwyn neighborhood and McMinnville. I urge in strongest terms that you vote "NO" on R-4 for tax lot R4409CD 00100!!

Thank you very much for your time and attention.

Sincerely,
Pattie Holder

From:	Heather Richards
To:	Kathleen Gibson
Cc:	Tom Schauer
Subject:	RE: Docket# ZC 1-26 Rezoning to R-4 the 3.15 acres next to my property
Date:	Tuesday, July 14, 2026 4:59:12 PM
Attachments:	image001.png

Thanks Kathleen for your email below. This confirms receipt. Your comments will be forwarded to the Planning Commission and entered into the public record.

Have a great day!

Heather

Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: Kathleen Gibson <kdgibson29@comcast.net>
Sent: Tuesday, July 14, 2026 4:53 PM
To: Heather Richards <heather.richards@mcminnvilleoregon.gov>
Subject: Docket# ZC 1-26 Rezoning to R-4 the 3.15 acres next to my property

This message originated outside of the City of McMinnville.

Planning Commission
City of McMinnville

Attention: Heather Richards & the Zone Planning Commission:

I would like to share my concerns regarding Docket ZC 1-26 and the proposed R-4 development in the lot next to me.

As a homeowner & tax payer for the past 14 years at 3237 NE McDonald Lane in McMinnville, I would like to share how the proposed high-density R-4 development would be detrimental to our lovely, quiet, family & homeowner based neighborhood.

The proposed R-4 zone change & development of the 3 acres next to me doesn't not comply with the "Great neighborhood Policy" for residents in McMinnville, OR community.

It would allow for 6, 3 storied units that would impact my & my neighbors privacy, access to solar power. I deserve my right to privacy.

The R-4 proposal and would more than double the traffic in this area. I was disappointed to hear that a traffic study was done for the hours between 4-7pm which does not cover the effect of the traffic at Grandhaven Elementary School from 8am drop off hours & 2:30pm pick hours that will increase significantly if this acreage is designated R-4. I already have to schedule my life & appointments around traffic & parking 2 times a day for up to 2 hours of traffic impedance & taking up all my street parking & even in my driveway. Please do a study during those hours. It would also require a crosswalk to ensure the safety of the busy foot traffic between Chegwyn Park & Gandhaven Elementary.

I live across from the elementary school, and even with existing significant traffic impact the school is good neighbor. Its a nicely designed one story building that is in line with R-3 development and consistent with our neigborhood. I have hoped for in longstanding that the 3 acre lot in question, would be turned into, minimally, a similar housing development to what currently exists in this neighborhood (i.e., single or double for family homes which are one or two story structures), or better yet, designate it "recreation" and turn it into a community recreational space. As I understood the Chegwyn Sisters donated this land to keep to free of development not conducive to the Great Neighborhood Policies. The one proposed is not in alignment.

The builder who has proposed the filed plan has met with our community, and has rejected all of our concerns and refused to change the plans, and appears unconcerned by these matters and the neighborhood. We do not want to be victims of a developer who has a profit motive at the forefront rather than the interests of our community and neighborhood. As a person who will be greatly impacted by the noise of construction, and as a nature lover and conservationist, I am aware that housing does need to be built, but that the quality of this property and neighborhood should not be sacrificed for an R-4 development model when other options, like R-3 level options, could be considered. Homeowners living near me, rather than renters, would off-set concerns about the deterioration of my neighborhood.

There are various concerns at play, including traffic and pedestrian safety, the McMinnville City's neighborhood principles, quality of life for myself and existing residents, and privacy concerns, all of which require attention toward maintaining current community, housing, and neighborhood standards. Please do not vote to change this property to R-4!

Thank you for your consideration of this important issue facing the residents of my Great and Lovely family oriented neighborhood.

Sincerely

Kathleen Gibson
Owner
3237 NE McDonald Lane
McMinnville, OR 97128

kdgibson29@comcast.net

ATTACHMENT 3 TO STAFF REPORT

City of McMinnville
PLANNING

COMMUNITY DEVELOPMENT
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311
www.mcminnvilleoregon.gov

MEMORANDUM

DATE: July 16, 2026
TO: Planning Commissioners
FROM: Tom Schauer, Senior Planner
SUBJECT: ZC 1-26 Additional Information and Written Testimony

Below and attached is additional information and written testimony for the July 16, 2026 Planning Commission public hearing for Docket ZC 1-26 submitted after the July 14 staff memo was distributed and posted to the website.

1. **Written Testimony Submitted to the Planning Division.** The additional written testimony attached this memo was submitted to the Planning Division after the July 14, 2026 staff memo. ***See Attachments.***

2. **Advance Notification of Oral Testimony.** To date, several people have also provided advance notice that they intend to provide oral testimony at the hearing, listed below.

   Previous Notifications:
   - Patrick Evans
   - Deborah A. Hammond
   - Peter Asher
   - Jeff Keikkala
   - Jordan Christie

   Additional Notification Since Previous Notifications:
   - Scott Larsen

Attachments:

Written Public Testimony:

Previously Distributed, Not Re-attached

- 1-Ron Larson, submitted via email on 7/8/2026
- 2-Deborah A. Hammond, submitted via email on 7/11/2026
- 3- Patrick Evans, testimony, submitted via email on 7/12/2026
- 4-Patrick Evans, petition with cover letter, submitted via email on 7/12/2026
- 5-Alicia Gray, submitted via email on 7/13/2026
- 6-Kenneth P. Carlson, submitted via email on 7/14/2026
- 7-Jeff Keikkala, submitted via email on 7/14/2026
- 8-Patricia (Pattie) Holder, submitted via email on 7/14/2026
- 9-Kathleen Gibson, submitted via email on 7/14/2026

Additional Written Testimony Attached to this Memo
(numbering continues from previous submittals)

- 10-Brad and Patty Landsiedel, submitted via email on 7/14/2026
- 11-"Concerned resident" (email address provided), submitted via email on 7/14/2026 9:17pm
- 12-"Concerned resident" (email address provided), submitted via email on 7/14/2026 9:22pm
- 13-Deborah Hammond, submitted via email on 7/15/2026
- 14-Deborah Hammond, submitted via email on 7/15/2026
- 15-Gary Dey, submitted via email on 7/15/2026

From: Heather Richards
To: patty landsiedel
Cc: Tom Schauer
Subject: RE: 75 Unit Apartment Complex - Grandhaven - Chegwyn Neighbohoods
Date: Tuesday, July 14, 2026 6:13:45 PM
Attachments: image001.png

Thank you Patty.

Your comments below will be forwarded to the Planning Commission and entered into the public record.

Have a great day!

Heather



Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: patty landsiedel <bpland50@gmail.com>
Sent: Tuesday, July 14, 2026 6:07 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: 75 Unit Apartment Complex - Grandhaven - Chegwyn Neighbohoods

This message originated outside of the City of McMinnville.

Dear Ms. Richards:

We are writing to express our concerns regarding the proposed apartment development in the Chegwen neighborhood.

Our primary concern is the impact on traffic and safety. During the school year, traffic on McDonald and Samson Streets is already heavily congested, particularly during drop-off and pick-up times at Grandhaven Elementary, making it difficult for residents to enter or exit the

neighborhood. Additional traffic from a large apartment complex would further increase congestion and create greater safety risks for children who walk to and from school.

While we are not opposed to development of this property, we believe it should be compatible with the surrounding neighborhoods. The adjacent areas are primarily zoned R2, with the McDonald block zoned R4 for smaller cottages and condominium units. A development of similar scale and character would better complement the existing neighborhood while still providing additional housing opportunities.

The proposed three-story apartment building would significantly alter the character of our neighborhood and is difficult to reconcile with the City's Great Neighborhood Principles. It would overshadow nearby homes, diminish the character that attracted many residents to the area, and could negatively affect surrounding property values.

We respectfully ask the Planning Commission to require a revised proposal that is more consistent with the scale, character, and zoning of the surrounding neighborhoods and that better reflects the City's Great Neighborhood Principles.

Thank you for your consideration.

Sincerely,

Brad & Patty Landsiedel
Residents of Chegwyn Neighborhood

From: Harbinger Performance
To: Tom Schauer
Subject: Chegwyn neighborhood development
Date: Tuesday, July 14, 2026 9:16:55 PM

This message originated outside of the City of McMinnville.

Our family has lived near the corner of Grandhaven st and McDonald st for over 5 years now and the volume of traffic on both of those streets is already excessive and has brought about daily careless and reckless driving incidents.

Adding dozens more vehicles traveling on both of those streets will only increase the chances of students from Grandhaven elementary being struck by a vehicle. Also the addition of potential dozens of students to Grandhaven elementary will further increase student/teacher ratios and place additional strain on the already stretched thin resources at that school.

Based on the proposed parking arrangement there would be no where near the required amount of parking for the number of units planned which would overburden the surrounding streets with even more parked vehicles.

Lastly the planned development would destroy the values of those homes immediately adjacent, homes that were purchased because that land was supposed to be kept as green space and not a high rise monstrosity.

Thank you for your consideration,
Concerned resident

From: Heather Richards
To: Tom Schauer
Subject: Fwd: Chegwyn Neighborhood development
Date: Tuesday, July 14, 2026 9:54:25 PM

Heather Richards, PCED
Community Development Director
231 NE Fifth Street
McMinnville, OR 97128

503-474-5107 (work)
541-604-4152 (cell)

Sent from my iPhone.

Begin forwarded message:

From: Harbinger Performance <nweber911@gmail.com>
Date: July 14, 2026 at 9:21:52 PM PDT
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject: Chegwyn Neighborhood development

This message originated outside of the City of McMinnville.

Our family has lived near the corner of Grandhaven st and McDonald st for over 5 years now and the volume of traffic on both of those streets is already excessive and has brought about daily careless and reckless driving incidents.

Adding dozens more vehicles traveling on both of those streets will only increase the chances of students from Grandhaven elementary being struck by a vehicle. Also the addition of potential dozens of students to Grandhaven elementary will further increase student/teacher ratios and place additional strain on the already stretched thin resources at that school.

Based on the proposed parking arrangement there would be no where near the required amount of parking for the number of units planned which would overburden the surrounding streets with even more parked vehicles.

Lastly the planned development would destroy the values of those homes immediately adjacent, homes that were purchased because that land was supposed to be kept as green space and not a high rise

monstrosity.

Thank you for your consideration,
Concerned resident

RE:

Heather Richards
To Debbie Hammond
Cc Tom Schauer

Reply | Reply All | Forward

Wed 7/15/2026 5:42 PM

Follow up. Start by Thursday, July 16, 2026. Due by Thursday, July 16, 2026.

Debbie, this confirms receipt. Your email and photo below will be sent to the Planning Commission and entered into the public record.

Have a great day!

Heather

City of McMinnville
Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: Debbie Hammond <debbiehammond611@gmail.com>
Sent: Wednesday, July 15, 2026 5:16 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject:

This message originated outside of the City of McMinnville.

Hi Heather,

I would like to submit this for my testimony July 16, 2026 .

Thanks,
Deborah Hammond



Agnes, Charles and Kathleen Chegwyn feared losing their 124-acre farm, which had been in the family since 1906, to a relentlessly encroaching subdivision development.

Facing a continuing clamor to sell for development, they cast about for an alternative and came up with one — partnering with the Yamhill Soil & Water Conservation District and McMinnville Parks & Recreation Department to keep the land productive and intact in perpetuity.

It took a creative land swap with neighbor Mark Smith to make the project work, as future school siting, traffic grid and utility system needs all figured in. In the process, they ended up with 177

Of the News-Register

Agnes, Charles and Kathleen Chegwyn feared losing their 124-acre farm, which had been in the family since 1906, to a relentlessly encroaching subdivision development.

Facing a continuing clamor to sell for development, they cast about for an alternative and came up with one — partnering with the Yamhill Soil & Water Conservation District and McMinnville Parks & Recreation Department to keep the land productive and intact in perpetuity.

It took a creative land swap with neighbor Mark Smith to make the project work, as future school siting, traffic grid and utility system needs all figured in. In the process, they ended up with 177 acres, which they dedicated to a conservation easement under district management.

All involved became winners.

McMinnville's school system got some badly needed school acreage. Its street system got a badly needed access route. And its utility system got half an acre badly needed for a substation.

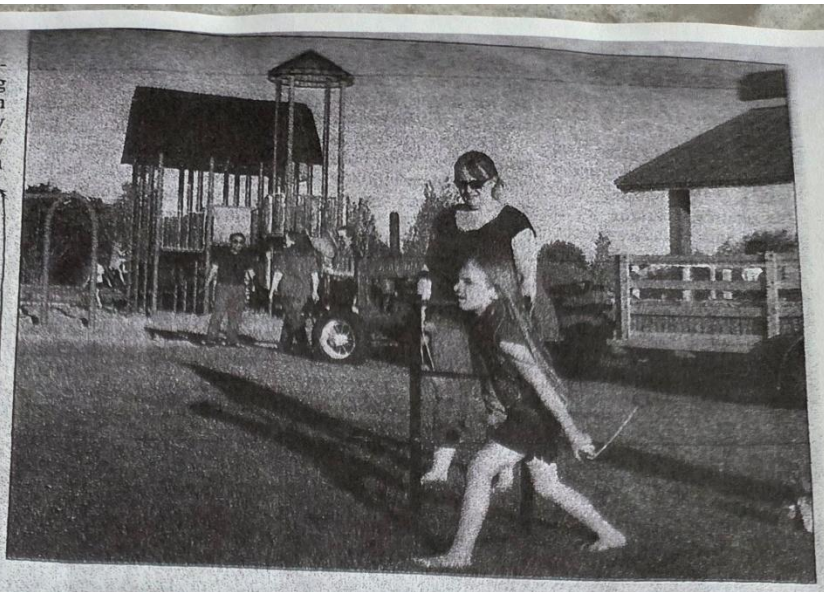
Meanwhile, the city's parks department got a 3.5-acre plot for Chegwyn Farms Neighborhood Park, designed to showcase agriculture in a convenient urban setting where such opportunities are rare. And that park underwent formal public dedication this week.

"Everybody got together and talked," said Jay Pearson of Parks & Recreation. "Nobody got mad. It was phenomenal."

"We went through about 19 drafts," said Barbara Boyer of Soil & Water. It's easy to laugh about that now, but it was certainly taxing at the time.

The negotiations began in 2007, but the final paperwork wasn't ready for signing until March 2009. Only then could the city begin developing the agriculturally themed park it envisioned.

One play structure resembles a barn, another a tractor.



Edward Stratton/News-Register

Caitlin Brown, 8, plays ladder golf Wednesday on the lawn at the new Chegwyn Farms Neighborhood Park in McMinnville.

Even the bathrooms were given farmland themes, at least on the exterior.

And that seemed to strike an immediate chord with kids who flocked to the park for its opening.

"I always liked chickens and stuff," said 8-year-old Caitlin Brown. She said she looked forward to playing tanglebox on the park's grassy expanse, surrounded by a working filbert orchard and wheat fields.

"Agriculture is a perfect conduit to community and enterprise," Boyer enthused.

The city contracted with MacKay & Sposito of Vancouver, Wash., an experienced park development firm, to implement the chosen theme of the donors and city. The firm created several designs for consideration at a series of public hearings.

The biggest challenge was being able to create adequate drainage on a flat expanse of thick, sticky Willamette Valley clay, said landscape architect Jim Sandlin. To accomplish that, he said, "We had to take some of the flatness out."

Pearson said the park acreage is under a 75-year lease, which automatically renews in 2084 as long as the land is still being put to its intended purpose.

The conservation district wants to build an education center adjacent to the park. It also envisions getting a community garden there.

Farmer Sam Sweeney, who sits on the district's governing board, said the district would eventually like to move Oregon State University's Extension Service Office out to the easement property as well.

At the grand opening, Sweeney extolled the Chegwyn family, whose ancestors originally emigrated from Cornwall, England, to Minnesota, before eventually moving west to the Yamhill Valley. Since arriving here more than a century ago, he said, it has steered its farming operation through two depressions, two world wars, untold numbers of freezes and floods, and continuing pressure from mechanization on the one hand and continuing residential development on the other.

"They were committed to agriculture and stuck with it," he said.

"Charlie recognized all the good things on this farm," he said of the family patriarch, whose recovery from pneumonia forced him to miss the festivities. And the easement preserves that legacy in perpetuity, he said.

Sat. July 9, 2011 A

To Heather Richards, PCED
McMinnville Planning
Commission

Submitted by
Deborah A. Hammond
July 15, 2026

From: Heather Richards
To: Tom Schauer
Cc: debbiehammond611@gmail.com
Subject: FW:
Date: Wednesday, July 15, 2026 7:24:51 PM
Attachments: 7378.jpg
7380.jpg
image001.png

Tom,

Please enter this testimony into the public record and distribute to the planning commission.

Have a great day!

Heather



Building Community, Together

Heather Richards
Community Development Director
Office: (503) 474-5107
Cell: (971) 287-8322

From: Debbie Hammond <debbiehammond611@gmail.com>
Sent: Wednesday, July 15, 2026 7:02 PM
To: Heather Richards <Heather.Richards@mcminnvilleoregon.gov>
Subject:

This message originated outside of the City of McMinnville.

Heather,

I am submitting my testimony for tomorrow night's meeting. July 16, 2026

Deborah A Hammond

3671 NE JOEL Street
McMinnville, Oregon 97128

July 15, 2026

To the McMinnville Planning Commission,

My name is Deborah Hammond, I have lived in Chegwyn Farms Neighborhood for 8 years. I watched my home being built and the neighborhood grow. I picked up nails & debris from the construction site after getting a flat tire from driving down N.E. McDonald Lanes. I regularly walk around the neighborhood, the park, and Grandhaven Elementary School. My neighborhood is a charming area of Craftsman Style homes consisting of 1 & 2 stories, duplexs. The neighbor was orginally a hazelnut grove owned by the Chegwyn Family.

Try to imagine if you will, standing in front of Grandhaven Elementary School looking West. Notice 1 story homes to the South of a ~~LARGE~~ empty lot. To the North on the corner of Samson a 2 story duplex. Looking past the open field, a charming field with park & play structures that resemble a farm; a barn covered eating area with ~~parking~~ PICNIC tables, play structures like a silo, barn, tractor and lots of fun activities for children. It is a very inviting park not only for children but also dog walkers, joggers, family picnics, soccer games, and many like myself who enjoy walking. The park is clean, safe, and maintained by Parks & Recreation. Charles & Kathleen Chegwyn donated the land to Yamhill Soil & Water Conservation District and McMinnville Parks & Recreation Department to keep the Land productive.

I have submitted a News Register article dated July 9, 2011. I quote, "the conservation district wants to build an education center adjacent to the park. It also wants to build ~~an~~ a community ~~education center~~ garden there." What a wonderful idea !!! Can you imagine that ??? It would be perfect fit for the elementary ~ Farming is becoming a lost skill. Teaching children

practical skills about growing food, nature, science, etc.
Whatever happened to the education center? To the community garden?

Now, imagine if you will... a 3 story apartment complex with 75 units and 123 parking stalls situated on the large empty lot in front of the elementary school. It would be only 13' behind the homes on the North side. The back of the complex will be only a few feet from the trees that border a walking path in the park. You will NOT be able to see the park from the school. Remember the apartment complex will be 3 stories high. It will block much needed sunlight to the homes on the North side.

- Have any of you driven down N.E. Donald Lane during school hours, especially during drop-off and pick-up of students? My neighbors' car was hit by a car exiting the school.
- Have any of you seen the numbers of children & parents walking or riding bikes to school?
- Have any of you seen ~~the~~ or driven down Samson before or after school? Samson has a lot of on-street parking on both sides of the road. Add to that trash days with at least 3 cans/house.
- What will neighbors do when the apartment parking stalls fill-up?
- Where will teachers, staff, parents when school parking fills up with overflow parking from apartment complex?
- When was the traffic study done by the builder; dates & times???
- Will there be daily clean-up of N.E. McDonald each day? The park?
- Will construction crews be prohibited from parking on Samson and McDonald Lane?
- What will be done to ensure the safety of the children?
- Smaller homes similar to the Chegwyn Neighborhood would be much for fitting in the empty lot. OR an education center and community garden.
- Please vote NO on R-4 zoning and protect the students at Grandhaven Elementary School.

Sincerly, Deborah Hammond
July 15, 2026

From: Gary Dey
To: Tom Schauer
Subject: Apartment Development in Chegwyn Farms
Date: Wednesday, July 15, 2026 9:44:31 PM

This message originated outside of the City of McMinnville.

Tom,
I live in Chegwin Farms and wish to express my opposition to the apartment complex. Everyone promotes the livability of Mcminnville but the building of the complex would do the opposite. I urge those making the decision to visit the sight and see the problems it will create. We live in a nice pocket community but this project, I believe will destroy our neighbor in a few years.
Thank you and please pass this on.

Gary Dey
3574 NE Joel ST.
Mcminnville Oregon

ATTACHMENT 4 TO STAFF REPORT

ZC 1-26. Additional Written Testimony Submitted at July 16, 2026 Planning Commission Public Hearing (numbering continued from previous testimony):

16. Jeff Keikkala
17. Jordan Christie
18. Ray Clark
19. Patrick Evans

Jeff Keikkala.

#16-Jeff Keikkala

McMinnville Planning Commission:

Thank you for allowing me to address you this evening. In the event that I run out of my allotted time before completing my thoughts I am also putting them in writing to share with you as well.

Our resistance to the R-4 rating for the vacant lot next to the Grandhaven Elementary School is not a resistance to development. When you purchase a home in a residential neighborhood, it's with the understanding that vacant lots will likely be developed at some point. However, it is fair to expect that the development that will take place is in keeping with the preexisting population density and general architecture of the established neighborhood. Currently in the established neighborhood there are no structures that extend over 2 stories high and nowhere near the density proposed by this developer.

The developer is looking solely at the maximum dwelling units they can pack into that vacant lot with no regard nor respect for the existing neighborhood. From what we can see, they are counting the area of the mandated pathway between Chegwin Park and Grandhaven in their calculations for the number of dwellings they can fit in the available area, and it appears they are stacking the parking spots in some locations to accommodate the minimum requirements.

It is the responsibility of this planning commission to act as the regulatory body to balance the future growth of McMinnville and the desire of the developers with the principles and mandates of maintaining great neighborhoods and protecting the established building practices of the preexisting neighborhood. You are the governing body that needs to consider the traffic hazards that WILL multiply with that density of occupancy directly across from the school, especially during peak traffic periods. The developer is overcrowding the space and providing insufficient parking which WILL complicate the congestion in the neighborhood. This proposed development will have a detrimental effect on the livability and safety of the existing neighborhood and potentially endanger the children who attend Grandhaven Elementary School. In addition, the folks who live in the houses on NE Samson St. bought their homes understanding that eventually some construction would take place in that lot but had no reason to expect 3 story structures that will effectively block the sunlight from the livable area of their back yards and reduce the privacy of their back yards to zero due to 3 story dwelling units looming over their houses. It is reasonable to say that this development will have a detrimental effect on their home values.

I would like to ask every member of this board what their assessment of this proposal would be if it was at the edge of THEIR property line and threatened to eliminate any backyard privacy and direct sunlight from their homes? It is the responsibility of every member of this commission to put themselves in the position of the McMinnville residents who stand to be affected by this proposed development and to protect those residents' rights, safety and home values as if it were their own.

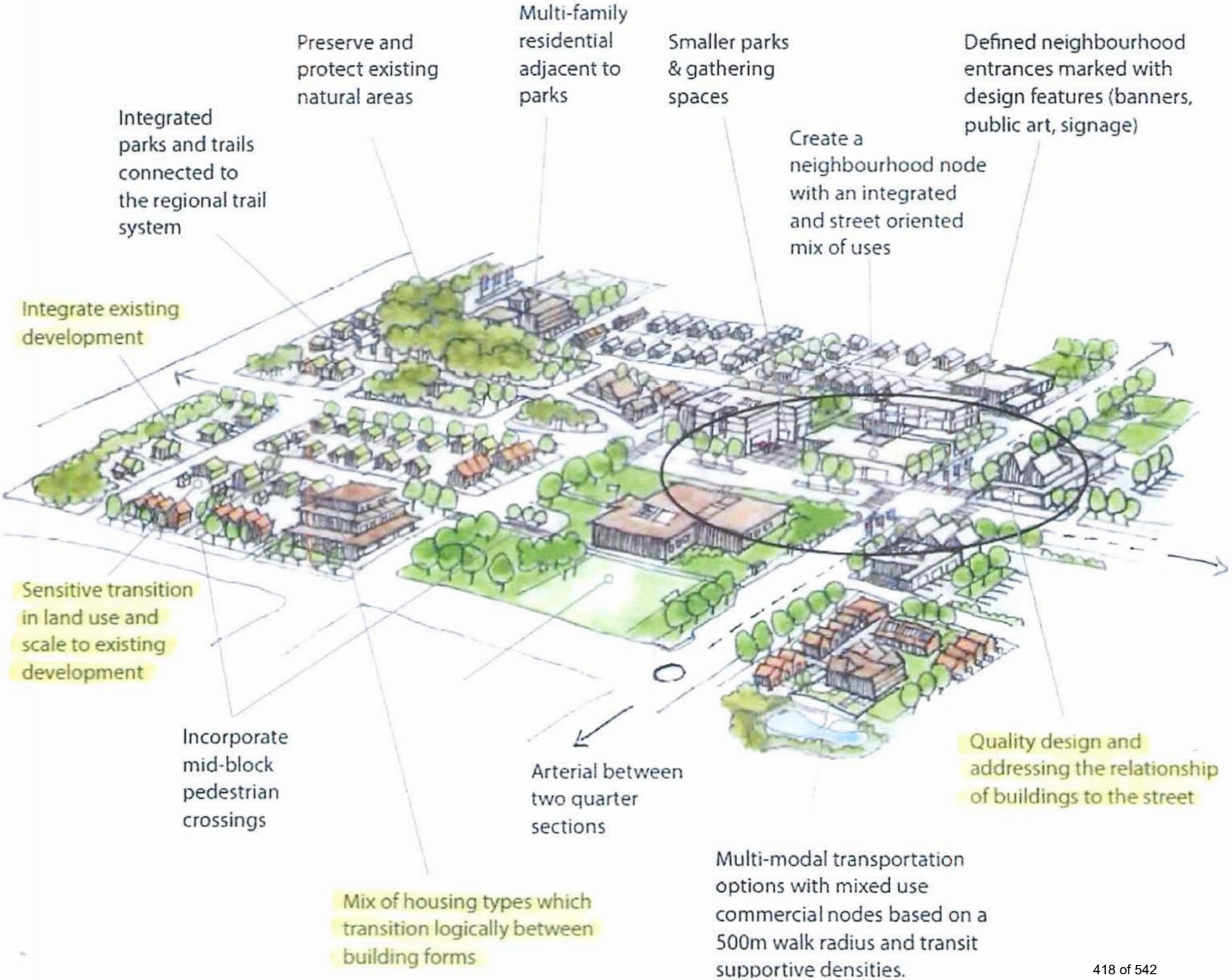
I reiterate, this is not a refusal for development in that lot, only a desire that the development that takes place is in keeping with the established norms of the neighborhood and in keeping with the principles of maintaining great neighborhoods that this commission has established.

I would also like to submit for the record this screenshot of a meeting of the Planning commission dated 04/09/2019 with some of the principles of the great neighborhoods policy that can still be found on the City of McMinnville's website:

Four principles I'd like to point out that this project completely violates:

- "Integrate existing development": This proposed project does nothing to incorporate or tie into the existing neighborhoods.
- "Sensitive transition in land use and scale to existing development": This is a 3 story 72 dwelling apartment complex that the developer wants to drop into a field of single-story homes.
- "Mix of housing types which transitions logically between building forms": Going back to what I've mentioned before, these are 3 story apartment buildings butted up against the property lines with no concern or attention given to buffers and transitioning between building forms.
- "Quality design and addressing the relationship of buildings to the street: The exit of the parking area for this complex is directly across the street from the elementary school. Traffic during peak periods in the morning, afternoons and during school functions already can require patience to navigate. The additional traffic from a 75-unit apartment complex will not only compound this issue but I believe potentially endanger the children trying to navigate the area.

Thank you.


Multi-family residential adjacent to parks
Preserve and protect existing natural areas
Smaller parks & gathering spaces
Defined neighbourhood entrances marked with design features (banners, public art, signage)
Integrated parks and trails connected to the regional trail system
Create a neighbourhood node with an integrated and street oriented mix of uses
Integrate existing development
Sensitive transition in land use and scale to existing development
Incorporate mid-block pedestrian crossings
Arterial between two quarter sections
Quality design and addressing the relationship of buildings to the street
Mix of housing types which transition logically between building forms
Multi-modal transportation options with mixed use commercial nodes based on a 500m walk radius and transit supportive densities.

#17-Jordan Christie

Jordan & Kathy Christie's Home View

#18-Ray Clark

7/16/2026

Dear Planning Commission Members,

My name is Ray Clark, and I reside at 3696 NE Joel St. in the Chegwyn Homes subdivision, just north of the proposed apartment project. I am writing on behalf of myself, my wife Sandy, and our daughter Casee Clark, who owns a home on NE McDonald Ln. and is unable to attend tonight's meeting.

While we have several concerns regarding this development, we would like to highlight the most critical issues:

1. Building Height and Density
The proposed buildings are too tall and dense compared to the surrounding one- and two-story homes. Our community was designed to align with McMinnville's Great Neighborhood Principles, which is why we purchased our home here eight years ago. While we support new housing, we ask for a project that matches the scale of the surrounding neighborhood. There are no three-story apartments in our area; the closest are on NE 27th St. and NE Evans St., which back up to NE Baker St. and are quite a distance away.

2. Traffic and Parking
We are deeply concerned about the traffic volume on NE McDonald LN., which already doubles when school is in session. Given the density of the proposed apartments and the lack of sufficient on-site parking, NE McDonald LN. will likely become an overflow parking area, posing a significant safety hazard. We have already seen similar parking shortages create heavy congestion near the recent duplex developments off NE Hembree St. and NE Autumn Ridge Dr., and we want to avoid repeating this mistake.

Request:
I request that the Planning Commission consider rejecting the current R-4 application. We ask that the developer be required to submit a revised proposal that limits the building height to a maximum of two stories and guarantees adequate on-site parking for all residents.

Thank you for your time and consideration.

Best regards,

Ray Clark
3696 NE Joel St.
Hedgehunters@aol.com

Good evening.

My name is Patrick Evans. I reside at 3587 NE Joel Street in the Chegwyn Farm neighborhood.

Your neighbors at this meeting want to make it clear that the Grandhaven-Chegwyn Farm neighborhoods are not opposed to annexation and appropriate development of the parcel for housing even though the original intent of the generous Chegwyn donation was to use the land for educational or other public purposes. (see the News-Register July 9, 2011)

But, in closing I want to summarize concerns you've heard directly from my neighbors tonight, our individual written comments and the technical analysis Ron Larson previously submitted which is in the last few pages of the staff report.

The recommendation by staff to approve this zone change (which ultimately will result in annexation and building permits) is fatally flawed because application fails to meet the actual City code requirements.

1. Concept plans submitted by the applicant as part of the proposed zone change will have a profound, negative and long-term impact on the "Great Neighborhoods" that currently exist. The applicant failed to substantively address those issues and staff failed to review the application against Great Neighborhood Principles 8 and 8A.
2. Neither applicant nor staff provide any data to support the current need for housing of this density yet rely solely on an outdated and artificial urgency for additional multi-family housing. Projections based on 2010

census data cannot carry the same weight as current, local information required by Comprehensive Plan Policy 61 as to need, demand and supply of multi-family housing in McMinnville. The need for this project is not proven.

3. Serious concerns about this project were raised by neighborhood residents during the applicant's November 2025 public meeting. There is a clear requirement in McMinnville Zoning Ordinance 17.72.095(F)(2)(c) and (G)(5)(e) that those concerns be addressed as part of the application process. There is nothing in the application or staff report to indicate that the project will address any of those neighborhood concerns.
4. Traffic data submitted fails to account for the real-world congestion experienced daily during the school year by residents of the area. Projections and "guesstimates" cannot make up for lived reality.
5. Less intensive zoning such as R-2 or R-3 is not explored anywhere in either the application or the staff report. Why? Apparently because significant financial benefits will result for both the current property owner, the out-of-town applicant and additional property tax revenues to the City if this zone change is approved. Financial gain apparently "trumps" (if I can use the phrase loosely) any rights or protections current residents expect to be enforced by the City of McMinnville – rights and protections which underpin zoning law in the State of Oregon. Financial gain will certainly override the investments your neighbors have made in their homes.

As a final, related observation, the lack of any reasonable limit on density in the current R-4 zone language effectively codifies that *all existing R-4 neighborhoods throughout the city, yours included, are available for construction of high-density, multi-story, multi-family developments with no further public input.* This unintended consequence needs to be immediately rectified in code through insertion of R-4 density limits.

The only rational decision you can make tonight is that the zoning application ZC 1-26 before you MUST BE DENIED given:

- **the lack of density limits in the existing of the R-4 zone,**
- **failure to address neighborhood concerns**
- **the absolute lack of demonstrable, current City-wide need,**
- **the serious negative impact Grandhaven Elementary school students will experience to their safety, and**
- **the impact on existing "Great Neighborhoods".**

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

MINUTES

July 16, 2026 **6:30 pm**
Planning Commission **Hybrid Meeting**
Regular Meeting **McMinnville, Oregon**

Members Present:	Matthew Jones, Abigail Neilan, Sylla McClellan, Elena Mudrak, Sidonie Winfield, Brian Everest, and Brian Randall
Members Absent:	Meg Murray
Staff Present:	Tom Schauer – Senior Planner, Evan Hietpas – Planning Manager, and Heather Richards – Community Development Director
Legal Counsel:	Melissa Ryan – Bateman Seidel, and Carrie Richter – Bateman Seidel
Guests:	None

DRAFT

1. Call to Order

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

2. Citizen Comments

None.

3. Minutes

a) June 18, 2026

Commissioner McClellan moved to approve the June 18, 2026, minutes. The motion was seconded by Commissioner Mudrak and passed 5-0-2 with Commissioners Jones and Everest abstaining.

4. Public Hearings

A. Quasi-Judicial Hearing: Zone Change (ZC 1-26), NE McDonald Ln., Tax Lot R4409CD 00100

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 or voting on this application. There was none.

Chair Winfield asked if any Commissioner had visited the site. Most of the Commission had.

Chair Winfield asked if any Commissioner needed to declare any contact prior to the hearing with the applicant or any party involved in the hearing or any other source of information outside of staff regarding the subject of this hearing. There was none.

Staff Presentation: Senior Planner Schauer presented the request for a zone change on NE McDonald Lane from County EF-80 to City R-4. He discussed the subject site, surrounding zoning, existing and proposed zoning, zone change criteria, how the Commission was only considering the zone change not alternate zoning proposals or a specific use or development plan, additional information entered into the record, updated decision document, additional Housing Needs Analysis findings, updated conditions of approval, and staff's recommendation for approval with conditions.

Applicant's Testimony: Cory Redding, Mac Multi LLC, applicant, stated the zone change would allow the creation of housing opportunities in McMinnville. This would meet a need in the community, and he was excited to contribute to the long-term success of the City. This zone change would play a vital role in the City's future.

Doug Rux, Rux Group LLC, said this was a zone change request. They had gone through the annexation agreement process to annex 3.17 acres which included the right-of-way of NE McDonald Lane. He reviewed the needed housing provisions in the City's code. They had shown that they would be able to provide adequate utilities, a neighborhood meeting had been held, and they addressed all of the Comprehensive Plan policies, statewide planning goals, and applicable criteria. He asked for clarification on revised Condition #3, sanitary sewer analysis. He responded to the written comments including how they met the Great Neighborhood Principles and housing variety, potential use of solar energy, parking, Housing Needs Analysis, construction, and site design.

Lacy Brown, DKS Associates, explained the applicant's traffic study. The potential increase in daily traffic was well below the threshold in the trip generation manual. The proposed zone change did not meet the state's definition of a significant effect and would cause no further degradation to the surrounding transportation system. The staff report recommended limiting future development and the applicant was supportive of the recommendation. There had been comments about increasing traffic adjacent to the elementary school, but an increase in traffic did not mean a reduction in safety. Housing was recommended to be placed near schools and parks.

Senior Planner Schauer noted the revised Condition #3 had to do with the City's assumption for the R-4 zone, which was 20 residential units per acre. If that was exceeded, there would have to be additional analysis to show there was sufficient capacity. He discussed the traffic analysis for the zone change and how it was different from the analysis done at the time of a development application.

There was discussion regarding the agreement with Yamhill Soil and Water Conservation District to keep the land productive and intact and how there was nothing recorded on the title for that.

Proponents: None

Opponents: Deborah Hammond, McMinnville resident, said the neighborhood consisted of craftsman style homes of one and two stories and duplexes. Nearby was an inviting park that was clean, safe, and well-maintained. The land was donated to Yamhill Soil and Water

Conservation District and the McMinnville Parks and Recreation Department to keep the land productive. She submitted a copy of an article from the *News Register* from 2011 about the conservation district wanting to build an education center and community garden adjacent to the park. She thought they had an agreement with the Chegwyn family and she wondered what happened to that concept.

Community Development Director Richards said legally there was nothing binding on the property that required an education center.

Peter Asher, McMinnville resident, thought the current proposal would cast a foreboding shadow on the adjoining homes on Samson Street with buildings placed close to the property lines. The plan to put most of the open space in the center with the buildings pushed to the edges would not fit with the existing neighborhood character or quality of life for the current residents. He thought it should be rezoned to a lower density where development would be in a scale that fit the neighborhood.

Jeff Keikkala, McMinnville resident, showed a diagram from the Great Neighborhood Principles that demonstrated how the application did not integrate into the existing development. There was no sensitive transition in land use and scale to existing development, no mix of housing that transitioned logically between building forms, and no quality design and addressing the relationship of buildings to the street. The additional traffic would create more congestion and multiply traffic hazards. The Commission had to balance growth with the principles and mandates of maintaining great neighborhoods. The proposal would have a detrimental effect to the livability and safety of the neighborhood. They knew some development would take place but had no reason to expect three story structures that would block sunlight from their backyards and reduce their privacy and damage their home values.

Jordan Christie, McMinnville resident, said when he purchased his property, he was told that there would not be a large development on the land. His backyard was 13 feet away from the property line. He thought he would lose his backyard privacy and sunlight. This high density development would not fit in the neighborhood.

Kathryn Wilson, McMinnville resident, concurred with the statements that had been made in opposition.

Susan Powell, McMinnville resident, objected to the zone change.

Ray Clark, McMinnville resident, was concerned about the height and density of the proposed building. It did not align with the Great Neighborhood Principles. The development needed to match the scale of the surrounding neighborhoods. He was also concerned about traffic volume and parking on NE McDonald Lane. He asked the Commission to reject the application and for the applicant to submit a revised proposal for no more than two story height and guaranteed adequate onsite parking.

Paul Wilson, McMinnville resident, spoke about the traffic problems that already existed and the need for a stop light at Grandhaven and McDonald. He was concerned about safety of pedestrians and bicycles as traffic would get worse with development.

Jana Brown, McMinnville resident, was opposed to the zoning request. She was concerned about general safety and how north of the current school there was no exit and a middle

school was planned to be built. There were only two ways to get out of the neighborhood and with additional traffic, it could be a safety issue in an emergency.

Community Development Director Richards said the School District did not have plans for any imminent construction on that site. However, the trips from that site were already included in the analysis.

Carol Gruher, McMinnville resident, said the streets in the neighborhood had been built narrower than most streets and if cars were parked on both sides, two cars could not go through at the same time. They could not accommodate more traffic. She read questions posed by Deborah Hammond about traffic before and after school, street parking, construction vehicles, and safety of children.

Joan Buzzard, McMinnville resident, spoke about the width of the street and how no trailers, RVs, or boats were supposed to park on the street. However, not all neighbors complied.

Pattie Holder, McMinnville resident, concurred with all the concerns that had been raised. She asked that the Commission protect the current residents.

Patrick Evans, McMinnville resident, said the recommendation to approve the zone change was fatally flawed. It did not meet code standards or Great Neighborhood Principles. The concept plans submitted would have negative long-term impacts in the neighborhood. The applicant did not provide any data to support the current need for housing of this density. Projections based on 2010 census data did not carry the same weight as current, local information required by Comprehensive Plan Policy 61. Serious concerns were raised at the neighborhood meeting and the concerns needed to be addressed per the zoning code. The traffic study did not take into account real-world congestion. Less intensive zoning had not been explored, and it appeared financial gain trumped any rights or protections of current residents. He thought the zone change should be denied due to the lack of density limits in the R-4 zone, failure to address the neighborhood's concerns, lack of demonstrable City-wide need, serious negative impacts to the elementary school, and impact on great neighborhoods.

Rebuttal: Mr. Rux said the Commission had to follow the applicable criteria. The applicant had addressed the criteria in the application and staff had analyzed it and found they had met all of it. They had no objection to the conditions.

Commissioner Mudrak moved to close the public hearing and public record; Seconded by Commissioner Everest. The motion passed unanimously 7-0.

Chair Winfield closed the public hearing.

The applicant waived the 7-day period for submitting final written arguments in support of the application.

Commission Deliberation: The Commission discussed shared concerns about traffic, parking, safety, setbacks, and Great Neighborhood Principles. Disappointment was expressed that the donation was not a legally binding agreement in the title. However, the R-4 zoning made sense, the City did need housing, and it met the criteria. They hoped the applicant would listen to the concerns and work with neighborhood.

Commissioner Mudrak MOVED to RECOMMEND the City Council APPROVE Zone Change (ZC 1-26), NE McDonald Ln., Tax Lot R4409CD 00100 subject to the conditions in the updated decision document submitted by staff on July 16, 2026; SECONDED by Commissioner Jones. The motion PASSED unanimously 7-0.

B. Quasi-Judicial Hearing: Appeal (AP 4-26), 544 NE 2nd St., Tax Lot R4421BC 11500

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 or voting on this application. There was none.

Chair Winfield asked if any Commissioner had visited the site. Most of the Commission had.

Chair Winfield asked if any Commissioner needed to declare any contact prior to the hearing with the applicant or any party involved in the hearing or any other source of information outside of staff regarding the subject of this hearing. There was none.

Staff Presentation: Planning Manager Hietpas presented the staff report. This was an appeal of a Historic Landmarks Committee decision on a downtown design review application. He discussed the different parts of the packet, subject site, applicant's requests to demolish a historic resource known as the United Methodist Church and construct a new four-story apartment building on a mixed-use site with a continued church use, and how only the design review application for the new building was being appealed. He explained the current conditions on the site, proposed development, related records, mandatory adjustments that were requested and approved, and applicable housing state laws. He then summarized the three grounds for the appeal: the findings did not adequately address the loss of a significant public parking resource, the findings did not adequately address the cumulative effect of the numerous adjustments, waivers, and design departures approved for this project, and the findings did not adequately demonstrate compatibility with the historic character, scale, and development pattern of downtown McMinnville. He reviewed the downtown design review process, Historic Landmarks Committee review, building design and building materials criteria, mandatory adjustments, public testimony memo, and supplemental findings based on the grounds in the appeal. The applicant was not proposing to retain public parking as part of this redevelopment as it would be used for shared parking or McMinnville Cooperative Ministries and residents. The downtown design standards did not require mitigation for the loss of the public parking spaces. The mixed-use development required a minimum of 38 total parking spaces on site and the applicant was proposing 59 spaces, which exceeded the minimum requirement. Per Oregon state law, there was no analysis method or ability to assess "cumulative impacts" of the adjustments as requested by the appellant. Applicants may request up to ten adjustments, and the applicant requested six adjustments. Also, per Oregon state law, the City could not review housing developments based on broad "purpose or compatibility" statements as requested by the appellant. The downtown design review applications were subject to a 120-day review timeline and the current deadline for a local decision was August 27. Due to the timeline, the Planning Commission must render a decision tonight unless an extension was requested by the applicant. He listed the Planning Commission options.

Applicant's Testimony: Nathan Teske, Executive Director of Bienestar, gave a background on the company and how they owned and operated these types of multi-family housing units. He explained the benefits of the new housing for the community.

Christine Rumi and Richard Grace, FFA Architecture, presented the project design. They discussed the need for housing, subject site, site plan, typical floor plan, building materials, renderings, design elements from the old church, onsite parking, and elevations.

There was discussion regarding the placement process.

Appellant's Testimony: Jeb Bladine was representing the appellant. The central question was where in the City's findings was the reconciliation between exemptions allowed by SB 1537 and the City's historic and specially-adopted protections for downtown McMinnville. The appellant lived directly across from the subject property and was a downtown business owner. She supported affordable housing, but she questioned if this housing project at this location at this scale was consistent with the many protections the City had given the historic downtown district. Downtown was not ordinary commercial land. The findings did not explain how all the adopted protection policies remained meaningful after so many standards were adjusted. The findings never reconciled this project as a whole. It did not ask what was the cumulative effect of all the adjustments together. The key question was did the project still fulfill the City's adopted vision. The important remaining questions were: historic compatibility with downtown character, traffic, parking, and pedestrian safety, downtown business and economic impacts, and emergency access and cumulative project effects. He discussed the SB 1537 adjustments and noted they did not eliminate the remaining protections. The appellant asked the Commission to reverse the approval or remand the decision for findings that fully reconciled the project with McMinnville's adopted plans and policies.

There was discussion regarding what changes would make the appellant in favor of the project and impact on businesses. The appellant preferred the City's 2020 preferred option for multi-use with 22 residential units and 82 parking places. He thought the impact of lost parking outweighed the benefit of residents near downtown businesses.

There was further discussion regarding the appellant's discussion of keeping the historic character of downtown, however she did not appeal the demolition of the historic church.

Mr. Bladine thought the appellant's primary concern was the overall loss of the historic character of the downtown, safety, and impact on the area.

City Legal Counsel Richter explained the definition of the term "distinct adjustment" in the senate bill, which meant collectively the glazing was one adjustment even though it addressed multiple windows. These adjustments only applied to housing projects.

Proponents: Susan Dehm, McMinnville resident, read a letter from Bernadette Hansen in support of the affordable housing project. There were not enough homes people could afford in McMinnville, and the lack of affordable housing was one of the biggest reasons for homelessness. They needed to increase the supply of homes people could realistically pay for. The concerns about traffic, neighborhood character, and infrastructure deserved careful planning. They needed to shape change in a way that reflected their values and make room for affordable housing.

Brennen Guillory, McMinnville resident, was the pastor of McMinnville Cooperative Ministries. The old sanctuary had enough serious issues that it was hard to see a future for the building. They did not have the capital to update it and they began to ask the question how could their property help the community. Affordable housing was a need they could address. The Historic Landmarks Committee did a good job in making the new development fit into the neighborhood. The church would be getting funding through the project to help them continue their ministry, which they might have lost if they kept the old building. They thought rather than giving people a place to park, it would be better to give them a place to live.

Mark Davis, McMinnville resident, lived two blocks away from the site, and he supported the project. He served on two project advisory committees. One was for the City Center Housing Strategy and the other Economic Opportunities Analysis. These had important context for the decision tonight. They wanted more housing in the downtown area, and he thought this was the perfect location, especially for people to be able to walk to and from work. He was a former developer, and he did not think parking would be an issue in this location. He suggested the developer talk to the Downtown Association to get ideas for design and fit better.

Joshua Allen, Sheridan resident, was a church member. He was in support of the project. He could not find any affordable housing in McMinnville and had to move to Sheridan. The number of houses the project was supplying was paramount.

Drew Millegan, McMinnville resident, lived next to the development and had no issues with it. Because the demolition was already approved, the appellant was focusing on all the parts of the application that could not be considered in trying to deny it. He thought the application met all of the design standards as was decided by the Historic Landmarks Committee. He walked most places and these residents would be customers for the downtown businesses. They would contribute less to traffic because of their proximity to work and shops and people would not have to leave the community. This was a good use of the site, even though he would have preferred the historic church not be demolished.

Quinn Millegan, McMinnville resident, lived and worked less than a block from this site. He also did not want the church demolished, but it had been approved. The appeal argued that losing a surface parking lot would harm downtown and that the City failed to study the parking impacts. Oregon law did not allow the City to impose off street parking requirements on affordable housing projects and a legally protected housing development could not be denied because neighbors preferred a free parking lot. Vague objections about character, compatibility, sense of place, and visual impacts could not be used to shrink the project, raise its cost, or delay it. This property was outside of the downtown district boundary, and he thought the arguments in favor of the appeal were thinly disguised attempts to express distaste for affordable housing. He supported the project and people living and working downtown was needed.

Opponents: Jeb Bladine, McMinnville resident, thought taking away the parking would have a serious impact on safety. He discussed what the law said about individual adjustments, which contradicted what LCDC said. He thought the site was in the historic district. This was an effort to keep local government and McMinnville’s longstanding protections to historic districts in place. He thought they would set a precedence for other developments that would dramatically change the historic district.

Phyllice Bradner, McMinnville resident, thought if historic buildings were to be demolished for structural and economic reasons, the imperative was to replace it with something in a similar footprint and architectural design. She thought the approval of the development was utterly incongruous with the surrounding historic neighborhood. It was a modern design that did not fit with the character of the downtown, and the density of the housing would overwhelm the neighborhood. It would create shortages in parking for downtown businesses and construction of the site would cause major disruption and drive away visitors.

Tim McDaniel, McMinnville resident, thought this was a good concept, but wrong location. The grounds for appeal were backed by facts that were all true. Swallowing up essential parking and traffic gridlock were quality of life issues. The old church was a lovely resource, and he thought it should be preserved. The developers claimed that the project genuinely reflected nearby buildings, but he did not think that was true.

Mike Colvin, McMinnville resident, was in favor of affordable housing, but he did not think a four-story development belonged on this property. He asked that the City look for other options and sites for affordable housing, especially with recent state grants.

Doreen Wynja, McMinnville resident, did not think the design of the development had anything to do with the historic downtown. Traffic had gotten worse over the last few years and there were homeless issues as well. She did not think it was a good place for families and children. She thought there were better options for affordable housing.

Mary Jane Beeler, McMinnville resident, said Scott Larson concurred with Mr. Bladine. She was also opposed as she would not be able to see the downtown skyline from her home with the new building. She was against the size and density that did not fit the downtown.

Patrick Haehnel, McMinnville resident, said they needed to evaluate if this was good for McMinnville. There were other affordable housing projects in McMinnville, but the issue was if this was the right place. He did not think it was as it would impact the downtown, especially with the parking loss. With low-income housing, he did not think the residents would contribute to the economy downtown and there would not be enough jobs for all of the residents to work downtown.

Applicant Rebuttal: Ms. Rumi clarified there would be a common open space and indoor common space. As to compatibility with downtown, they had worked with the Historic Landmarks Committee to ensure this project would reinforce the historic character. This project responded to a housing crisis identified at state and local levels by providing 72 units of affordable housing and 59 onsite parking spaces, while allowing McMinnville Cooperative Ministries to continue to serve the community. The concerns around too much traffic, too little parking, too tall building, and wrong development in the wrong place, had been addressed in the design or determined to be outside the applicable clear and objective review criteria. There had been public comments in support of the project. Affordable housing was a documented need and the tuck under parking maximized the total parking on site, and it would support McMinnville Community Ministries' mission to support those in need. The appeal raised concerns, but the arguments were not related to the approval criteria or clear and objective standards. The site was never a public parking lot and even if it were, the loss of public parking was not relevant to the development of the site. There were no cumulative effect criteria, nor would they be allowed per state requirements. The project had been evaluated as a whole through the land use process. The compatibility argument was tied to approval criteria and the proposal was consistent with the intention of the guidelines. The

project would benefit downtown by providing much needed housing and a creatively designed first floor that would enhance pedestrian experience as well as screen the tuck under parking. The building met all the approval criteria and funding had been awarded to the project.

Commissioner Mudrak moved to close the public hearing and public record; Seconded by Commissioner McClellan. The motion passed unanimously 7-0.

Chair Winfield closed the public hearing.

The applicant waived the 7-day period for submitting final written arguments in support of the application.

Commission Deliberation: The Commission discussed parking impacts and how there should be enough to accommodate this project, but other developments might cause an issue. When a historic resource was demolished, they did not replace it with something like it. There were some historic elements in the new building, but it would clearly be new construction. They thought this was a good location for affordable housing and the design fit in with the downtown. They met the criteria and it would enhance the downtown core as well as provide needed housing. They could not go against the state waivers that had been put in place.

It was suggested to look into parking permits for residents.

Commissioner Jones MOVED to APPROVE DDR 1-26 in support of the decision document and supplemental findings; SECONDED by Commissioner McClellan. The motion PASSED unanimously 7-0.

5. Commissioner Comments

There was discussion regarding visiting Stratus Village.

6. Staff Comments

Community Development Director Richards said on July 1 they promoted Mr. Hietpas to Planning Manager.

Senior Planner Schauer announced upcoming meetings.

Planning Manager Hietpas said they would be working on recruiting for the Associate Housing Planner position. The Construction Excise Tax request for funding was open. He asked if any Commissioner wanted to be on the selection subcommittee. Commissioner Jones volunteered.

7. Adjournment

The meeting was closed in former Planning Commissioner Beth Rankin’s honor.

Chair Winfield adjourned the meeting at 10:43 p.m.

ORDINANCE NO. 5182

An Ordinance approving a Zone Change, with conditions, to the R-4 Medium, High-Density, 5000 SF Lot Residential Zone (Docket ZC 1-26) for the easterly portion of Tax Lot R4409CD 00100 upon annexation into the City limits, approximately 3.17 acres including abutting right-of-way, located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.

RECITALS:

WHEREAS, the property owner owns the subject property, which includes a portion of Tax Lot R4409CD 00100 located within the Urban Growth Boundary but outside City limits; and

WHEREAS, the property owner has submitted an application to annex the unincorporated portion of Tax Lot 00100 and abutting right-of-way into City limits (Docket ANX 1-25), and an application to rezone the unincorporated portion of Tax Lot 00100 to R-4 zoning (Docket ZC 1-26), to be effective upon annexation of Tax Lot 00100 into City limits; and

WHEREAS, the McMinnville Municipal Code, Section 16.30.030 requires that all applicants for annexation must enter into an annexation agreement with the City of McMinnville; and

WHEREAS, on October 14, 2025, the McMinnville City Council approved Resolution No. 2025-51, authorizing the City Manager to sign an annexation agreement with the property owner for the future annexation of the unincorporated portion of Tax Lot R4409CD 00100; and

WHEREAS, the annexation agreement was duly entered into by the City and Property Owner and recorded with the County on December 5, 2025; and

WHEREAS, the application for the Zone Change was submitted on May 7, 2026 and deemed complete on June 4, 2026. The Planning Division processed the application for the Zone Change, to be effective upon annexation of Tax Lot 00100 into the city limits; and

WHEREAS, a duly noticed public hearing before the McMinnville Planning Commission was held on July 16, 2026, after due notice had been provided to the Department of Land Conservation and Development on June 9, 2026, written notice had been mailed to property owners within 300 feet of the affected property on June 17, 2026, and due notice was published in the local newspaper on July 10, 2026; and

WHEREAS, at said public hearing, a staff report, the application materials, findings and the decision document were presented, and applicant and public testimony was received; and

WHEREAS, the Planning Commission, being fully informed about said request, found that, with conditions, the requested Zone Change conformed to the applicable Comprehensive Plan goals and policies and review criteria based on material submitted by the applicant and the findings of fact and conclusionary findings for approval contained in Exhibit A; and

WHEREAS, on July 16, 2026, the Planning Commission, by a vote of 7-0, recommended approval with conditions of ZC 1-26 to the McMinnville City Council; and

WHEREAS, consideration of Ordinance No. 5182 approving ZC 1-26 with conditions as recommended by the Planning Commission was placed on the August 25, 2026 City Council meeting agenda; and

WHEREAS, on August 25, 2026 the City Council elected to hold a public hearing as provided in MMC 17.72.130 and announced the September 16, 2026 public hearing; and

WHEREAS, a duly noticed public hearing was held by the City Council on September 16, 2026, after written notice had been mailed to property owners within 300 feet of the affected property on August 26, 2026, and due notice was published in the local newspaper on September 4, 2026; and

WHEREAS, on September 16, 2026, City Council, having received the Planning Commission recommendation and staff report, having conducted the public hearing, having heard additional public testimony, and having deliberated;

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

1. That the Council approves the Zone Change (Docket ZC 1-26) subject to the Conditions in the Decision Document attached as Exhibit A, upon annexation of Tax Lot R4409CD 00100 into City limits,

2. The City Council adopts the Decision, Conditions, Findings of Fact, and Conclusionary Findings as documented in Exhibit A;

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

Passed by the McMinnville City Council this 16th day of September, 2026 by the following votes:

Ayes: _____

Nays: _____

_____
MAYOR

Approved as to form:

_____
City Attorney

Attest:

_____
City Recorder

EXHIBITS:

A. Decision Document for Docket ZC 1-26

EXHIBIT A TO ORDINANCE NO. 5182

Community Development
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311
www.mcminnvilleoregon.gov

DECISION, CONDITIONS, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR AN APPLICATION FOR A ZONE CHANGE FOR A PORTION OF TAX LOT R4409CD 00100, APPROXIMATELY 3.17 ACRES INCLUDING ABUTTING RIGHT-OF-WAY, ON NE MCDONALD LN., FROM COUNTY EF-80 TO CITY R-4 UPON ANNEXATION INTO CITY LIMITS

DOCKET: ZC 1-26

REQUEST: This is an application for a Zone Change from County EF-80 zoning to City R-4 (Medium, High-Density, 5000 SF Lot Residential Zone) zoning for the remaining easterly portion Tax Lot R4409CD 00100 which hasn't been annexed into City limits, approximately 3.17 acres including abutting right-of-way. The vacant property on NE McDonald Ln. hasn't been assigned a street address. It is located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.

The subject property is an unincorporated island surrounded by City limits on all sides, within the Urban Growth Boundary (UGB) but outside City limits. The subject property is currently subject to County EF-80 zoning. The applicant has previously applied for annexation, (Docket ANX 1-25). An annexation agreement was authorized by City Council and approved by the City Manager. The zone change would become effective upon annexation of the subject property into the City.

Note: *This is an application for a zone change only. The application materials submitted for the zone change also included a development plan for the property. No decision regarding the specific use or development plan will be made as part of the zone change application.*

LOCATION: **Site Address:** NE McDonald Ln, located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School.

Map & Tax Lot: part of R4409CD 00100

CURRENT ZONING: County EF-80

APPLICANT: Doug Rux, AICP, applicant's representative, on behalf of applicant MAC MULTI LLC c/o Cory Redding

PROPERTY OWNER: Yamhill Soil and Water Conservation District c/o Andy Bleckinger

STAFF: Tom Schauer, Senior Planner

DATE DEEMED COMPLETE: June 4, 2026. An updated narrative was submitted on June 8, 2026. 120 days from June 4, 2026 is October 2, 2026.

HEARINGS BODY & ACTION: The McMinnville Planning Commission makes a recommendation to the City Council. A Planning Commission recommendation of approval is transmitted to the City Council for a decision. A Planning Commission recommendation/decision of denial becomes the final decision unless that decision is appealed to the City Council.

PLANNING COMMISSION HEARING DATE & LOCATION: July 16, 2026 at 6:30 P.M., 200 NE 2nd Street, McMinnville, OR 97128. Zoom meeting ID: 831 2090 5124, Passcode: 288880

DECISION-MAKING BODY: The McMinnville City Council makes the final decision, unless the Planning Commission recommendation/decision is denial, in which case that is the final decision unless the Planning Commission decision is appealed to City Council.

CITY COUNCIL MEETING DATE & LOCATION: August 25, 2026 at 7:00 P.M., 200 NE 2nd Street, McMinnville, OR 97128.

CITY COUNCIL PUBLIC HEARING DATE & LOCATION: September 16, 2026 at 6:00 P.M., 200 NE 2nd Street, McMinnville, OR 97128.

PROCEDURE: The application is processed in accordance with the procedures in Section 17.72.120 of the Zoning Ordinance.

The application is reviewed by the Planning Commission in accordance with the quasi-judicial public hearing procedures specified in Section 17.72.130 of the Zoning Ordinance. The Planning Commission makes a recommendation to City Council. A decision/recommendation of denial is final unless appealed to City Council. A recommendation of approval is considered by the City

Council, and the City Council shall take one of the actions specified in Section 17.72.130.

CRITERIA: The applicable criteria for the Zone Change ZC 1-26 are specified in Section 17.74.020 of the Zoning Ordinance.

In addition, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of the proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests. The proposal must also be consistent with applicable provisions of state law.

APPEAL: The Planning Commission makes a recommendation to the City Council. If the Planning Commission recommendation is approval, the recommendation is forwarded to City Council to make the final decision. If the Planning Commission recommendation/decision is denial, then that is the final decision unless the Planning Commission's decision is appealed to the City Council per Section 17.72.180 of the McMinnville Municipal Code.

As specified in Section 17.72.190 of the McMinnville Municipal Code and state law, the City Council's decision may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twenty-one) days of the date written notice of decision is mailed.

COMMENTS: This matter was referred to the following public agencies for comment: McMinnville Police Department, McMinnville Fire District, Engineering Division, Building Division, Public Works Department, Waste Water Services, McMinnville Airport Manager, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly Frontier Communications); Recology; Northwest Natural Gas; the Oregon Department of Transportation, Yamhill County Transit, Yamhill SWCD, and Oregon Department of Aviation. Comments received are provided in Section IV of this document.

DECISION:

Based on the findings and conclusionary findings, the City Council finds that the applicable criteria are satisfied with conditions in Section II and **APPROVES** the Zone Change (ZC 1-26) with the conditions in Section II.

//

ZC 1-26 DECISION: APPROVAL WITH CONDITIONS

//

City Council: _____ Date: _____
Kim Morris, Mayor of McMinnville

Planning Commission: _____ Date: _____
Sidonie Winfield, Chair of the McMinnville Planning Commission

Planning Division: _____ Date: _____
Heather Richards, Community Development Director

I. APPLICATION SUMMARY:

Subject Property & Request

This is an application for a Zone Change from County EF-80 zoning to City R-4 (Medium, High-Density, 5000 SF Lot Residential Zone) zoning for the remaining easterly portion Tax Lot R4409CD 00100 which hasn't been annexed into City limits, approximately 3.17 acres including abutting right-of-way. The vacant property on NE McDonald Ln. hasn't been assigned a street address. It is located on the west side of NE McDonald Ln., generally between Chegwyn Farms Neighborhood Park and Grandhaven Elementary School. ***See Vicinity Map (Figure 1). See Existing and Proposed Zoning Map (Figure 2).***

The subject property is an unincorporated island surrounded by City limits on all sides, within the Urban Growth Boundary (UGB) but outside City limits. The subject property is currently subject to County EF-80 zoning. The applicant has previously applied for annexation, (Docket ANX 1-25). An annexation agreement was authorized by City Council and approved by the City Manager. The zone change would become effective upon annexation of the subject property into the City.

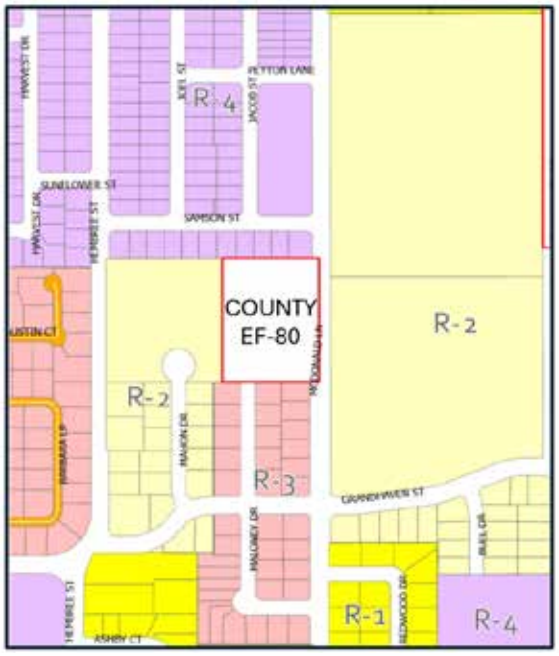
Note: *This is an application for a zone change only. The application materials submitted for the zone change also included a development plan for the property. No decision regarding the specific use or development plan will be made as part of the zone change application.*

Figure 1. Vicinity Map/Aerial Photo

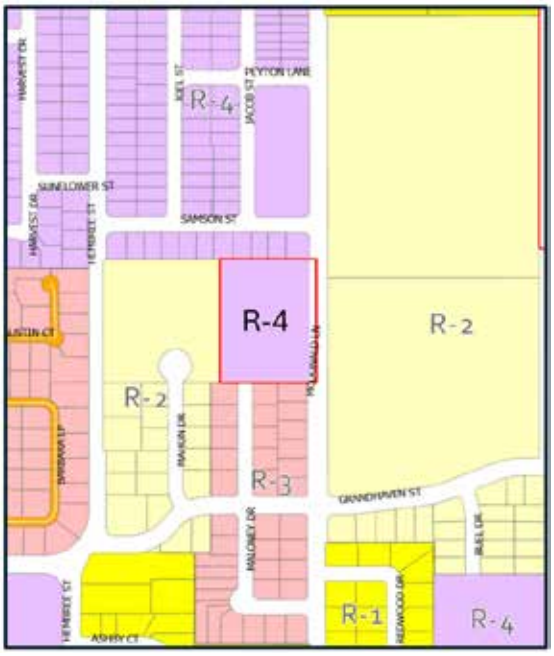


Figure 2. Current and Proposed Zoning

CURRENT ZONING



PROPOSED ZONING



II. CONDITIONS:

1. This land-use approval will not be in effect until any appeals have been resolved and the subject site has been annexed into the McMinnville city limits, at which time, the R-4 zone will be applied to the subject site.

2. The application for future development shall comply with one of the following requirements for transportation at the time of future development:

   - Development shall not exceed 519 ADT (a net increase not to exceed 400 ADT) using the average rate method in order to not exceed the 400 ADT threshold; or

   - Unless precluded by ORS 197A.420(6), the applicant shall conduct additional traffic analysis using the ITE average rate method to demonstrate compliance with adopted mobility targets, including any necessary transportation improvements required by developer that would be necessary to allow development exceeding 519 ADT. Additionally, the City reserves the right to require a development Traffic Impact Analysis (TIA) for future development if the proposal will result in an increase of 200 daily trips or 20 daily peak hour trips.

3. If at the time of development, the applicant proposes a density that exceeds twenty (20) residential units per net acre, (as is assumed in the modeling for the R-4 zoning), the City may require the applicant to enter into a reimbursement agreement with the

City for modeling the impacts of the additional proposed sanitary impacts. This analysis would need to be completed prior to any building permit issuance. Depending on the results of this analysis, the applicant may be responsible for associated costs for improvements to increase system capacity.

III. ATTACHMENTS: *(On file with the Planning Division)*

1. Exhibit 1. ZC 1-26 Application and Attachments

2. Exhibit 2a. July 14, 2026 Staff Memo with Additional Information and Written Public Testimony through July 14, 2026
   - Attachment 1 to Memo. Memo from Melissa Ryan
   - Attachment 2 to Memo. Written Public Comments:
     - 1-Ron Larson, submitted via email on 7/8/2026
     - 2-Deborah A. Hammond, submitted via email on 7/11/2026
     - 3- Patrick Evans, testimony, submitted via email on 7/12/2026
     - 4-Patrick Evans, petition with cover letter, submitted via email on 7/12/2026
     - 5-Alicia Gray, submitted via email on 7/13/2026
     - 6-Kenneth P. Carlson, submitted via email on 7/14/2026
     - 7-Jeff Keikkala, submitted via email on 7/14/2026
     - 8-Patricia (Pattie) Holder, submitted via email on 7/14/2026
     - 9-Kathleen Gibson, submitted via email on 7/14/2026

3. Exhibit 2b. July 16, 2026 Staff Memo with Additional Written Public Testimony Received through July 15, 2026 (numbering continued from previous testimony)
   - 10-Brad and Patty Landsiedel, submitted via email on 7/14/2026
   - 11-"Concerned resident" (email address provided), submitted via email on 7/14/2026 9:17pm
   - 12-"Concerned resident" (email address provided), submitted via email on 7/14/2026 9:22pm
   - 13-Deborah Hammond, submitted via email on 7/15/2026
   - 14-Deborah Hammond, submitted via email on 7/15/2026
   - 15-Gary Dey, submitted via email on 7/15/2026

4. Exhibit 2c. Additional Written Public Testimony Submitted at July 16, 2026 Planning Commission public hearing (numbering continued from previous testimony):
   - 16-Jeff Keikkala
   - 17-Jordan Christie
   - 18-Ray Clark
   - 19-Patrick Evans

7. Exhibit 3. July 16, 2026, Staff Memo with Updated Decision Document

8. Exhibit 4. Staff PowerPoint presentation from July 16, 2026, Planning Commission public hearing

9. Exhibit 5. Minutes from the July 16, 2026, Planning Commission public hearing

10. Exhibit 6. Staff PowerPoint presentation from July 16, 2026, Planning Commission public hearing

IV. COMMENTS:

Agency Comments
This matter was referred to the following public agencies for comment: McMinnville Fire District, McMinnville Police Department, Engineering Division, Building Division, Public Works Department, Waste Water Services, McMinnville Airport Manager, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly Frontier Communications); Recology; Northwest Natural Gas; the Oregon Department of Transportation, Yamhill County Transit, Yamhill SWCD, and Oregon Department of Aviation. Comments received are provided in Section IV of this document.

Responses were received from the following agencies, provided below or attached:
- McMinnville Engineering Division
- McMinnville Water & Light
- McMinnville Fire District
- McMinnville Police Department
- McMinnville Building Division

- **McMinnville Engineering Division**
  The Engineering Division defers to DEA's [David Evans and Associates', City's contracted traffic review firm] review of the traffic analysis. It is acceptable to the Engineering Division to have the annexation agreement identifying the requirements. Engineering has no additional comments at this time for the zone change application.

- **McMinnville Water & Light**
  MW&L has the following comments:

  Water: No issues

  Power: McMinnville Water & Light has no objection to the proposed zone change. However, Public Utility Easements (PUEs) or easements to the benefit of MW&L will be required for any existing or future electric utility infrastructure necessary to serve the development. Easement locations and dimensions will be established during the design and development review process.

- **McMinnville Fire District**
  The fire district doesn't have any comments for the zone change but will have future comments to provide for the development plan.

- **McMinnville Police Department**
  No issues from police.

- **McMinnville Building Division**
  No building code issues.

Public Comments
Notice of this request was mailed to property owners located within 300 feet of the subject site.

Written Testimony Received Prior to the Planning Commission Public Hearing

- Memo from Melissa Ryan
- Ron Larson, submitted via email on 7/8/2026
- Deborah A. Hammond, submitted via email on 7/11/2026
- Patrick Evans, testimony, submitted via email on 7/12/2026
- Patrick Evans, petition with cover letter, submitted via email on 7/12/2026
- Alicia Gray, submitted via email on 7/13/2026
- Kenneth P. Carlson, submitted via email on 7/14/2026
- Jeff Keikkala, submitted via email on 7/14/2026
- Patricia (Pattie) Holder, submitted via email on 7/14/2026
- Kathleen Gibson, submitted via email on 7/14/2026
- Brad and Patty Landsiedel, submitted via email on 7/14/2026
- "Concerned resident" (email address provided), submitted via email on 7/14/2026 9:17pm
- "Concerned resident" (email address provided), submitted via email on 7/14/2026 9:22pm
- Deborah Hammond, submitted via email on 7/15/2026
- Gary Dey, submitted via email on 7/15/2026

Additional Written Public Testimony Submitted at July 16, 2026 Planning Commission public hearing (numbering continued from previous testimony):

- Jeff Keikkala
- Jordan Christie
- Ray Clark
- Patrick Evans

Oral Testimony at the Planning Commission Public Hearing:

Oral testimony was provided at the July 16, 2026 Planning Commission public hearing, as reflected in the meeting minutes.

- Deborah Hammond
- Peter Asher
- Jeff Keikkala

- Jordan Christie
- Kathryn Wilson
- Susan Powell
- Ray Clark
- Paul Wilson
- Jana Brown
- Carol Gruher
- Joan Buzzard
- Pattie Holder
- Patrick Evans

V. FINDINGS OF FACT - PROCEDURAL FINDINGS

1. The application for the Annexation (ANX 1-25) was submitted with the appropriate fees on March 4, 2025.

2. The City Council approved Resolution 2025-51 on October 14 2025 authorizing the City Manager to sign an Annexation Agreement for the future annexation of Tax Lot R4409CD 00100. The Annexation Agreement was executed on November 24, 2025 and recorded on December 5, 2025, (Instrument #202512039).

3. The Zone Change application ZC 1-26 was submitted with the appropriate fees on May 7, 2026. The applicant submitted the necessary documentation to demonstrate a neighborhood meeting was noticed and held in accordance with the provisions of Section 17.72.095 of the Zoning Ordinance on November 25, 2025.

4. The application was deemed complete on June 4, 2026.

5. The applicant submitted an updated narrative on June 8, 2026.

6. On June 9, 2026, notice of the application was provided to the Oregon Department of Land Conservation and Development (DLCD).

7. On June 16, 2026, notice of the application was referred to the following public agencies for comment in accordance with Section 17.72.120 of the Zoning Ordinance: McMinnville Fire District, McMinnville Police Department, Engineering Division, Building Division, Public Works Department, Waste Water Services, McMinnville Airport Manager, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Planning Department; Ziply Fiber (formerly Frontier Communications); Recology; Northwest Natural Gas; the Oregon Department of Transportation, Yamhill County Transit, Yamhill SWCD, and Oregon Department of Aviation.

   Comments received from agencies are addressed in Section IV of this Decision Document.

8. On June 17, 2026, notice of the application and the July 16, 2026 Planning Commission public hearing was mailed to property owners within 300 feet of the subject property

in accordance with Section 17.72.120 of the Zoning Ordinance. Written testimony is attached to the Decision Document.

9. On July 10, 2026, notice of the application and the July 16, 2026 Planning Commission public hearing was published in the newspaper in accordance with Section 17.72.120 of the Zoning Ordinance.

10. The Planning Commission held a public hearing on July 16, 2026 to consider the request. The Planning Commission unanimously recommended approval with conditions.

11. Consideration of Ordinance No. 5182 approving ZC 1-26 with conditions as recommended by the Planning Commission was placed on the August 25, 2026 City Council meeting agenda. On August 25, 2026 the City Council elected to hold a public hearing as provided in MMC 17.72.130 and announced a September 16, 2026 public hearing.

12. A duly noticed public hearing was held by the City Council on September 16, 2026, after written notice had been mailed to property owners within 300 feet of the affected property on August 26, 2026, and due notice was published in the local newspaper on September 4, 2026.

13. On September 16, 2026, City Council held a public hearing, considered the Planning Commission recommendation, received additional testimony, deliberated, and approved Ordinance No. 5182, approving ZC 1-26 with conditions, and approving the decision document.

VI. FINDINGS OF FACT - GENERAL FINDINGS

1. **Location:**
    - **Site Address:** NE McDonald Ln. (vacant portion of property between Chegwyn Neighborhood Park and Grandhaven Elementary School)
    - **Map & Tax Lot:** R4409DC 00100

2. **Size:** 3.17 acres including abutting right-of-way

3. **Comprehensive Plan Map Designation:** Residential

4. **Current Zoning:** (See Figure 2 for map)

    a. **Subject Property:** Portion proposed for rezone: County EF-80
    b. **Surrounding Property:** R-4 to the north, R-2 to east and west, R-3 to south

5. **Current Use/Development:**

    a. **Subject Property:** Vacant
    b. **Surrounding Property:** Chegwyn Farms Neighborhood Park to the west and detached housing and manufactured housing park further west on the west

side of NE Hembree; Grandhaven Elementary School to the east; predominantly detached housing with some corner duplexes to the south; detached housing, corner duplex, and apartments to the north.

6. **Inventoried Significant Resources:**
   a. **Historic Resources:** None Identified
   b. **Other:** None Identified

7. **Natural Features:**
   a. The property is generally level
   b. Small number of trees along a portion of the fence line on the south side of the property.

8. **Transportation and Access:** The subject portion of the property has frontage on NE McDonald Ln., a minor collector, along the east property line. The north end of NE Maloney Dr. terminates at the south property line of the subject property.

9. **Public Facilities:**
   a. **Sanitary Sewer.** 8-inch sanitary sewer is present in McDonald Lane and has capacity to serve the property with R-4 zoning. *See applicant's Exhibit 11.*

   b. **Stormwater.** Storm lines are present in NE McDonald Ln near the southwest corner of the property and across the Grandhaven Elementary School property from a point in NE McDonald Ln near the center of the subject property. *See applicant's Exhibit 12.*

   c. **Water and Power.** 10″ water is present in NE McDonald Ln. The property can be served with water and power, subject to applicable easements and standards of McMinnville Water & Light in conjunction with development.

VII. CONCLUSIONARY FINDINGS:

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application.

In addition to any criteria specified in the Zoning Ordinance, the goals, policies, and proposals in Volume II of the Comprehensive Plan are to be applied to all land use decisions as criteria for approval, denial, or modification of a proposed request. Goals and policies are mandated; all land use decisions must conform to the applicable goals and policies of Volume II. "Proposals" specified in Volume II are not mandated, but are to be undertaken in relation to all applicable land use requests.

Amendments to the City's adopted and acknowledged planning documents, including amendments to the Comprehensive Plan Map and Zoning Map, are also subject to certain Statewide Planning Goals and associated statutes and administrative rules.

Zone Change (ZC 1-26)

The criteria for the Zone Change are addressed in the order below, which is different than presented in the application submittal:
Title 17: Zoning:

- Chapter 17.74. Review Criteria.
  - Section 17.74.010. Purpose
  - Section 17.74.020. Comprehensive Plan Map Amendment and Zone Change – Review Criteria
- Other Chapters:
  - Chapter 17.21. R-4 Zone
  - Chapter 17.72. Applications and Review Process
- Comprehensive Plan. (includes locational policies for proposed zoning, consistency with adopted/identified land needs, public facilities policies, and great neighborhood principles).
- State Law.
  - Statewide Planning Goals and Associated Administrative Rules, including OAR 660-012-0060. Transportation Planning Rule, Plan and Land Use Regulation Amendments.
  - ORS 197A.146

McMinnville Zoning Ordinance (Title 17 of the McMinnville Municipal Code)

Chapter 17.74. Review Criteria

17.74.010 Purpose. The purpose of this chapter is to provide the approval criteria for the following applications:

- *Comprehensive Plan Map Amendment*
- *Conditional Use Permit*
- *Planned Development Amendment*
- *Variance-Administrative*
- *Variance*
- *Zone Change (Planned Development)*

APPLICANT'S RESPONSE: The application is for a Zone Change.

FINDING: SATISFIED/APPLICABLE. The Comprehensive Plan Map designation for the property is residential. The requested Zone Change to R-4 is consistent with this Comprehensive Plan Map designation, so no Comprehensive Plan Map Amendment is required. The application is for a Zone Change, subject to the criteria in 17.74.020.

17.74.020 Comprehensive Plan Map Amendment and Zone Change – Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan.

APPLICANT'S RESPONSE: As required, the Applicant has addressed applicable goals and policies of the Comprehensive Plan in the narrative provided below.

FINDING (17.74.020(A)): SATISFIED. Please see the respective section of these findings that addresses the Goals and Policies of the Comprehensive Plan for specific findings.

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment.

APPLICANT'S RESPONSE: The proposed Zone Change is orderly and timely considering the pattern of development in the area, surrounding land uses and changes in the neighborhood. The site is an unannexed island surrounded by the city limits and is in the process of being annexed. One of the conditions of the Annexation Agreement was to apply for a zone change and the Applicant is requesting the R-4 zone. To the north the land is zoned R-4 (Medium-High Density Residential, 5000 SF Lot Residential Zone) developed with The Bungalows at Chegwyn Village, The Bungalows at Chegwyn Village II, and Cottages at Chegwyn Village subdivisions. To the east the land is zoned R-2 and is the location of Grandhaven Elementary School and undeveloped land to the north of the school. To the west the land is zoned R-2 (Low Density, 7000 SF Lot Residential Zone) and is the location of Chegwyn Farm Neighborhood Park. To the south the area is zoned R-3 (Medium Density, 6000 SF Lot Residential Zone) and is the location of Maloney First Addition and Witt Addition subdivisions. The requested zoning would be consistent with the R-4 zoning north of the subject site shown in Figure 1. The proposed development will adhere to the Great Neighborhood Principals which are discussed below. Because the requested R-4 zone would be for proposed apartments which are a needed housing type as described below under 17.74.020(C) subsection (B) is not applicable.

FINDING (17.74.020(B)): NOT APPLICABLE. Part of Section 17.74.020 (see below) provides in part, "*When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map."* The land use is designated for residential use on the plan map, and the proposed amendment concerns needed housing. Therefore, criterion B is not applicable.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

APPLICANT'S RESPONSE: Utilities and services can efficiently be provided to serve the subject property because water, sanitary sewer, stormwater is adjacent to the site. Transportation improvements are anticipated along the site frontage for NE McDonald Lane.

An existing 8" sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8" sanitary sewer line located in NE

Maloney Drive which could also be connected to. Exhibit 11 is a sanitary sewer analysis provided by Jacobs under contract with the City and paid for by the Applicant.

A public stormwater line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10″ line that transitions to a 12″ line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12″ from NE Samson Street south to the midpoint of the subject property. There is a 12″ storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 13).

Fire service is provided by the McMinnville Fire District. Station 1 is at 175 NE First Street and Station 12 is at 210 NW Baker Creek Road.

Parks are provided by the City of McMinnville. Chegwyn Farm Neighborhood Park is located immediately west of the subject site. Rotary Nature Preserve at Tice Woods is located southwest of the subject property on NE Baker Street.

K-12 education is provided by the McMinnville School District. Grandhaven Elementary School is located across the street from the subject property. Patton Middle School is located at 1175 NE 19th Street. McMinnville High School would serve the subject property and is located at 615 NE 15th Street.

Electrical and communication services can be efficiently extended by connecting to existing lines.

FINDING (17.74.020(C)): SATISFIED WITH CONDITION #3. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed R-4 zoning district. Please also see additional findings provided below for Chapter VII of Volume II of the Comprehensive Plan, Community Facilities and Services. The City has completed a sanitary sewer capacity analysis that indicates there is adequate capacity in the existing sanitary system to serve this property as allowed per the City's Wastewater Master Plan modeling. The assumptions for the analysis were based on the information provided from the applicant and include changing zoning to R-4 with the assumption of twenty (20) residential units per net acre. As a condition, if at the time of development, the applicant proposes a density that exceeds twenty (20) residential units per net acre, (as is assumed in the modeling for the R-4 zoning), the City may require the applicant to enter into a reimbursement agreement with the City for modeling the impacts of the additional proposed sanitary impacts. This analysis would need to be completed prior to any building permit issuance. Depending on the results of this analysis, the applicant may be responsible for associated costs for improvements to increase system capacity.

> *When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statute), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.*

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

APPLICANT'S RESPONSE: ORS 197A.348 defines "Needed Housing" as:

"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;

(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;

(e) Agriculture workforce housing; and

(f) Single room occupancies as defined in ORS 197A.430.

[...]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "... the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to

(1) exclude needed housing;
(2) unnecessarily decrease densities; or
(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20-year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

FINDING (REMAINDER OF 17.74.020): SATISFIED/APPLICABLE. The proposed amendment concerns needed housing and the property is designated as Residential on the Comprehensive Plan Map. Therefore, Criterion "B": shall not apply to the proposed rezone. In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay. The findings regarding consistency with the goals and policies of the Comprehensive Plan are satisfied, or satisfied with conditions, such that the decision doesn't exclude needed housing, unnecessarily decrease densities, nor attach conditions which would have the effect of discouraging needed housing through unreasonable cost or delay. See also findings regarding consistency with the City's adopted and acknowledged Housing Needs Analysis provided in the findings for Statewide Planning Goal 10 (Housing) below.

Chapter 17.21. R-4 Medium, High-Density, 5,000 SF Lot Residential Zone

> *17.21.010 Permitted Uses. In an R-4 zone, the following uses and their accessory uses are permitted:*
>
> *[...]*

C. Apartments; Multiple dwelling subject to the following:

1. Developments with five or more units.
2. The property on which the use will be located has direct access from a major collector or minor arterial street, or a local collector street within 600′ of a collector or arterial street; or
3. The property is located within one-half mile of a planned or existing transit route; or
4. The property is within one-quarter mile from a planned or existing neighborhood or commercial shopping area.

[…]

APPLICANT'S RESPONSE: The proposed apartments meet three of the four requirements. The number of dwelling units complies with #1. Of the remaining three requirements only one needs to be met. The proposal complies with requirements #2 and #3, and #4 is not applicable. Each are discussed below.

1. There would be more than five new dwelling units. Seventy-five (75) dwelling units are proposed.

2. The subject site has direct access to NE McDonald Lane a Minor Collector. NE McDonald Lane intersects with NE Grandhaven Street, a Major Collector located 390 feet south of the southern property line of the subject site and is within the 600-foot requirement.

3. The subject site is located 1,370 feet northeast of the existing Transit Route 3 at NE Burnett Road and NE Hembree Street following the path of NE Grandhaven Street and NE McDonald Lane. The path to the transit route is within one-half mile.

4. The subject site is 2,197 feet north from an existing neighborhood or commercial shopping area located at the intersection of NE McDonald Lane and Highway 99W and is beyond one-quarter mile, but the proposal complies with requirements #1, #2, and #3 so does not need to meet requirement #4.

FINDING (CHAPTER 17.21): SATISFIED/NOT APPLICABLE. The permitted uses and development standards of the R-4 zone are not criteria for a zone change. However, the information provided by the applicant relative to these provisions of the R-4 zone is supporting information which helps demonstrate the Comprehensive Plan goals and policies are met for the rezone, that the proposed rezone addresses needed housing, and that the proposed rezone to R-4 won't (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) require special conditions which would have the effect of discouraging needed housing through unreasonable cost or delay.

Apartments are a permitted use in the R-4 zone, subject to the locational criteria of this subsection, and these findings demonstrate that the locational criteria would be met to allow for apartments as a permitted use on the subject property upon rezoning of the property to R-4.

Chapter 17.72. Applications and Review Process

17.72.010 Purpose. The purpose of this chapter is to describe the various review and appeal processes for land use applications and permits in McMinnville.

17.72.020 Application Submittal Requirements. Applications shall be filed on
forms provided by the Planning Department and shall be accompanied by the following:

A. A scalable site plan of the property for which action is requested. The site plan shall show existing and proposed features, such as access, lot and street lines with dimensions in feet, distances from property lines, existing and proposed buildings and significant features (slope, vegetation, adjacent development, drainage etc.)

B. An explanation of intent, nature and proposed use of the development, and any pertinent background information.

C. Property description and assessor map parcel numbers(s).

D. Legal description of the property when necessary.

E. Signed statement indicating that the property affected by the application is in the exclusive ownership or control of the applicant, or that the applicant has the consent of all partners in ownership of the affected property.

F. Materials required by other sections of the McMinnville Zoning Ordinance specific to the land use application.

G. Other materials deemed necessary by the Planning Director to illustrate compliance with applicable review criteria, or to explain the details of the requested land use action.

APPLICANT'S RESPONSE:

A. A Conceptual Site Plan is included as Exhibit 4.

B. This narrative explains the intent, nature and proposed use of the development and relevant background information.

C. A property description is included as Exhibit 5 along with an Assessors Map.

D. A legal description of the area that applies to the Zone Change is included as Exhibit 6.

E. Exhibit 7 is the signed statement that the Applicant has the consent of the property ownership to submit the Zone Change application.

F. Neighborhood Meeting material is included as Exhibit 8.

G. The Director requested a Transportation Planning Rule Analysis and Traffic Impact Analysis be prepared (Exhibit 9). An Annexation Agreement has been entered into (Exhibit 2). The conditions in the agreement has a Comprehensive Plan/Zoning section that requires submittal of a land use application for a Zone Map Amendment to occur. An application packet has been submitted to fulfill the requirement. Another section relates to Development with eight subsections listed as a – h. The conditions are development related and not applicable to the requested Zone Change.

> *17.72.030 Filing Fees. The City shall charge and collect a filing fee for each such application as established by resolution of the City Council.*
>
> *A. The applicant(s) shall submit the required filing fee at the time of application submittal;*
>
> *B. Whether the request is approved or denied, the petitioner shall not be entitled to a refund of the initial fee paid.*

APPLICANT'S RESPONSE:

A. The Applicant has submitted the required application fee for the Zone Change.

B. The Applicant acknowledges that the Zone Change application is not refundable whether approved or denied.

> *17.72.040 Application Review for Completeness. Upon receipt of a complete application, the Planning Director shall review the application for completeness within 30 (thirty) days of the date that the application is submitted. If, upon review, the application is found to be incomplete, the applicant shall be advised in writing of the information needed to complete the application within 30 (thirty) days of the date of application submittal. The application shall be deemed complete upon receipt of all the missing information or upon written notice from the applicant that some or all the missing information will not be provided. Throughout all land use proceedings, the burden of proof shall rest on the applicant.*

APPLICANT'S RESPONSE: The Applicant acknowledges the 30-day completeness review requirement by the Planning Director and if additional material is required the Applicant has the obligation to submit the missing information.

> *17.72.050 Application Decision Time Limit. The City shall take final action on all land use requests that are wholly within the authority and control of the City within 120 days from the date the application is deemed complete. However, by agreement with the applicant, this deadline may be extended for any reasonable length of time. The 120-day period does not apply to an*

amendment of the comprehensive plan or a land use regulation or adoption of a new land use regulation that was forwarded to the Director of the Department of Land Conservation and Development (DLCD) as required by ORS 197.610.

APPLICANT'S RESPONSE: The Applicant acknowledges that the City has 120-days from the date the application is deemed complete to take final action on the submitted Zone Change application.

17.72.060 Limitations on Renewal or Refiling of Application. Where an application that is subject to a public hearing has been denied, no new application for the same purpose shall be filed within one year of the date of the previous denial unless the City Council or Planning Commission, for good cause, shall grant permission to do so.

APPLICANT'S RESPONSE: The Applicant understands that a denial of the submitted Zone Change application prohibits submittal of another Zone Change application for a period of 1-year unless the City Council or Planning Commission grants permission to do so.

17.72.070 Concurrent Applications. When a proposal involves more than one
application for the same property, the applicant may submit concurrent applications which shall be processed simultaneously. In so doing, the applications shall be subject to the hearing procedure that affords the most opportunity for public hearing and notice.

APPLICANT'S RESPONSE: There is a separate Annexation application that has been submitted for the subject property that is under review through the separate Annexation process. No other concurrent land use application is being proposed with the Zone Change application. If approved the Applicant will submit a separate Partition application and applications for physical site improvements.

17.72.080 Legislative or Quasi-Judicial Hearings. The applications listed in this Chapter are either legislative or quasi-judicial in nature and are subject to a public hearing before the Planning Commission or City Council.

A. A requested amendment to the text of the zoning ordinance or comprehensive plan would call for a legislative-type hearing, the purpose of which is to obtain public input primarily on matters of policy. A legislative amendment may be initiated by the City Council, the Planning Commission or by the Citizens' Advisory Committee. Any other citizen may petition the City Council requesting them to initiate a text amendment.

APPLICANT'S RESPONSE: The Applicant is not proposing a zoning ordinance or comprehensive plan text amendment; therefore, the above standards do not apply.

B. An application that is site specific (such as a zone change or annexation request) would call for a quasi-judicial hearing. The decisions made as a result of such hearings must be based upon testimony submitted and supported by Findings of Fact. An amendment that is site specific may be initiated by the City Council, the Planning Commission, the Citizens' Advisory Committee or by application of the property owner.

APPLICANT'S RESPONSE: The Zone Change application has been submitted by the Applicant with concurrence from the property owner. As required, land use decisions will be issued after public hearings are held before the Planning Commission and City Council.

17.72.090 Application Review Summary Table. The following table offers an overview of land use applications and corresponding review body. Additional information regarding the notification and approval criteria for specific land use applications can be found by referring to the procedural reference section in the right-hand column of the table. Information regarding the hearing body and the hearing procedure can be found in this chapter. (Ord. 5106 §2, 2021; Ord. 5047 §2, 2018, Ord. 5034 §2, 2017; Ord. 4984 §1, 2014). [...]

Applications Public Hearing – Planning Commission	*Appeal of Director Decision*	*17.72.170*
	Application (Director's Decision) for which a Public Hearing is Requested	*17.72.120*
	Area Plan	*17.10*
	*Comprehensive Plan Map or Text Amendment**	*17.74.020*
	Conditional Use Permit	*17.74.030-060*
	Legislative Amendments	*17.72.120*
	Master Plan	*17.10*
	*Planned Development Amendment**	*17.74.070*
	Subdivision (more than 10 lots)	*17.53.070*
	Variance	*17.74.100-130*
	*Zone Change**	*17.74.020*

[...]
** Following Public Hearing, Planning Commission makes recommendation to City Council*
**** McMinnville Urban Area Management Commission*

APPLICANT'S RESPONSE: The Application is a Zone Change.

17.72.095: Neighborhood Meetings.

A. A neighborhood meeting shall be required for:

1. All applications that require a public hearing as described in Section 17.72.120, except that neighborhood meetings are not required for the following applications:

a. Comprehensive plan text amendment; or

b. Zoning ordinance text amendment; or

c. Appeal of a Planning Director's decision; or

d. Application with Director's decision for which a public hearing is requested.

2. Tentative Subdivisions (up to 10 lots)

3. Short Term Rental

APPLICANT'S RESPONSE: A Neighborhood Meeting for the submitted Zone Change application was held on November 25, 2025. As required, the Applicant has submitted the attached Neighborhood Meeting documentation to demonstrate compliance with City standards (see Exhibit 8).

B. *Schedule of Meeting.*

1. The applicant is required to hold one neighborhood meeting prior to submitting a land use application for a specific site. Additional meetings may be held at the applicant's discretion.

2. Land use applications shall be submitted to the City within 180 calendar days of the neighborhood meeting. If an application is not submitted in this time frame, the applicant shall be required to hold a new neighborhood meeting.

APPLICANT'S RESPONSE:

1. A Neighborhood Meeting was held on November 25, 2025.

2. This application is being submitted on May 7, 2026, which is 163 days after the Neighborhood Meeting and within the 180-day timeframe.

C. Meeting Location and Time.

1. *Neighborhood meetings shall be held at a location within the city limits of the City of McMinnville.*

2. *The meeting shall be held at a location that is open to the public and must be ADA accessible.*

3. *An 8 ½ x 11″ sign shall be posted at the entry of the building before the meeting. The sign will announce the meeting, state that the meeting is open to the public and that interested persons are invited to attend.*

4. *The starting time for the meeting shall be limited to weekday evenings between the hours of 6 pm and 8 pm or Saturdays between the hours of 10 am and 4 pm. Neighborhood meetings shall not be held on national holidays. If no one arrives within 30 minutes after the scheduled starting time for the neighborhood meeting, the applicant may leave.*

APPLICANT'S RESPONSE:

1. The Neighborhood Meeting was held November 25, 2025, at Golden Valley Brew Pub, 980 NE 4th Street McMinnville, OR 97128, within the city limits of McMinnville.

2. The Neighborhood Meeting was open to the public and met ADA accessibility requirements.

3. An 8 ½ x 11″ sign was posted at the entry of the building that announced the meeting beginning on November 25, 2025, and stated the meeting is open to the public and that interested persons are invited to attend (Exhibit 8).

4. The Neighborhood Meeting was held on a weekday (Tuesday, November 25, 2025, at 6 pm). This day was not a national holiday.

D. Mailed Notice.

1. *The applicant shall mail written notice of the neighborhood meeting to surrounding property owners. The notices shall be mailed to property owners within certain distances of the exterior boundary of the subject property. The notification distances shall be the same as the distances used for the property owner notices for the specific land use application that will eventually be applied for, as described in Section 17.72.110 and Section 17.72.120.*

2. *Notice shall be mailed not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.*

3. *An official list for the mailed notice may be obtained from the City of McMinnville for an applicable fee and within 5 business days. A mailing list may also be obtained from other sources such as a title company, provided that the list shall be based on the most recent tax assessment rolls of the Yamhill County Department of Assessment and Taxation. A mailing list is valid for use up to 45 calendar days from the date the mailing list was generated.*

4. *The mailed notice shall:*

    a. *State the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal.*

    b. *Briefly describe the nature of the proposal (i.e., approximate number of lots or units, housing types, approximate building dimensions and heights, and proposed land use request).*

    c. *Include a copy of the tax map or a GIS map that clearly identifies the location of the proposed development.*

    d. *Include a conceptual site plan.*

5. *The City of McMinnville Planning Department shall be included as a recipient of the mailed notice of the neighborhood meeting.*

6. *Failure of a property owner to receive mailed notice shall not invalidate the neighborhood meeting proceedings.*

APPLICANT'S RESPONSE:

1. Mailed Notice was provided on October 29, 2025, based on a list provided by the City of McMinnville Planning Department (Exhibit 8).

2. Mailed notice occurred on October 29, 2025, which was 27 days before the Neighborhood Meeting.

3. The mailing list was obtained from the City of McMinnville Planning Department. The mailing occurred within 45-days of obtaining the list on October 27, 2025.

4. The mailed notice stated the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal; Briefly describe the nature of the proposal; Included a copy of the tax map or a GIS map that clearly identifies the location of the proposed development; and included a conceptual site plan.

5. The McMinnville Planning Department was included in the mailed notice (Exhibit 8).

6. The Applicant believes all parties were notified of the Neighborhood Meeting as required based on the mailing list provided by the City.

E. Posted Notice.

1. The applicant shall also provide notice of the meeting by posting one 18 x 24" waterproof sign on each frontage of the subject property not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.

2. The sign(s) shall be posted within 20 feet of the adjacent right-of-way and must be easily viewable and readable from the right-of-way.

3. It is the applicant's responsibility to post the sign, to ensure that the sign remains posted until the meeting, and to remove it following the meeting.

4. If the posted sign is inadvertently removed (i.e., by weather, vandals, etc.), that shall not invalidate the neighborhood meeting proceedings.

APPLICANT'S RESPONSE:

1. A sign was posted on the subject property on November 4, 2025 (see Exhibit 8).

2. The sign was within 20 feet of the adjacent right-of-way (see Exhibit 8).

3. The Applicant posted the sign on November 4, 2025.

4. The Applicant periodically checked the site to ensure that the signs were not inadvertently removed.

F. Meeting Agenda.

1. The overall format of the neighborhood meeting shall be at the discretion of the applicant.

2. At a minimum, the applicant shall include the following components in the neighborhood meeting agenda:

a. An opportunity for attendees to view the conceptual site plan;

b. A description of the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities, proposed building size and height, proposed access and parking, and proposed landscaping, buffering, and/or protection of natural resources;

c. An opportunity for attendees to speak at the meeting and ask questions of the applicant. The applicant shall allow attendees to identify any issues that they believe should be addressed.

APPLICANT'S RESPONSE: The Neighborhood Meeting was a drop in format with an opening presentation, and the Applicant and representatives present to answer questions from the community and take community input. A Conceptual Site Plan was provided for viewing and discussion with community members. Hard copies of the Conceptual Site Plan were made available in addition to Comment Sheets. No Comment Sheets were filled out.

G. Evidence of Compliance. In order for a land use application that requires a neighborhood meeting to be deemed complete, the following evidence shall be submitted with the land use application:

1. A copy of the meeting notice mailed to surrounding property owners;

2. A copy of the mailing list used to send the meeting notices;

3. One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of- way;

4. One 8 ½ x 11" copy of the materials presented by the applicant at the neighborhood meeting; and

5. Notes of the meeting, which shall include:

a. Meeting date;

b. Meeting time and location;

c. The names and addresses of those attending;

d. A summary of oral and written comments received; and

e. A summary of any revisions made to the proposal based on comments received at the meeting.

APPLICANT'S RESPONSE: As required, the attached Neighborhood Meeting documentation meets the above standards (see Exhibit 8).

17.72.120 Applications – Director's Review with Notification. The following shall be submitted as stated above in Section 17.72.020 and shall be reviewed by the Planning Director or designee.

- *Annexation*
- *Appeal of a Planning Director's Decision*
- *Application with Director's decision for which a public hearing is requested*
- *Comprehensive Plan Map Amendment*
- *Comprehensive Plan Text Amendment*
- *Conditional Use Permit*
- *Demolition of National Register of Historic Places Structure (Public hearing held by the Historic Landmarks Committee)*
- *Planned Development*
- *Planned Development Amendment*
- *Tentative Subdivision (more than 10 lots)*
- *Urban Growth Boundary Amendment*
- *Variance*
- *Zone Change*
- *Zoning Ordinance Text Amendment*
- *Any application listed in Section 17.72.110 for which a public hearing is requested.*

The above applications are subject to the following submittal, notice, and hearing requirements:

A. Applications must be filed not less than 35 (thirty-five) days prior to the date of the public hearing. Applications other than those involving text amendments or other legislative matters shall be reviewed for completeness as outlined above in Section 17.72.040.

APPLICANT'S RESPONSE: The Zone Map Amendment application was filed on May 7, 2026. The Applicant anticipates that the first evidentiary public hearing will occur at least 35 days after the application submittal as established by the City.

B. The Director shall send a copy of the proposal to any agency or City department identified by the Director as having interest in the proposal including those agencies and departments responsible for determining compliance with state and federal requirements. The notified agency may provide written comment regarding the proposal.

APPLICANT'S RESPONSE: The Applicant acknowledges that the Director has the responsibility to notify any agency or city department of the submitted application.

C. An application to amend the comprehensive plan map, zoning ordinance text, comprehensive plan text or other application requiring notice to the Department of Land Conservation (DLCD) and Development Commission as a "post acknowledgment plan amendment" shall be submitted to the Planning Department a minimum of 55 (fifty-five) days prior to the date of the public hearing so that notice of the application can be provided to the DLCD.

APPLICANT'S RESPONSE: The submitted application for a Zone Change requires notification to DLCD as a Post Acknowledgement Plan Amendment. The Applicant acknowledges that the application's first evidentiary public hearing will be at least 55 days after submitting the application as established by the City.

D. Notice of the public hearing shall be published in a newspaper of general circulation in the City, not less than five (5) days nor more than 15 (fifteen) days prior to the date of the public hearing.

APPLICANT'S RESPONSE: The City will provide the required published notice for the public hearing meeting and the required timeline.

E. Written notice of a variance request shall be mailed to the applicant and all property owners within 100 feet of the exterior boundary of the subject property, and within 200 feet of the exterior boundary of the subject property for an application for a conditional use permit not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.

APPLICANT'S RESPONSE: The submitted application is not for a variance, and the criterion is not applicable.

F. Written notice of a request for applications other than those involving text amendments or other legislative matters shall be mailed to the applicant and all property owners within 300 feet of the exterior boundary of the subject property, not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.

APPLICANT'S RESPONSE: Written notice was mailed by the City in accordance with the above criterion.

Written notice of an application to change a zone for all or part of a mobile home park shall be provided for the tenants of a mobile home park at least 20 (twenty) days but not more than 40 (forty) days before the date of the

first public hearing on the application. (Ord. 5034 §2, 2017; Ord. 4984 §1, 2014).

APPLICANT'S RESPONSE: The submitted Zone Change application does not propose a change to the zone for all or a part of a mobile home park and the criterion is not applicable.

17.72.130 Public Hearing Process. Public hearings shall be conducted as per requirements of McMinnville Ordinance No. 3682, as amended;

A. A staff report shall be submitted to the review body, and shall be made available to the public at least seven (7) days before the date of the public hearing. Any public hearing may be continued to a specific date, time, and location by oral announcement of that specific date, time, and location prior to the hearing being recessed. This announcement is sufficient notice to all applicants, adverse parties, and interested persons, and no further notice is required.

APPLICANT'S RESPONSE: The Applicant acknowledges that the City will provide a staff report at least seven days prior to scheduled public hearings on the submitted Zone Change application.

[...]

C. Quasi-judicial hearings: A quasi-judicial public hearing may be held over on the Planning Commission's own motion or on the request of any participant in the hearing who requests an opportunity to present additional evidence, arguments, or testimony on the application.

1. Should a participant request an opportunity to present additional evidence, arguments, or testimony, the Planning Commission shall have the discretion to grant the request by either:

a. Continuing the hearing to a specific date, time and location, provided the date is at least seven (7) days after the date of the initial evidentiary hearing or,

b. Holding the record open for the submission of additional written evidence, arguments, or testimony, provided that the record shall be left open for at least seven (7) days after the date of the initial evidentiary hearing.

2. A request for continuance or a request to keep the record open shall be granted provided that the request occurs before the conclusion of the initial evidentiary hearing and either;

a. *There is sufficient time under ORS 197.178, or*
b. *The applicant requests or agrees to the extension of time.*

3. *Within 45 (forty-five) days following the public hearing on a quasi-judicial matter, and unless a continuance is announced, the Planning Commission shall make specific Findings of Fact. Based on the findings, the Planning Commission shall render a decision which shall either approve or deny the application, or approve the application in a different form.*

4. *Planning Commission decisions on the following applications shall be final unless an appeal is filed.*
   - § *Appeal of Planning Director's Decision*
   - § *Conditional Use Permit*
   - § *Tentative Subdivision (with more than 10 lots)*
   - § *Variance*
   - § *Any application listed in Section 17.72.110 for which a public hearing is called.*

5. *Following the public hearing for all other quasi-judicial applications listed in Section 17.72.120, the Planning Commission shall make a recommendation to the City Council to approve or deny the application, or that the proposal be adopted or rejected, or that the application or proposal be approved in a different form.*

   a. *If the decision of the Planning Commission recommends that an application be granted or that the proposal be adopted, or that the application be approved in a different form, the Planning Commission shall transmit to the City Council, a copy of the application, a scale drawing of the site, the minutes of the public hearing, the decision and findings of the Planning Commission, and any other materials deemed necessary for decision by the City Council.*

   b. *If the decision of the Planning Commission recommends that the application be denied, or the proposal rejected, no further proceedings shall be held by either the Planning Commission or City Council, unless an appeal of the Commission's decision is filed.*

6. *Upon receipt of the decision of the Planning Commission to recommend approval the Council shall:*

a. *Based on the material in the record and the findings adopted by Commission and transmitted to the City Council, adopt an ordinance effecting the proposed change, or;*

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

APPLICANT'S RESPONSE: The Applicant understands the hearing process, continuance requests, leaving the record open, findings of fact, recommendations, and ordinance adoption process outlined in 1 – 6 above.

17.72.140 Mailed Notification. The names and addresses of the property owners from the Yamhill County Assessor's Office most recent property tax assessment roll shall be used for the purposes of giving notice to affected parties. Failure of a person or persons to receive notice shall not impair the validity of the hearing.

APPLICANT'S RESPONSE: The Applicant understands that the mailed notification will be derived from the Yamhill County Assessor's office property tax assessment roll.

17.72.150 Notice of Decision. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

APPLICANT'S RESPONSE: The Applicant recognizes that as decisions are made on the submitted Zone Change application that the City of McMinnville Planning Department will provide notice of the decision within 5 working days.

17.72.160 Effective Date of Decision. Unless an appeal is filed, a decision made by the Planning Director, or the Planning Commission shall become final fifteen (15) calendar days from the date that the notice of the decision is mailed. Unless an appeal is filed, a decision made by the City Council shall become final 21 (twenty-one) days from the date that the notice of decision is mailed. (Ord. 5106 §2, 2021)

APPLICANT'S RESPONSE: The submitted application will require McMinnville City Council approval following a review or public hearing and the decision would become final 21 days after the date the notice of decision is mailed and that effective date for ordinances is 30 days after adoption.

[...]

17.72.190 Appeal from Ruling of City Council. An action or ruling of the City

Council may be appealed to the Land Use Board of Appeals (LUBA) within 21 (twenty one) days of the date written notice of the decision is mailed.

APPLICANT'S RESPONSE: The Applicant acknowledges that they have the right to appeal a City Council decision to LUBA within 21-days after notice of the decision is mailed.

FINDING: (CHAPTER 17.72): SATISFIED. Chapter 17.72 provides submittal requirements and review procedures for different land use application types. It doesn't provide substantive criteria for a Zone Change. The application is being processed in accordance with the specified procedures for a Quasi-Judicial Zone Change provided in Chapter 17.72. The applicant held the required neighborhood meeting consistent with the requirements of Chapter 17.72 before submitting the application. The applicant has submitted a complete application with the required filing fee, including the neighborhood meeting documentation required by 17.72.095(G), and has met the procedural requirements of Chapter 17.72 for the submittal.

Comprehensive Plan Volume II:

The following Goals, Policies, and Proposals from Volume II of the Comprehensive Plan provide criteria applicable to this request:

The implementation of many of the goals, policies, and proposals as they apply to quasi-judicial land use applications are accomplished through the provisions, procedures, and standards in the city codes and master plans, which are sufficient to adequately address applicable goals, policies, and proposals as they apply certain applications, and are not addressed below

The following findings are made relating to Goals and Policies:

CHAPTER II: NATURAL RESOURCES

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

LAND
Policies:

1.00 Urbanizable lands outside the city limits, but inside the Urban Growth Boundary, shall be retained, whenever possible, in agricultural use until such time as they are needed for urban development.

APPLICANT'S RESPONSE: The subject site is currently outside the city limits (an application for annexation has been submitted) but is within the Urban Growth Boundary. The subject property is 7.04 acres (gross) in size and is partially developed with Chegwyn Farm Neighborhood Park (area annexed in 2008). The balance of the site, approximately 3.17 acres (gross) and 2.86 acres net, is undeveloped. The site has not been retained for agricultural use. There is no conservation easement on the property.

2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.

APPLICANT'S RESPONSE: The subject site does not have any designated development constraints, limiting soil characteristics or natural hazards in the Comprehensive Plan or zoning regulations.

3.00 The City of McMinnville shall review any identified mineral and aggregate resource locations to determine the quality of the material, the likelihood that it will be extracted and the compatibility of the site with surrounding land uses. The City shall seek to resolve any conflicts between aggregate resource locations and surrounding land uses, and shall protect, whenever possible, mineral and aggregate resources from future encroachment by incompatible uses, especially residential uses.

APPLICANT'S RESPONSE: No designation exists for the subject property for mineral or aggregate resources according to City GIS data.

4.00 The City of McMinnville, in cooperation with the Oregon Department of Geologic and Mineral Industries, shall insure that aggregate sites are reclaimed after their usefulness has expired.

APPLICANT'S RESPONSE: No designation exists for the subject property for mineral or aggregate resources.

AIR
Policies:
5.00 – 7.00

APPLICANT'S RESPONSE: Policies 5.00 - 7.00 are not applicable because the proposal does not impact DEQ, and no air quality permit would be required, and no new major emissions would be generated from future residential (multi-family) development.

WATER
Policies:

8.00 The City of McMinnville shall continue to seek the retention of high water quality standards as defined by federal, state, and local water quality codes, for all the water resources within the planning area.

9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.

10.00 The City of McMinnville shall cooperate with the Oregon Department of Environmental Quality, the Mid-Willamette Valley Council of Governments,

and other appropriate agencies and interests to maintain water quality and to implement agreed upon programs for management of the water resources within the planning area.

11.00 The City of McMinnville shall cooperate with McMinnville Water and Light, the Bureau of Land Management, and Yamhill County to insure that the land use development actions allowed in and around the municipal watershed do not lessen the water quality of the municipal water system below acceptable federal, state, and local standards.

APPLICANT'S RESPONSE:
8.00 - The subject property is not a water resource location.

9.00 – The site does not have a floodplain designation.

10.00 – The site can be served by McMinnville Water & Light for water service based on information provided at the pre-application meeting.

11.00 – The site is outside of the municipal water shed area in the coast range.

NOISE
Policies:

12.00 The City of McMinnville shall insure that the noise compatibility between different land uses is considered in future land use decisions and that noise control measures are required and instituted where necessary.

APPLICANT'S RESPONSE: The subject site is proposed as R-4 for residential uses (multi-family) which would be compatible with surrounding residential uses to the north, south, and west, and the elementary school to the east. The development would need to comply with noise regulations in MMC 8.10.260.

FINDING (CHAPTER II: NATURAL RESOURCES): SATISFIED. The applicant's responses demonstrate consistency with the natural resource policies in this Chapter. An application has been submitted for annexation of the subject property, and it is proposed for development of needed housing. Other policies in this Chapter do not serve as criteria for the proposed rezone.

CHAPTER III: CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES

GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.

APPLICANT'S RESPONSE: The subject site is not identified as a cultural resource site.

HISTORIC PRESERVATION

GOAL III 2: TO PRESERVE AND PROTECT SITES, STRUCTURES, AREAS, AND OBJECTS OF HISTORICAL, CULTURAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE TO THE CITY OF McMINNVILLE.

Policies:
15.00 – 17.01

APPLICANT'S RESPONSE: Policies 15.00 – 17.01 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 3: INCREASE PUBLIC AWARENESS AND UNDERSTANDING OF McMINNVILLE'S HISTORY AND ITS HISTORIC PRESERVATION PROGRAM

Policies:
17.02 – 17.05

APPLICANT'S RESPONSE: Policies 17.02 – 17.05 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 4: ENCOURAGE THE PRESERVATION AND REHABILITATION OF HISTORIC RESOURCES

Policies:
17.06 – 17.07

APPLICANT'S RESPONSE: Policies 17.06 – 17.07 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 5: DOCUMENT AND PROTECT HISTORIC RESOURCES.

Policies:
17.08 – 17.13

APPLICANT'S RESPONSE: Policies 17.08 – 17.13 do not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

GOAL III 6: INCREASE HERITAGE TOURISM

Policies:

17.14 Amplify the heritage tourism program for McMinnville.

APPLICANT'S RESPONSE: Policy 17.14 does not apply because the subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the submitted Zone Change application.

EDUCATION

GOAL III 7: TO PROVIDE FOR THE EDUCATIONAL NEEDS OF McMINNVILLE THROUGH THE PROPER PLANNING, LOCATION, AND ACQUISITION OF SCHOOL SITES AND FACILITIES.

Policies:
18.00 – 20.00

APPLICANT'S RESPONSE: Policies 18.00 – 20.00 do not apply because the application does not propose educational facilities. Existing educational facilities are provided within McMinnville by other providers, agencies or entities.

FINDING (CHAPTER III: CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES): SATISFIED. The site is not proposed for development as a community center. No significant inventoried historic resources have been identified on the property. Several policies relate to education and programs and don't serve as criteria for the rezone. The site is not a future school site.

CHAPTER IV: ECONOMY OF McMINNVILLE

GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.

APPLICANT'S RESPONSE: The subject property would be developed for apartments on approximately 2.86 acres (net) of the 3.17-acre site. Residents would be obtaining goods and services from existing commercial operations within the city supporting the economy. Residents may also be locally employed by businesses supporting the local economy.

COMMERCIAL DEVELOPMENT

GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

Policies:
21.00 – 21.05

APPLICANT'S RESPONSE: Policies 21.00 – 21.05 do not apply because the proposal is not to designate the subject property for commercial uses.

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE NEIGHBORHOOD-SERVING AND OTHER COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT

General Policies:
22.00 – 24.00

Location Policies:
24.50 – 28.00

Design Policies:
29.00 – 35.00

APPLICANT'S RESPONSE: Policies 22.00 – 35.00 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is apartments (multi-family).

GOAL IV 4: TO PROMOTE THE DOWNTOWN AS A CULTURAL, ADMINISTRATIVE, SERVICE, AND RETAIL CENTER OF McMINNVILLE.

Downtown Development Policies:
36.00 – 46.03

APPLICANT'S RESPONSE: Policies 36.00 – 46.03 do not apply because the proposal is not to designate the subject property for commercial uses. The proposed use is apartments (multi-family).

INDUSTRIAL DEVELOPMENT

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

GOAL IV 6: TO INSURE INDUSTRIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USES, THAT IS APPROPRIATELY LOCATED IN RELATION TO SURROUNDING LAND USES, AND THAT MEETS NECESSARY ENVIRONMENTAL STANDARDS.

General Policies:
47.00 – 57.00

APPLICANT'S RESPONSE: Policies 47.00 – 57.00 do not apply because the proposal is not to designate the subject property for industrial uses. The proposed use is apartments (multi-family).

FINDING (CHAPTER IV: ECONOMY OF MCMINNVILLE): SATISFIED. The subject property is designated on the Comprehensive Plan map as Residential, and R-4 residential zoning is proposed. The site is not planned or designated for commercial or industrial use. Several of the policies in this Chapter relate to economic development activities, and they do not serve as criteria for the proposed rezone. The subject property is not within the downtown area, and Downtown Development Policies are not applicable criteria for the proposed rezone.

CHAPTER V: HOUSING AND RESIDENTIAL DEVELOPMENT

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

General Housing Policies:

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

59.00 Opportunities for multiple dwelling and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.

60.00 Attached single dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.

61.00 The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.

APPLICANT'S RESPONSE:

58.00 - The requested R-4 zone would provide the most flexibility for development of the site. The 3.17 acres (gross) and 2.86 acres net being annexed would be for approximately 75 apartment units with a mix of one-bedroom (18), two-bedroom (39), and three-bedroom (18) units. The net density would be 26.22 per acre. The gross density would be 23.66 units per acre.

59.00 - The proposed R-4 zone for apartments would encourage lower cost rental housing verses owner occupied housing. The housing would be developed in accordance with adopted McMinnville development regulations.

60.00 - The application does not propose attached single-family dwellings or common property ownership (condominiums).

61.00 - The City has the responsibility to prepare the annual report on housing development pattern, density and mix. The proposed multi-family housing project would add to the mix of housing types offered in McMinnville.

ORS 197A.348 defines "Needed Housing" as:
"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;
(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;
(e) Agriculture workforce housing; and
(f) Single room occupancies as defined in ORS 197A.430.

[...]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "... the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to
(1) exclude needed housing;
(2) unnecessarily decrease densities; or
(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is

identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

Housing Rehabilitation Policies:

62.00 The maintenance, rehabilitation, and restoration of existing housing in residentially designated areas shall be encouraged to provide affordable housing.

63.00 The utilization of federal and state loan and grant programs, as well as private sector financing, shall be encouraged to rehabilitate substandard housing.

APPLICANT'S RESPONSE:

62.00 – The proposed Zone Change does not include rehabilitation, and restoration of existing housing as the development site is currently undeveloped and the policy does not apply.

63.00 – The proposed Zone Change to accommodate apartments is not a rehabilitation project and the policy does not apply.

Low-Cost Housing Policies:

64.00 The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.

65.00 The City of McMinnville shall coordinate with the Mid-Willamette Valley Council of Governments to develop a "fair share" plan to allocate low-cost housing throughout the tri-county region.

66.00 The City of McMinnville shall continue to allow development of its fair share of the region's low-cost housing. The share accepted will be based on quantifiable studies which take into account the amount of the low-cost housing already in the community and the overall housing opportunities in the city and region.

67.00 Subsidized low-cost housing shall be dispersed throughout the McMinnville urban area. Dispersal plans shall be coordinated with appropriate agencies.

APPLICANT'S RESPONSE:

64.00 - The Zone Change to the R-4 zone would allow for an apartment (multi-family) housing project by a private development entity to address this housing need within the community. The housing would be market rate. The policy is not applicable.

65.00 – Not applicable because this is an issue between the City and Mid-Willamette Valley Council of Governments.

66.00 - The Zone Change is to allow an apartment (multi-family) housing project that would provide market rate housing. The policy is not applicable.

67.00 – The project would not be subsidized housing. The apartment (multi-family) housing would be market rate. The policy is not applicable.

GOAL V 2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY-EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC AND PRIVATE SERVICES, AND THAT ALLOWS UNIQUE AND INNOVATIVE DEVELOPMENT TECHNIQUES TO BE EMPLOYED IN RESIDENTIAL DESIGNS.

Policies:

APPLICANT'S RESPONSE: Policies 71.06 – 71.08 do not apply because the requested zoning is not R-1 or R-2.

APPLICANT'S RESPONSE: Policies 69.00 – 70.00 do not apply because the proposal does not propose a new regulatory ordinance and does not propose changes to zoning and subdivision ordinances.

APPLICANT'S RESPONSE: Policies 71.06 – 71.08 do not apply because the requested zoning is not R-1 or R-2.

APPLICANT'S RESPONSE: Policies 71.11 – 71.13 do not apply because the R-5 (High Density, Multiple-Dwelling Residential Zone is not being requested.

68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.

APPLICANT'S RESPONSE:

68.00 - The proposed Zone Change to R-4 would allow a compact form of development for residential housing, specifically a multi-unit apartment complex on the 2.86-acre (net) site. Urban services are available as identified in this application packet, noted above, with public infrastructure and other services such as parks, public safety and education.

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

APPLICANT'S RESPONSE: The subject site is identified as Residential on the Comprehensive Plan Map. An annexation application has been filed to bring the property into the city limits. The R-4 zone has been requested to accommodate an apartment (multi-family) housing project on 2.86 acres (net). As stated above all residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map. The application complies with the policy.

71.05 The City of McMinnville shall encourage annexations and rezoning which are consistent with the policies of the Comprehensive Plan so as to achieve a continuous five-year supply of buildable land planned and zoned for all needed housing types.

APPLICANT'S RESPONSE: ORS 197A.348 defines "Needed Housing" as:
"(1) As used in ORS 197A.350 and this section, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing, middle housing types as described in ORS 197A.420 and multiple family housing for both owner and renter occupancy;

(b) Government assisted housing;

(c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.493;

(d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions;

(e) Agriculture workforce housing; and

(f) Single room occupancies as defined in ORS 197A.430.

[...]"

The submitted Zone Change application addresses a needed housing type, multiple family, housing within the City of McMinnville. MMC 17.74.020. B. does not apply as noted above. Additionally based on the above criteria, restated "... the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to
(1) exclude needed housing;
(2) unnecessarily decrease densities; or
(3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

The need for housing is further articulated with City analysis as discussed below.

The City's Land Needs Analysis (May 2001, incorporated by reference) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023, incorporated by reference), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20-year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Change of the subject site is essential when addressing the public need for additional housing.

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

1. Areas that are not committed to low density development;

2. Areas that have direct access from collector or arterial streets; or a local collector street within 600′ of a collector or arterial street;

3. Areas that are not subject to development limitations such as topography, flooding, or poor drainage;

4. Areas where the existing facilities have the capacity for additional development;

5. Areas within one-quarter mile of existing or planned public transportation.
(Ord. 5098, December 8, 2020; Ord. 4961, January 8, 2013; Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE:

1. The subject site is not committed for low density development. The Comprehensive Plan Map identifies the property as Residential which allows a range of residential densities. The Applicant is requesting the R-4 zone.

2. NE McDonald Lane is classified as a Minor Collector roadway in the Transportation System Plan (TSP Exhibit 2-3, incorporated by reference). The subject site would have direct access to this roadway.

3. The subject site does not have limitations for topography, flooding (no flood plan designation) or poorly drained soils to accommodate the requested R-4 zone.

4. Existing public infrastructure facilities have the capacity to accommodate development in an R-4 zone. Sanitary Sewer is already accessible to the site. An existing 8″ sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8″ sanitary sewer line located in NE Maloney Drive which could also be connected to.

   Stormwater is provided in NE McDonald Lane. A public storm line storm is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10″ line that transitions to a 12″ line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven

Elementary School site. The line is 12″ from NE Samson Street south to the midpoint of the subject property. There is a 12″ storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 13).

NE McDonald Lane is already improved on its east side of the roadway. Frontage improvements would be provided along the subject site frontage to finish the roadway improvements to comply with the City's Minor Collector roadway cross-section.

5. The is no existing or planned transit improvements within one-quarter mile by Yamhill County Transit. Route 3 North Loop is just beyond the ¼ mile distance at the intersection of NE Burnett Road and NE Hembree Street.

71.10 The following factors should be used to define appropriate density ranges allowed through zoning in the medium density residential areas:

1. The density of development in areas historically zoned for medium and high density development;

2. The topography and natural features of the area and the degree of possible buffering from established low density residential areas;

3. The capacity of the services;

4. The distance to existing or planned public transit;

5. The distance to neighborhood or general commercial centers; and

6. The distance from public open space. (Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE:

1. The Neighborhood Areas (Exhibit 14) described under the Great Neighborhood Principles (187.10 – 187.50) below identify the different types of development and densities. The area is designated with R-1, R-2, R-3 and R-4 residential zones. The R-3 and R-4 zones are for Medium and High Density development. Within the Immediate Neighborhood Area the land north of the subject property is zoned R-4. Designating the subject site R-4 would be consistent with the land to the north.

2. Low density residential (R-2) areas are located to the west, southwest and east of the subject property. Directly to the south the area is zoned R-3 (Medium Density). Directly north the area is zoned R-4 (Medium-High Density) with The Bungalows at Chegwyn Village, The Bungalows at Chegwyn Village II, and Cottages at Chegwyn Village subdivisions. The site is generally flat. Buffers to low density areas would be

achieved by existing fencing, and proposed landscaping. The physical apartment buildings on the site would range from approximately 20 feet to 24 feet from the existing low and medium density development and 13 feet from the R-4 zone development to the north.

3. NE McDonald Lane is designated a Minor Collector.

An existing 8″ sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8″ sanitary sewer line located in NE Maloney Drive which could also be connected to. Exhibit 11 is a sanitary sewer analysis provided by Jacobs under contract with the City and paid for by the Applicant.

A public stormwater line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10″ line that transitions to a 12″ line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12″ from NE Samson Street south to the midpoint of the subject property. There is a 12″ storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 13).

4. Transit is provided by Route 3 – North Loop at NE Burnett Road and NE Hembree Street which is approximately 1,381 feet following the transportation system from the subject site.
5. Commercial areas are located to the south along Highway 99W which is approximately ½ mile from the subject site along NE McDonald Lane at Highway 99W.
6. Chegwyn Farm Neighborhood Park is immediately west of the subject site.

Planned Development Policies:
Policies:
72.00 – 78.00

APPLICANT'S RESPONSE: Policies 72.00 – 78.00 do not apply because a request for a planned development is not proposed.

Residential Design Policies:
Policies:

79.00 The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted

clear and objective code standards enumerating the reason for the limitations, or shall be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.

81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.

82.00 The layout of streets in residential areas shall be designed in a manner that preserves the development potential of adjacent properties if such properties are recognized for development on the McMinnville Comprehensive Plan Map.

83.00 The City of McMinnville shall review the design of residential developments to insure site orientation that preserves the potential for future utilization of solar energy.

APPLICANT'S RESPONSE:

79.00 – The 2.86 acre (net) site would be used for apartment (multi-family) housing. Within the 2.86 acres to be developed there will be 75 apartment units with a mix of one-bedroom, two-bedroom and three bed-room units. This equates to 26.22 dwelling units per acre, within the 8 – 30-unit range identified in Policy 71.08. Sanitary Sewer is immediately available in NE McDonald Lane and NE Maloney Drive.

80.00 – There are no distinctive natural features on the site. The site is generally flat.

81.00 – The Conceptual Site Plan (Exhibit 4) identifies a variety of internal pathways within the proposed project area. The pathways will connect to a new public sidewalk that will be constructed on the west side of NE McDonald Lane. Paths are also shown to stub to a new path on the south side of the site connecting to Chegwyn Farm Neighborhood Park located to the west. The City of McMinnville Parks, Recreation and Open Space Plan (June 2024) identifies a future Capital Improvement Project for a path that would connect Chegwyn Farms Neighborhood Park to Grandhaven Elementary School. The Applicant is requesting that the City compensate for the public path easement and improvements either with a reimbursement or Parks SDC Credit.

82.00 – No new streets are proposed in the Conceptual Site Plan layout. There would be street frontage improvements for NE McDonald Lane.

83.00 – The physical improvements on the site will be required to be reviewed by the City for compliance.

Low-Cost Housing Development Policies:

84.00 Multiple dwelling, low-cost housing (subsidized) shall be dispersed throughout the community by appropriate zoning to avoid inundating any one area with a concentration of this type of housing.

APPLICANT'S RESPONSE: The requested R-4 zone will provide apartment (multi-family) dwellings at market rate. The proposed project is not a subsidized housing project. The policy is not applicable.

Multiple Dwelling Development Policies:
Policies: (Policy 88 was previously deleted)

APPLICANT'S RESPONSE: Policy 88.00 does not apply because it was deleted.

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

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

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

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

90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers or within neighborhood activity centers, and within a one-half mile wide corridor centered on existing or planned public

transit routes. (Ord. 5098, December 8, 2020; Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)

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

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

92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)

92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)

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

APPLICANT'S RESPONSE:

86.00 **-** Designation of the property as R-4 would disperse housing throughout the city. North of the subject property existing development is zoned R-4. To the east property is zoned R-2 and contains Grandhaven Elementary School. To the south the land is zoned R-3. To the west land is zoned R-2. There are amenities in the immediate area with a public park (Chegwyn Farm Neighborhood Park), infrastructure is available to be extended to the site or is immediately adjacent to the site. Review of aerial photography for the area bounded by Highway 99, NE Baker Street and the UGB shows approximately 7 multi-family housing developments plus some senior housing development. The closest multi-family development to the subject site is approximately 832 feet (in a straight line) located at the intersection of NE Hembree Street and NE Burnett Road. Other multi-family developments are located on NE Evans Street, NE Baker Road, and NE 27th Street east of NE McDonald Lane. The balance of the housing is single-family units. Providing the R-4 zone for apartments would disperse this housing type in the residential area and further the City of McMinnville Great Neighborhood Principles.

87.00 – Future development would be at the allowed density established by the R-4 zone. The subject property is not located in the core area.

89.00 – Future development would provide for landscaped grounds meeting the open space and landscape percentage requirements in MMC Title 17.

90.00 – NE McDonald Lane is designated as a Minor Collector. NE Grandhaven Street located approximately 390 feet south of the subject property, is designated a Major Collector. The proposed project would be located adjacent to or in close proximity to Major and Minor collector roadways. No public transit is provided to the property. Arterial roadways are located 2,657 feet (1/2 mile) to the south at Hwy 99W.

91.00 – Access is proposed to be taken off NE McDonald Lane, a Minor Collector.

92.00 – No public transit is provided to the property by Yamhill County Transit. The closest transit is at NE Burnett Road and NE Hembree Street.

92.01 – The subject property is not located near a railroad line, heavy industrial uses or other nuisance areas.

92.02 – Walking to shopping, schools and parks is feasible for the property. Grandhaven Elementary School is located across the street from the subject property to the east. Rotary Nature Preserve at Tice Woods Park is located southwest of the property. Shopping is located along Highway 99W to the south, approximately 2,400 feet (1/2 mile).

92.03 – The proposed project is not proposed specifically for the elderly and is not applicable.

Manufactured Home Development Policies:
Policies:
93.00 – 98.00

APPLICANT'S RESPONSE: Policies 93.00 – 98.00 do not apply because a manufactured home development is not being proposed.

Urban Policies:

99.00 An adequate level of urban services shall be provided prior to or concurrent with all proposed residential development, as specified in the acknowledged Public Facilities Plan. Services shall include, but not be limited to:

1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.

2. Storm sewer and drainage facilities (as required).

3. Streets within the development and providing access to the development, improved to city standards (as required).

4. Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)

APPLICANT'S RESPONSE:

1. An existing 8″ sanitary sewer line is located in NE McDonald Lane as depicted in Exhibit 10. The subject site can be connected to this existing line. There is an 8″ sanitary sewer line located in NE Maloney Drive which could also be connected to. Capacity exists in the wastewater treatment facility for development within the existing Urban Growth Boundary according to city staff.

2. A public storm line storm line is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10″ line that transitions to a 12″ line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12″ from NE Samson Street south to the midpoint of the subject property. There is a 12″ storm line in NE Hembree Street (Exhibit 12).

3. NE McDonald Lane is classified as a Minor Collector in the Transportation System Plan (Exhibit 2-3). The street provides access to the site. The roadway will need additional improvements along the property frontage which will be determined at the time physical site improvements are proposed.

4. Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 13).

   Lot Sales Policy:
   Policy:
   99.10

APPLICANT'S RESPONSE: Policy 99.10 is not applicable because lots will not be made available for sale in the proposed development.

FINDING (CHAPTER V: HOUSING AND RESIDENTIAL DEVELOPMENT): SATISFIED.

Goal V.1 Policies:

- **General Housing Policies 58.00-61.00.** Most of these policies generally provide guidance regarding the City's development regulations. Additional R-4 zoning would provide additional opportunities for development described in Policy 59.00 according to the residential policies in the Comprehensive Plan, subject to the development regulations in the Zoning Ordinance. The proposed R-4 zoning is consistent with the City's adopted and acknowledged Housing Needs Analysis. See also findings provided below for Statewide Planning Goal 10 (Housing).
- **Housing Rehabilitation Policies 62.00-63.00.** These policies are not applicable to the requested zone change.
- **Low-Cost Housing Policies 64-67.** Several of these policies provide guidance for coordination between the City and other governmental agencies. The

proposed rezone doesn't conflict with these policies. The City's land use regulations and the proposed R-4 zoning do not regulate the location of housing based on whether it is subsidized or market-rate. Consistent with Policy 84 and Policy 85 below, the applicant has demonstrated that the rezone would not result in inundation, undue concentration, or segregation of multi-dwelling development in McMinnville from residential neighborhoods.

Goal V.2 Policies:

- **Policies 68.00-71.13.** Urban services are available consistent with Policy 68.00. The proposed R-4 zoning is consistent with the Residential plan designation consistent with Policy 71.00. The annexation and rezoning of the subject property would contribute to the buildable land supply zoned for needed housing types. Policy 71.09 provides the locational policy applicable to R-3 and R-4 zoning. The proposed rezone to R-4 is consistent with this policy. In addition, the locational provisions of this policy and MMC 17.21.010(C) would allow for apartments as a permitted use on the subject property.
- **Planned Development Policies 72.00-78.00.** A planned development is not proposed. The size of the site within the context of the neighborhood is approximately three acres, such that uses permitted in the R-4 zone, either separately or together will provide a variety and mix of housing types whether or not a mix of permitted housing types is developed on the site proposed for rezoning.
- **Residential Design Policies 79.00-83.00**. The site characteristics are consistent with development of permitted uses in the proposed R-4 zone consistent with these policies and the City's adopted design and development standards. Some of these policies address the site design and development and are not criteria for the rezone. Surrounding properties are already developed. The site doesn't contain distinct natural features, and the site has opportunities for pedestrian and bikeway connectivity for permitted uses.
- **Low-Cost Housing Development Policies 84.00-85.00 (85.00 deleted).** The City's land use regulations and the proposed R-4 zoning do not regulate the location of housing based on whether it is subsidized or market-rate. Consistent with Policy 84 and Policy 85 below, the applicant has demonstrated that the rezone would not result in inundation, undue concentration, or segregation of multi-dwelling development in McMinnville from residential neighborhoods.
- **Multiple Dwelling Development Policies 86.00-92.03.** The applicant has demonstrated the rezone to R-4 is consistent with these policies, and the site would meet policies for permitted uses in the R-4 zone, including apartments, meeting the locational requirements and enabling access off of a minor collector with sufficient capacity.
- **Manufactured Home Development Policies 93.00-98.00.** These policies do not provide criteria for the proposed rezone.
- **Urban Policies 99.00.** This policy addresses adequacy of urban services prior to or concurrent with proposed residential development. The applicant has demonstrated the ability to provide adequate urban services prior to or concurrent of development of permitted uses in the R-4 zone.
- **Lot Sales Policies 99.10.** This policy is not applicable to the rezone.

CHAPTER VI TRANSPORTATION SYSTEM

GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

MASS TRANSPORTATION
Policies:
100.00 – 105.00

APPLICANT'S RESPONSE: Policies 100.00 – 105.00 do not apply because a mass transit facility is not proposed at the subject site.

TRANSPORTATION DISADVANTAGED
Policies:
106.00 – 107.00

APPLICANT'S RESPONSE: Policies 106.00 – 107.00 do not apply because they are City of McMinnville responsibilities to coordinate with providers for transportation disadvantaged individuals.

RAIL
Policies:
108.00 – 112.00

APPLICANT'S RESPONSE: Policies 108.00 – 112.00 do not apply because the proposed request is not related to rail facilities.

AIR
Policies:
113.00 – 116.00

APPLICANT'S RESPONSE: Policies 113.00 – 116.00 do not apply because the proposed request is not related to air transport facilities.

STREETS
Policies:

APPLICANT'S RESPONSE: Policies 123.00 – 125.00 are not applicable because the application does not require coordination with other governmental entities on maintenance of the road network and the site is not along Highway 99W.

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

APPLICANT'S RESPONSE: The subject property is fronted by NE McDonald Lane which provides access to the site. NE Maloney Drive terminates at the south side of the property. The Applicant will provide a barrier and connect the sidewalks on NE Maloney to the required east/west public path connecting NE McDonald Lane to Chegwyn Farm

Neighborhood Park. The McMinnville Transportation System Plan (2010, incorporated by reference) identifies the transportation system to provide access to parcels.

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

1. *Minimal adverse effects on, and advantageous utilization of, natural features of the land.*

2. *Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.*

3. *Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.*

4. *Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths).*

5. *Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist*

APPLICANT'S RESPONSE: No new public roadways would be proposed by the development under the R-4 zone. Improvements would occur along the subject site's frontage with NE McDonald Lane in accordance with the Transportation System Plan, 2010 and city regulations.

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

120.00 The City of McMinnville may require limited and/or shared access points along major and minor arterials, in order to facilitate safe access flows.

121.00 The City of McMinnville shall discourage the direct access of small- scale residential developments onto major or minor arterial streets and major collector streets.

APPLICANT'S RESPONSE:

119.00 – NE McDonald Lane is an existing transportation corridor. NE Maloney Drive is also an existing transportation corridor. No new roadways are proposed to be constructed, and the existing transportation system would be utilized.

120.00 – The subject site would have access off NE McDonald Lane at two locations to provide onsite circulation and to accommodate emergency services responses. This will provide safe access for the site. Access locations for emergency service have been

discussed with the McMinnville Fire Department. No access to a major or minor arterial is proposed.

121.00 – No access to a major or minor arterial is proposed. NE McDonald Lane is classified as a Minor Collector (TSP Exhibit 2-3, incorporated by reference).

122.00: The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:

1. Major, minor arterials.

–Access should be controlled, especially on heavy traffic-generating developments.
–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of
adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922,
February 23, 2010)

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.

–Sufficient street rights-of-way should be obtained prior to development of
adjacent lands.

–On-street parking should be limited wherever necessary.

–Landscaping should be required along public rights-of-way. (Ord.4922,
February 23, 2010)

–As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

3. Local Streets

–Designs should minimize through-traffic and serve local areas only.

–Street widths should be appropriate for the existing and future needs of the area.

–Off-street parking should be encouraged wherever possible.

–Landscaping should be encouraged along public rights-of- way.

APPLICANT'S RESPONSE:

122.00 - NE McDonald Lane is classified as a Minor Collector. The roadway exists and minimizes the impact in the broader neighborhood area. Right-of-way dedication is anticipated with street frontage improvements to meet the Minor Collector street cross section requirements. On-street parking will need to be evaluated for functional capability only for the property frontage. Landscaping will need to be accommodated either in a planter strip or behind a curb-side sidewalk depending on the city's desire for the street cross-section requirements. The roadway system within the area is established and is represented in the Transportation System Plan.

PARKING
Policies:

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

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

128.00 The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.

APPLICANT'S RESPONSE:

126.00 - As shown on the Conceptual Site Plan parking for the future development would be located on-site and not within the public right-of-way (Exhibit 4). Any parking allowed within NE McDonald Lane will need to be determined by the City of McMinnville.
127.00 – Development of the site will comply with city off-street parking standards.

128.00 – Not applicable because the site is not in the downtown area.

BIKE PATHS
Policies:

130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connects residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities.

130.05 In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.

131.00 The City of McMinnville shall encourage development of bicycle and footpaths in scenic and recreational areas as part of future parks and activities.

132.00 The City of McMinnville shall encourage development of subdivision designs that include bike and foot paths that interconnect neighborhoods and lead to schools, parks, and other activity areas. (Ord. 4922, February 23, 2010; Ord. 4260, August 2, 1983)

APPLICANT'S RESPONSE:

130.00 – NE McDonald Lane is identified not to have a bike system improvement north of NE Grandhaven Street (TSP Exhibit 6-3, incorporated by reference).

130.05 - NE McDonald Lane is identified not to have a bike system improvement north of NE Grandhaven Street (TSP Exhibit 6-3, incorporated by reference).

131.00 – Not applicable because the property is not identified in a scenic or recreational area.

132.00 – Not applicable because a subdivision is not being proposed.

SYSTEM PLAN

132.23.00 The McMinnville Transportation System Plan shall be updated as necessary to remain consistent with: (a) the city's land use plan; (b) regional and statewide plans; and (c) the applicable local, State, and federal law. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable to the application. Updates to the TSP are the responsibility of the City of McMinnville.

COMPLETE STREETS

132.24.00 The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within

the public right-of-way. Examples of how the Compete Streets policy is implemented:

1. *Designand construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).*

2. *Incorporate features that create a pedestrian friendly environment, such as:*

    a. *Narrower traffic lanes;*

    b. *Median refuges and raised medians;*

    c. *Curb extensions ("bulb-outs");*

    d. *Count-down and audible pedestrian signals;*

    e. *Wider sidewalks;*

    f. *Bicycle lanes; and*

    g. *Street furniture, street trees, and landscaping*

3. *Improve pedestrian accommodation and safety at signalized intersections by:*

    a. *Using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists.*
    b. *Timing signals to minimize pedestrian delay and conflicts.*
    c. *Balancing competing needs of vehicular level of service and pedestrian safety. (Ord. 4922, February 23, 2010)*

APPLICANT'S RESPONSE: Improvements to NE McDonald Lane will be provided based on requirements from the City that implement the Complete Street policy as applicable to the identified roadway frontage.

MULTI-MODAL TRANSPORTATION SYSTEM

132.25.00 The transportation system for the McMinnville planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes.

APPLICANT'S RESPONSE: The McMinnville TSP identifies a multi-modal transportation system. NE McDonald Lane accommodates vehicles and pedestrians to implement the Plan. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 notes the multimodal system on the area for sidewalks and bike lanes.

CONNECTIVITY AND CIRCULATION

132.26.00 The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping, and industrial areas, and McMinnville's parks and schools.

132.26.05 New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map.

APPLICANT'S RESPONSE:

132.26.00 – Streets in the immediate vicinity include NE McDonald Lane, NE Maloney Drive, NE Hembree Street and NE Grandhaven Street. These roadways are part of an overall comprehensive transportation system providing vehicle, pedestrian, transit, and bicycle circulation to activity centers and neighborhood areas.

132.26.05 – Not applicable because no new street connections are proposed.

SUPPORTIVE OF GENERAL LAND USE PLAN DESIGNATIONS AND DEVELOPMENT PATTERNS

132.27.00 The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.

APPLICANT'S RESPONSE: NE McDonald Lane is a Minor Collector. NE Grandhaven is a Major Collector. These roadway designations support the Comprehensive Plan designation for Residential given to the location of the subject property. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 further notes the transportation facilities.

REGIONAL MOBILITY

132.28.00 A balanced system of transportation facilities and services shall be designed for the McMinnville planning area to accommodate the mobility needs of residents, businesses, and industry.

APPLICANT'S RESPONSE: The McMinnville Transportation System Plan establishes a balanced system of transportation facilities and services. Development of the subject property will improve the abutting transportation system (NE McDonald Lane) to City requirements. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 analysis the impact the proposed development will have on the transportation system noting that the system maintains its operation capacity and function.

GROWTH MANAGEMENT

132.29.00 The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.

APPLICANT'S RESPONSE: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the property street frontage to City requirements. The Transportation Planning Analysis/Traffic Impact Analysis (TPR/TIA) in Exhibit 9 indicates that no mitigation is required on the system beyond the frontage improvements.

132.29.05 Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area may be required as a condition of approval for land divisions or other development permits.

APPLICANT'S RESPONSE: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the property street frontage to City requirements. A pedestrian crossing is proposed on NE McDonald Lane to access Grandhaven Elementary Scholl. The TPR/TIA (Exhibit 9) recommends that the crossing be located north of the south access to the subject site for pedestrian safety. A pedestrian path is proposed on the south side of the subject site to provide access to Chegwyn Farm Neighborhood Park as shown on Exhibit 4 and in accordance with Resolution 2025-51 Annexation Agreement.

TRANSPORTATION SYSTEM AND ENERGY EFFICIENCY

132.30.00 The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.

APPLICANT'S RESPONSE: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

132.30.05 The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable to the application because the City has the responsibility to address the issues through its Transportation System Plan.

TRANSPORTATION SAFETY

132.31.00 The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.

APPLICANT'S RESPONSE: The McMinnville Transportation System Plan establishes a transportation system. Development of the subject property will improve the abutting transportation system along the property frontage to City requirements.

PUBLIC SAFETY

132.32.00 The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system.

APPLICANT'S RESPONSE: The abutting transportation system to the subject property and its connected nature to the balance of the overall transportation system provides for safe, rapid movement of fire, medical, and police vehicles to serve the subject property.

ACCESSIBILITY FOR PERSONS WITH DISABILITIES

132.33.00 The McMinnville transportation system shall be designed with consideration of the needs of persons with disabilities by meeting the requirements set forth in the Americans with Disabilities Act (ADA). (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The City of McMinnville has an adopted Transportation System Plan – 2010 that implements the policy.

ECONOMIC DEVELOPMENT

APPLICANT'S RESPONSE: Policies 132.34.00 – 132.34.05 do not apply because the proposal is not for a commercial activity.

LIVABILITY

132.35.00 Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.

APPLICANT'S RESPONSE: The City of McMinnville has an adopted Transportation System Plan that implements the policy.

HEALTH AND WELFARE

132.36.00 Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents.

APPLICANT'S RESPONSE: NE McDonald Lane supports modes of travel, encouraging greater physical activity for area residents.

TRANSPORTATION SUSTAINABILITY

132.37.00 Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.

APPLICANT'S RESPONSE: As indicated in the above narrative, the Applicant's proposal demonstrates adherence to the Transportation System Plan -2010 and Comprehensive Plan policies that support multi-modal transportation, safety goals, transportation sustainability, and connectivity to area businesses, residences, parks, open spaces, and recreation amenities.

AESTHETICS AND STREETSCAPING

132.38.00 Aesthetics and streetscaping shall be a part of the design of McMinnville's transportation system. Streetscaping, where appropriate and financially feasible, including public art, shall be included in the design of transportation facilities. Various streetscaping designs and materials shall be utilized to enhance the livability in the area of a transportation project. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The City of McMinnville has an adopted Transportation System Plan - 2010 that implements the Policy.

INTERGOVERNMENTAL COORDINATION AND CONSISTENCY

APPLICANT'S RESPONSE: Policy 132.38.00 does not apply because no change to the Transportation System Plan is proposed.

GROWTH MANAGEMENT

132.40.00 Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The McMinnville TSP, Chapter 2 has mobility standards to evaluate growth and intersection mobility. Exhibit 9 for the TPD/TIA analysis analyzes proposed development on the subject site for compliance with volume to capacity adopted levels.

132.40.05 Conditions of Approval–In accordance with the City's TSP and capital improvements plan (CIP), and based on the level of impact generated by a proposed development, conditions of approval applicable to a development application should include:

1. Improvement of on-site transportation facilities,

2. Improvement of off-site transportation facilities (as conditions of development approval), including those that create safety concerns, or those that increase a facility's operations beyond the City's mobility standards; and

3. Transportation Demand Management strategies. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The development will comply with conditions of approval related to transportation improvements based on the impact generated and requirements within the TSP.

132.40.10 Multi-modal Improvements – To manage growth, improvements to transportation facilities may include both motorized and non-motorized facilities improvements, constructed in accordance with the City's minimum design standards. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: NE McDonald Lane has a sidewalk north of NE Grandhaven Street on its east side. On the west side the sidewalk stops at the south property line of the subject site. Frontage improvements will be done along the property frontage to fill in the missing sidewalk segment. Bike lanes are not identified on NE McDonald Lane.

132.40.15 Transportation SDCs – The City should update its transportation systems development charge (SDC) to address growth-related traffic impacts.

APPLICANT'S RESPONSE: The City has the responsibility to administer its SDC program. The development will pay the appropriate Transportation SDC.

CIRCULATION

132.41.00 Residential Street Network – A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:

1. Pedestrian circulation;

2. Enhancement of emergency vehicle access;

3. Reduction of emergency vehicle response times;

4. Reduction of speeds in neighborhoods;, and

5. Mitigation of other neighborhood concerns such as safety, noise, and aesthetics.

APPLICANT'S RESPONSE: The City of McMinnville has an adopted Transportation System Plan that implements the Policy. Improvements to NE McDonald Lane will fill in missing sidewalk connections. A mid-block pedestrian crossing is also required per the Annexation Agreement that can assist in reducing traffic speeds.

132.41.05: Cul-de-sac streets in new development should only be allowed when connecting neighborhood streets are not feasible due to existing land uses, topography, or other natural and physical constraints.

APPLICANT'S RESPONSE: No cul-de-sac streets are proposed.

132.41.10 Limit Physical Barriers – The City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that facilitate the establishment of a safe and efficient traffic circulation network. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: No new buildings are proposed that would encumber the ability to improve the transportation system.

132.41.15 Establish Truck Routes – To support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the city's major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The TSP - 2010, Chapter 8 (incorporated by reference) identifies designated truck routes. NE McDonald Lane and Grandhaven Street are not designated truck routes.

132.41.20 Modal Balance – The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The McMinnville TSP -2010 has the overall community circulation system for vehicle, pedestrian and bicycles. The system is designed for the efficient movement of pedestrians and bicycle traffic.

132.41.25 Consolidate Access – Efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: NE McDonald Lane is a Minor Collector. There are no current driveway access to NE McDonald Lane from the site. Two new accesses are proposed to allow appropriate access and emergency services access.

132.41.30: Promote Street Connectivity – The City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods.

APPLICANT'S RESPONSE: Extension of NE Maloney Drive is not proposed and is not required based on discussions with City staff.

STREET WIDTH – HUMAN SCALE

132.42.00 Generally, a major arterial street should not be widened beyond two through lanes in each direction with auxiliary turn lanes as appropriate. Minor arterials and collector streets should not be widened beyond one through lane in each direction with auxiliary left-turn lanes as appropriate. Major arterial streets with more than five lanes and minor arterial and collector streets with more than three lanes are perceived as beyond the scale that is appropriate for McMinnville. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: NE McDonald Lane has two travel lanes, one in each direction.

NEIGHBORHOOD TRAFFIC MANAGEMENT

APPLICANT'S RESPONSE: Policies 132.43.00 - 132.42.05 do not apply because no new streets are proposed.

132.43.10 Limited Neighborhood Cut–Through Traffic – Local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood.

APPLICANT'S RESPONSE: No new streets are proposed that would allow for cut-through traffic.

ACCESS MANAGEMENT

132.44.00 The City should continue to coordinate with ODOT in the administration of jointly adopted plans to manage access and highway improvements as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Policy 132.44.00 does not apply because the subject property is not located on an ODOT facility.

IMPERVIOUS SURFACE AREA

132.45.00 Supplement Street Design Standards – McMinnville's standards should be supplemented to achieve reductions in impermeable surfaces, consistent with safety and operating standards. Innovative design and materials should be utilized to reduce impermeable surfaces.

APPLICANT'S RESPONSE: The existing impervious surface with frontage improvements and right-of-way dedication for NE McDonald Lane is appropriate for existing and planned development using the roadway.

ENVIRONMENTAL PRESERVATION

APPLICANT'S RESPONSE: Policies 132.46.00 – 132.46.10 do not apply because the frontage streets are existing.

AESTHETICS

APPLICANT'S RESPONSE: Policy 132.47.00 does not apply because the city has existing street design standards.

SAFETY AND MAINTENANCE

132.48.00 Pavement Maintenance Plan Implementation – The City should develop and implement its pavement maintenance plan to best preserve the existing transportation infrastructure. (Ord. 4922, February 23, 2010)

132.49.00 Routing System Inspection – The City should promote safety through continued and routine inspection and rehabilitation of existing signage, roadway striping, and street lighting; identifying and rectifying existing deficiencies as they are identified. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Policies 132.47.00 – 132.49.00 do not apply because maintenance and inspections are the responsibility of the City.

SYSTEM INVENTORY

132.50.00 System Inventory – The City shall inventory and map existing pedestrian facilities. Facility inventories and selected inventory updates should be performed every five years to determine the success or failure of meeting the Plan's pedestrian goal, objectives, and policies. The city has already partially met this policy objective having completed the walking inventory of all public streets as part of the TSP. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Policy 132.50.00 does not apply because this is a City responsibility.

SYSTEMS DEVELOPMENT

132.51.00 Formalize New Sidewalk Construction Program – To complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City's funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the city that would provide improved

access to schools, parks, shopping, and transit services. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable to the proposed application as the policy is the responsibility of the City.

132.51.05 Ensuring Future Sidewalk Connections – All future development must include sidewalk and walkway construction as required by the McMinnville Zoning Ordinance and City Code and adopted City of McMinnville Design Standards. All road construction or renovation projects shall include sidewalks. The City will support, as resources are available, projects that would remove identified barriers to pedestrian travel or safety. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The proposed project will construct the missing section of sidewalk on the west side of NE McDonald Lane as part of the frontage improvement. This will provide a continues sidewalk from NE Grandhaven Street to NE Samson Street.

132.51.10 Complete Connections with Crosswalks – All signalized intersections must have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Subject to available funding, and where appropriate, marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited mobility. Marked crosswalks may also be installed at other high volume pedestrian locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The proposed site improvements will construct a mid-block pedestrian crossing that will allow students the ability to cross the street from the proposed development and provide access to Chegwyn Farm Neighborhood Park. Exhibit 9 TPR/TIA provides additional information on the proposed pedestrian crossing and pedestrian safety evaluation.

132.51.15 Connecting Shared-Use Paths – The City will continue to encourage the development of a connecting, shared-use path network, expanding facilities along parks and other rights-of-way. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: As part of the annexation process an Annexation Agreement has been entered into that requires an easement and construction of a shared use path between NE McDonald and Chegwyn Farm Neighborhood Park on the south side of the subject property. This will fulfill a path designation in the Parks, Recreation and Open Space Plan (2024).

AMERICANS WITH DISABILITIES ACT COMPLIANCE

132.52.00 Compliance with ADA Standards – The City shall comply with the requirements set forth in the Americans with Disabilities Act regarding the location and design of sidewalks and pedestrian facilities within the City's right-of-way. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: ADA compliance would occur with any roadway frontage improvements when the property is developed and the improvement plans reviewed by the City.

SYSTEMS MAINTENANCE

132.53.00 Maintaining Quality of Facilities – The City will establish standards for the maintenance and safety of pedestrian facilities. These standards should include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Policy 132.53.00 does not apply because it is a City responsibility.

PEDESTRIAN PROGRAMS

132.54.00 Promoting Walking for Health and Community Livability – The City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Does not apply because the policy applies to City activities. The subject site location will provide walking opportunities to park and commercial areas.

132.55.00 Safe Routes to School – The City shall work, where possible, with the McMinnville School District and neighborhood associations to maintain and improve its programs to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Does not apply because coordination is the responsibility of the City and the McMinnville School District and neighborhood associations. Exhibit 4 shows a Conceptual Site Plan with a mid-block pedestrian crossing that will assist in providing safe access for students crossing NE McDonald Lane to reach Grandhaven Elementary School.

BICYCLE SYSTEM PLAN

132.56.00 Provide Bicycle Facilities on Arterials and some Collector Streets – To the extent possible, arterial and some collector streets undergoing overlays or reconstruction will either be re-striped with bicycle

lanes or sharrow (bicycle/auto shared-lane) routes as designated on the Bicycle System Plan Map. Every effort will be made to retrofit existing arterials and selective collectors with bicycle lanes, as designated on the Bicycle System Plan Map. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: NE McDonald Lane is a Minor Collector and is not a street designated for bicycle system improvements (TSP, Exhibit 6-3, incorporated by reference) north of NE Grandhaven Street.

132.56.05 Mitigation of On-street Parking Loss From Bicycle Projects – New bicycle facilities require the removal of on-street parking spaces on existing streets, parking facilities should be provided that mitigate this loss, to the extent practicable. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.10 Eliminate Barriers to Bicycle Travel – The City will actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel. As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.15 Bicycle Routes and Signage – As resources are available, the City will periodically consult with local bicyclists to review existing and proposed bicycle lanes, and identify improvements needed to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.20 Complete the Major Bicycle System – A completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel. The City will work toward annually completing a minimum five percent addition to the bicycle system, as designated on the Bicycle System Plan Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because there are no designated or planned bicycle improvements north of NE Grandhaven Street (TSP, Exhibit 6-3, incorporated by reference).

132.56.25 Establish Minimum Standards for Bicycle Facility Maintenance – The City shall develop minimum standards that will keep bicycle facilities clean of debris, properly striped, and clearly marked and signed. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because maintenance of bicycle facilities within the right-of-way is the responsibility of the City.

132.56.30 Zoning Ordinance Requirements for Bicycle Parking – The McMinnville Zoning Ordinance (Section 17.60.140) contains bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Bicycle parking will be provided in compliance with the McMinnville Zoning Ordinance at the time of site review and development.

132.56.35 Bicycle Parking at Transit Facilities – The City will work with the Yamhill County Transit Authority (YCTA) to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because there is no transit facility in proximity or proposed on the subject property.

132.56.40 Target and Eliminate Key Behaviors that Lead to Bicycle Accidents – The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: No applicable because the policy applies to the City and other organizations.

132.56.45 Safe Routes to School – The City will work with the McMinnville School District to: evaluate existing bicycle access to local schools and supporting infrastructure (bicycle racks, lockers, etc.); estimate the current and potential use of bicycling as a travel mode; evaluate safety needs; and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: Not applicable because the policy applies to the City and McMinnville School District.

TRANSIT SYSTEM PLAN

APPLICANT'S RESPONSE: Policies 132.57.00 – 132.57.20 do not apply because there is no transit provided on NE McDonald Lane. The closest transit route is at NE Burnett Road and NE Hembree Street.

TRANSPORTATION DEMAND MANAGEMENT PLAN

APPLICANT'S RESPONSE: Policies 132.58.00 – 132.58.20 do not apply because the Transportation Demand Management is the responsibility of the City to coordinate with Yamhill County and Yamhill Cuonty Transit.

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

APPLICANT'S RESPONSE: Policies 132.59.00 – 132.59.20 do not apply because the site is not related to truck routes, an airport, or railroad.

CAPITAL IMPROVEMENTS

APPLICANT'S RESPONSE: Policies 132.60.00, and 132.60.15 – 132.60.20 do not apply because motor fuel tax, Bike fundings and federal and state grants are not applicable to the development.

132.60.05 *Systems Development Charge – The City should continue to consider the* impacts of future growth on the McMinnville transportation system and determine what level of development charges should be collected by the City to mitigate impacts placed on area-wide transportation facilities by expected future development. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The proposed development will pay the required SDCs to mitigate the impacts of the development.

132.60.10 *Development Exactions – The City should require new developments to mitigate their impacts on the transportation system. (Ord. 4922, February 23, 2010)*

APPLICANT'S RESPONSE: The proposed development related to the Zone Change anticipates dedicating right-of-way along NE McDonald Lane and constructing required transportation improvements required by the City.

PAVEMENT MANAGEMENT

APPLICANT'S RESPONSE:: Policies 132.61.00 – 132.61.20 do not apply the policies relate to the identifying and obtaining funding sources for pavement management which is a City responsibility.

McMINNVILLE TSP IMPLEMENTATION

APPLICANT'S RESPONSE: Policies 132.62.10, 132.62.15, 132.62.25 do not apply because the project is not triggering a capital improvement, is not involved in seeking State or Federal funding, and is not updating the Transportation System Plan.

132.62.00 TSP as Legal Basis – The City of McMinnville shall use the McMinnville TSP as the legal basis and policy foundation for actions by decisionmakers, advisory bodies, staff, and citizens in transportation issues. The goals, objectives, policies, implementation strategies, principles, maps, and recommended projects shall be considered in all decision-making processes that impact or are impacted by the transportation system. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The TSP - 2010 is being used to determine the functional classification of roadways and what improvements are necessary for the proposed application and future development.

132.62.05 TSP Policies – The City of McMinnville shall use the McMinnville TSP to:

1. Describe the classification or function of all streets within the McMinnville planning area. Policies found in the Plan shall be used to develop connective local street circulation patterns.

2. Require new development to provide adequate accessibility, as defined by the McMinnville Zoning Ordinance, for all travel modes within a development and in coordination with existing and other proposed development. Street design standards in the McMinnville Zoning Ordinance are to be used to secure adequate public street and sidewalk facilities.

3. Identify measures and programs to be undertaken to enhance mobility for all travel modes.

4. Form the basis from which identified projects are placed into the State Transportation Improvement Program (STIP).

5. Establish funding and project construction priorities when preparing funding scenarios for measures. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: NE McDonald Lane is classified as a Minor Collector, NE Grandhaven Street south of the subject site is designated as a Major Collector. The streets provide adequate accessibility for the proposed development site. The mobility to the site is established by the existing transportation system. There is no proposal to add a project to the STIP. The application does not propose priorities for preparing funding scenarios for measures. Exhibit 9 TPR/TSP analysis has additional details on the transportation system.

132.62.20 TSP Use in Review of Land Use Actions – The City of McMinnville shall consider and apply the goals, policies, planning principles, recommended projects, implementation strategies, and maps contained in McMinnville TSP in the review of land use actions and development applications. (Ord. 4922, February 23, 2010)

APPLICANT'S RESPONSE: The TSP - 2010 is the goals, policies and planning principles for transportation improvements associated with the proposed application and the subsequent development application to construct the 75 units of multi-family. Exhibit 9 TPR/TSP analysis has additional details on the transportation system and the impacts of the proposed zone change indicating there is no functional classification change to the analyzed streets, no mitigation is required, and recommends the location of the mid-block pedestrian crossing on NE McDonald Lane.

FINDING (CHAPTER VI: TRANSPORTATION SYSTEM): SATISFIED WITH CONDITION #2.

- The majority of policies in this Chapter apply to planning of the transportation system and standards that implement the transportation plan. Those are not criteria for the rezone. Some of the policies resulted in adoption of implementation standards that are applied at the time of development, and they are not applicable as criteria for the rezone.

- **Streets Policies.** The proposed annexation and rezone is consistent with Policy 119.00 by utilizing existing transportation corridors before committing new lands.

- **Growth Management Policies.** 132.29.00, 132.40.00, 132.40.00 are addressed with the rezone by demonstrating compliance with the Transportation Planning Rule OAR 660-012-0060 ("TPR"), subject to Condition #2. See Findings below regarding TPR compliance and Condition #2. Further, compliance with the City's standards for frontage improvements mobility standards would be addressed at the time of development. (The applicant has also submitted a "development review traffic analysis" that addresses compliance with mobility standards that would apply at the time of development review).

CHAPTER VII COMMUNITY FACILITIES AND SERVICES

GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.

PUBLIC ADMINISTRATIVE AND STORAGE FACILITIES

APPLICANT'S RESPONSE: Policies 133.00 – 135.00 do not apply because the proposal is not for city, county, state or federal offices or public storage and workshop facilities.

SANITARY SEWER SYSTEM
Policies:

APPLICANT'S RESPONSE: Policies 137.00 – 139.00 do not apply because long range planning is a City responsibility, the planning for a sewer system is a City responsibility, and extension of the sewer system is not proposed.

136.00 The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.

140.00 The City of McMinnville shall continue to limit sewer service extensions to the areas within the urban growth boundary, except where service is granted to comply with state or federal laws. Areas outside the city limits, but within the urban growth boundary, shall be granted sewer service hook-ups only under policies adopted by the City.

141.00 The City of McMinnville shall continue to separate storm and sanitary sewers where they are connected to reduce the inflow of storm sewer waters to the sewage treatment plant. Ongoing maintenance and improvements of the existing system shall also be undertaken to reduce infiltration of rain water into the system.

APPLICANT'S RESPONSE:

136.00 – Future development of the subject property would connect to the existing sanitary sewer system as required per city regulations.

140.00 – The requested Zone Change application would allow for connection to the existing sanitary sewer system to accommodate future development at urban densities.

141.00 – Site development would connect separate systems, one for sanitary sewer and the other to stormwater.

STORM DRAINAGE
Policies:

142.00 The City of McMinnville shall insure that adequate storm water drainage is provided in urban developments through review and approval of storm drainage systems, and through requirements for connection to the municipal storm drainage system, or to natural drainage ways, where required.

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

APPLICANT'S RESPONSE:

142.00 - Future development would connect to the existing stormwater system in NE McDonald Lane Exhibit 10.

143.00 – Does not apply because there is no natural drainage way on the property.

WATER SYSTEM
Policies:

144.00 The City of McMinnville, through McMinnville Water and Light, shall provide water services for development at urban densities within the McMinnville Urban Growth Boundary.

145.00 The City of McMinnville, recognizing McMinnville Water and Light as the agency responsible for water system services, shall extend water services within the framework outlined below:

1. *Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.*

2. *Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.*

3. *For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.*

4. *Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.*

APPLICANT'S RESPONSE:

144.00 – Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 12).

145.00 - Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 12).
Policies 146.00 – 150.00 do not apply.

WATER AND SEWER – LAND DEVELOPMENT CRITERIA
Policies:

151.00 The City of McMinnville shall evaluate major land use decisions, including but not limited to urban growth boundary, comprehensive plan amendment, zone changes, and subdivisions using the criteria outlined below:

1. *Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*

2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*

3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*

4. *Federal, state, and local water and waste water quality standards can be adhered to.*

5. *Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.*

APPLICANT'S RESPONSE:

1. McMinnville Water & Light (MW&L) has indicated in communications they can serve the subject property.

2. Sewerage can be accommodated. An existing 8″ sanitary sewer line is located in NE McDonald Lane. The subject site can be connected to this existing line. There is an 8″ sanitary sewer line located in NE Maloney Drive which could also be connected to.

3. The City and MW&L have existing staff that can service the public infrastructure.

4. Federal, state and local water and wastewater quality standards will be adhered to.

5. Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, will be adhered to.

POLICE AND FIRE PROTECTION
Policies:

APPLICANT'S RESPONSE: Policy 154.00 does not apply because the McMinnville Fire District is responsible to plan for their facilities.

152.00 The City of McMinnville shall encourage the provision of adequate

police and fire facilities and personnel to meet the needs of the community as it expands.

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

155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.

APPLICANT'S RESPONSE: 152.00 – 153.00 and 155.00 - It is anticipated that City of McMinnville police and fire services have the capacity to serve the proposed subject property.

SOLID WASTE

GOAL VII 2: TO PROVIDE FOR THE ORDERLY AND EFFICIENT MANAGEMENT OF SOLID WASTE IN AN ENVIRONMENTALLY ACCEPTABLE AND ECONOMICALLY FEASIBLE MANNER.

Policies:

APPLICANT'S RESPONSE: Policies 156.00 – 158.00 do not apply because management of solid waste is a responsibility of the City.

PARKS AND RECREATION

GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC AREAS FOR THE USE AND ENJOYMENT OF ALL CITIZENS OF THE COMMUNITY.

Policies:

APPLICANT'S RESPONSE: Policies 160.00 – 162.00, 163.05 – 167.00 and 170.00 – 170.06 do not apply because park improvements are a city function, recreational leisure activities are a city function, the school district and city coordination are not a responsibility of the development, the site is not designated as a park, the site is not within a flood plain, and the site is not identified as open space.

159.00 The City of McMinnville's Parks, Recreation, and Open Space Master Plan shall serve to identify future needs of the community, available resources, funding alternatives, and priority projects.

163.00 The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.

168.00 Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.

169.00 Drainage ways in the City shall be preserved, where possible, for natural areas and open spaces and to provide natural storm run-offs.

170.05 For purposes of projecting future park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space Master Plan shall be used.

APPLICANT'S RESPONSE: Chegwyn Farm Neighborhood Park is located on the west side of the proposed Zone Change application site.

159.00 - The subject site is not identified as future park land in the McMinnville Parks and Recreation Master Plan (June 2024). An existing park is developed to the west of the subject site with Chegwyn Farm Neighborhood Park.

163.00 – The Applicant acknowledges that a Park SDC fee will be required from the development to further the acquisition and/or development of parklands, natural areas, and open spaces.

168.00 – There are no inventoried distinctive material features on the subject property.

169.00 – There is no natural drainage way on the subject property.

170.05 -The McMinnville Parks, Recreation, and Open Space Master Plan does not identify the subject site as future park land.

FINDING (CHAPTER VI: CHAPTER VII COMMUNITY FACILITIES AND SERVICES): SATISFIED WITH CONDITION #3. Some of the policies in this Chapter address the City's planning for community facilities and services and don't serve as criteria for the proposed rezone.

The applicant has submitted information addressing consistency with the applicable policies for community facilities and services. The applicant addressed the requirement to have a sewer capacity analysis conducted by the City's consultant, which found adequate capacity for the R-4 zone modeling assumptions. Condition #3 addresses adequacy of sewer capacity for the rezone. If at the time of development, the applicant proposes a density that exceeds twenty (20) residential units per net acre, (as is assumed in the modeling for the R-4 zoning), the City may require the applicant to enter into a reimbursement agreement with the City for modeling the impacts of the additional proposed sanitary impacts. This analysis would need to be completed prior to any building permit issuance. Depending on the results of this analysis, the applicant may be responsible for associated costs for improvements to increase system capacity.
Notice of the rezone application was distributed to agencies, including service providers, and comments were provided by McMinnville Engineering/Public Works, McMinnville Water & Light, the McMinnville Police Department, and the McMinnville Fire District. These service providers indicated no issues with the zone change.

Some agencies commented on issues to be addressed as part of the development review, which would be addressed at the time of development review, and don't serve as criteria for the proposed rezone. The annexation agreement also includes conditions to be addressed at the time of development.

CHAPTER VIII. ENERGY

GOAL VIII 1: TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.

ENERGY SUPPLY DISTRIBUTION
Policies:

APPLICANT'S RESPONSE: Policies 171.00 – 177.00 do not apply because energy supply and distribution are the responsibility of other entities such as MW&L, Northwest Natural and BPA.

ENERGY CONSERVATION

GOAL VIII 2: TO CONSERVE ALL FORMS OF ENERGY THROUGH UTILIZATION OF LAND USE PLANNING TOOLS.

Policies:

APPLICANT'S RESPONSE: Policies 179.00 – 180.50 do not apply because it has adopted zoning regulations for design and has provisions for weatherization.

178.00 The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.

APPLICANT'S RESPONSE: The anticipated development would be compact in form and follow required City development standard requirements.

FINDING (CHAPTER VIII: ENERGY): SATISFIED.

- **Goal VIII.1. Energy Supply Distribution Policies 171.00-177.00.** These are not applicable criteria for the rezone. They address energy distribution, siting of energy system facilities, and regulation of land uses near future energy-system related sites for purposes of compatibility.

- **Goal VIII.2. Energy Conservation Policies 178.00-180.50.** The rezone is consistent with Policy 178.00 which provides for the City to encourage a compact urban development pattern. Policies 179.00-180.05 are guidance to the City to incorporate energy efficiency provisions in pertinent ordinances, standards, and programs, and are not criteria for the rezone.

CHAPTER IX. URBANIZATION

GOAL IX 1: TO PROVIDE ADEQUATE LANDS TO SERVICE THE NEEDS OF THEPROJECTED POPULATION TO THE YEAR 2023, AND TO ENSURE THE CONVERSION OF THESE LANDS IN AN ORDERLY, TIMELY MANNER TO URBAN USES.

GOAL IX 2: TO ESTABLISH A LAND USE PLANNING FRAMEWORK FOR APPLICATION OF THE GOALS, POLICIES, AND PROPOSALS OF THE McMINNVILLE COMPREHENSIVE PLAN.

URBAN GROWTH BOUNDARY
Policies:

APPLICANT'S RESPONSE: Policies 181.00 – 182.50 do not apply because the application is not to expand the Urban Growth Boundary.

GENERAL DEVELOPMENT PATTERN
Policies:

183.00 The City of McMinnville, with the cooperation of Yamhill County, shall establish three categories of lands within the Urban Growth Boundary. Future urbanizable lands are those lands outside the city limits, but inside the Urban Growth Boundary. These lands shall be retained in agricultural resource zones until converted to urbanizable lands by annexation to the City of McMinnville. Urbanizable lands are those lands within the city limits which are not yet developed at urban densities. Conversion of these lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities.

APPLICANT'S RESPONSE: Per the Comprehensive Plan Map the subject property is designated Residential. The Residential designated land is considered urbanizable and may be developed at urban densities. The property currently has a LDR9000 (in Yamhill County) according to City of McMinnville GIS map data to R-4 (Medium, High Density, 5000 SF Lot Residential) within the City of McMinnville. Yamhill County GIS map data has no zoning designation for the east half of the site (Figure 2). County GIS data does not identify a Comprehensive Plan designation for the subject area. Additional information in the County GIS data table indicates the zone is "city", comp plan is "city", and unzoned is "city". Conversation with city staff indicates the east half of the site has a County zoning designation of EF80 but that cannot be confirmed based on City and County GIS mapping data. The Applicant is requesting the R-4 zone within the city.

184.00 The City of McMinnville shall establish a Comprehensive Plan Map designating allowed land uses within the McMinnville Urban Growth Boundary. Land uses allowed under the specific designations shall be set in Volume I of the McMinnville Comprehensive Plan, Chapter IX.

APPLICANT'S RESPONSE: Per the Comprehensive Plan Map the subject property is designated Residential.

184.50 The City shall establish the following Comprehensive Plan Map Designations, which will relate to the zoning map, as follows. The zoning map classifications are identified in the zoning ordinance.

Residential – This designation covers all the zoning designations from R-1 through R-5, and any additional zones that may be created for residential uses.
[...]

APPLICANT'S RESPONSE: Per the Comprehensive Plan Map the subject property is designated Residential.

LAND USE DEVELOPMENT TOOLS

APPLICANT'S RESPONSE: Policies 185.00 – 186.00 do not apply because an Urban Growth Boundary has already been established and the site is not in a planned development overlay.

187.00 The City of McMinnville shall adopt additional implementation ordinances and measures to carry out the goals and policies of the McMinnville Comprehensive Plan. These shall include, but not be limited to, the Zoning Ordinance and Map, Annexation Ordinance, and Mobile Home Development Ordinance.

APPLICANT'S RESPONSE: The City of McMinnville has an adopted Zoning Ordinance and Annexation regulations in the Municipal Code.

GREAT NEIGHBORHOOD PRINCIPLES
Policies:

187.10 The City of McMinnville shall establish Great Neighborhood Principles 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.

APPLICANT'S RESPONSE: The City if McMinnville established the Great Neighborhood Principals in 2019 to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The principles are supported by the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74 (incorporated by reference). The proposed Zone Change ensures that the site when developed creates a

livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value by bringing multi-family dwellings into a neighborhood area that is predominantly detached single-family dwellings. The Conceptual Site Plan (Exhibit 4) indicates how the Zone Change would set the stage for a multi-family development that would be livable by its design in accordance with MMC Title 17.

187.20 The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure, and can accommodate future technology and infrastructure.

APPLICANT'S RESPONSE: The proposed Zone Change responds to 187.10 – 187.50 balancing the five policies together to address neighborhood design to create livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood. Infrastructure can be accessed from NE McDonald Lane.

187.30 The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.

APPLICANT'S RESPONSE: The neighborhood as defined for the Zone Change is described in two geographies. The Immediate Neighborhood Area is the area bounded by NE Burnett Road and NE Grandhaven Street on the south, the Urban Growth Boundary (UGB) on the west and north, and NE Newby Street on the east. Within this geography lands are zoned R-1, R-2, R-3, R-4, and F-P. There are also unincorporated areas that have not been annexed into the city limits. Exhibit 14 shows the boundary of the Immediate Neighborhood Area. To the north and northwest of the subject site the area is zoned R-4 and developed with Autumn Ridge Subdivision Phase 1 - 3, The Bungalows at Chegwyn Village 1 - 3, The Cottages at Chegwyn Village 1 - 2, and individual dwellings on existing lots or on partitioned lots. To the northeast and east is Grandhaven Elementary school and undeveloped school district property that is zoned R-2. Immediately south of the subject site the area is zoned R-3 and developed with Maloney First Addition Subdivision. To the southwest and west of the subject site the area is zoned R-2, R-3 and R-1 and developed with Witt Addition Subdivision and Heather Manor manufactured home park.

The Larger Neighborhood Area is bounded on the south by Highway 99W, to the east by the UGB, the north by the UGB and the west by NE Baker Street, Baker Creek Road and the UGB (Exhibit 13). The zoning and development pattern in the larger neighborhood consists of R-1, R-2, R-3, R-4, C-3 and F-P. There are also unincorporated areas that have not been annexed to the city limits. The larger neighborhood area is predominantly developed except for areas outside of the city limits but within the UGB. There are some infill development opportunities as well.

As noted above, the Immediate Neighborhood Area and Larger Neighborhood Area are part of the broader McMinnville area and the Great Neighborhood Principles apply to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens and not for the exclusion of certain development types.

187.40 The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.

APPLICANT'S RESPONSE: The proposed Zone Change is not a master plan or small area plan. The Zone Change does have a parallel Annexation application that is being processed by the City. Following the Zone Change and annexation of the subject site to the city limits development of the site will require a development application responding to the McMinnville Zoning Ordinance (incorporated by reference), and more specifically by the standards in MMC 17.11, 17.21, 17.57, 17.60, 17.61, 17.72 and 17.74. Per the City's Zone Change process one of the identified residential zones can be applied to the subject property. The R-4 zone has been requested, which is the same as the zoning for the residential area to the north and northwest of the subject site as shown on Exhibit 14.

187.50 The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.

1. Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.

a. Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.

APPLICANT'S RESPONSE: The subject site does not have designated watercourses, sensitive lands, steep slopes, wetlands, wooded areas or landmark trees. The Immediate Neighborhood Area to the north, east and south are developed with residential dwellings and an elementary school. The land to the west is developed with Chegwyn Farm Neighborhood Park. Within the described Immediate Neighborhood Area noted above there are watercourses, steep slopes, wetlands and wooded areas. These natural features are located in the general area of NE Baker Street/NW Baker Road and the associated drainage of Baker Creek. These features are not abutting the subject site and are approximately 1,453 feet or more away from the subject site.

2. Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.

a. Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not

limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.

APPLICANT'S RESPONSE: Chegwyn Farm Neighborhood Park is located to the immediate west side of the subject site and is a public park. Existing development within the Immediate Neighborhood Area has streets that are oriented north/south or east/west. There are no city listed scenic corridors. Based on the orientation of dwellings their views are either to abutting development property or public streets. Dwellings along NE McDonald Lane have views to the elementary school, or if north of the site to undeveloped land owned by the McMinnville School District. Some residential dwellings have views to Chegwyn Farm Neighborhood Park from their backyards. There are no identified significant natural areas adjacent to the subject site. On the western edge of the Immediate Neighborhood Area along NE Baker Street/NW Baker Road there is the Baker Creek drainage with flood plan, open spaces and wetlands but is more than 1,453 feet west of the subject property.

3. Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.

a. Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.

b. Central parks and plazas shall be used to create public gathering spaces where appropriate.

c. Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.

APPLICANT'S RESPONSE: The developed Chegwyn Farm Neighborhood Park is located to the immediate west side of the subject site and is a public park within the described Immediate Neighborhood Area. Rotary Nature Preserve at Tice Woods is located to the west, outside of the lager described neighborhood area on NE Baker Street.
The subject site location is outside of the central park area noted in the McMinnville Parks, Recreation and Open Space Plan - 2024 (incorporated by reference) as noted on Map 5-1.

Review of the McMinnville Parks, Recreation and Open Space Plan - 2024 plan does not identify additional future park land within the Immediate Neighborhood Area or Larger Neighborhood Area described above as noted on Map 5-1.

4. Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.

a. Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.

b. Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).

APPLICANT'S RESPONSE: The proposed Zone Change incorporates connections to an existing pedestrian network. In the Immediate Neighborhood Area, the existing developments have provided sidewalks. With development of the subject site a missing segment of public sidewalk would be added on the west side of NE McDonald Lane filling in a gap in the pedestrian system. Additionally, per the Annexation Agreement (Resolution No. 2025-51) an easement would be provided to connect NE McDonald Lane to Chegwyn Farm Neighborhood Park with a 10-foot-wide path. This path would connect to a pedestrian crossing of NE McDonald Lane to connect with Grandhaven Elementary School. Chegwyn Farms Neighborhood Park has internal pathways.

Pedestrian connections are provided on NE McDonald Lane to the commercial areas located on Highway 99W. A pedestrian crossing is required by Resolution No. 2025-51 that would connect the subject site to Grandhaven Elementary School. An easement would be provided to connect NE McDonald Lane to Chegwyn Farms Neighborhood Park with a 10-foot-wide path. A pedestrian connection would be provided on NE Maloney Drive to the easement with the 10-foot path for connectivity.

Within the Immediate Neighborhood Area it has pedestrian connectivity and this connectivity extends to the Larger Neighborhood Area. The pedestrian system furthers the system identified in the City of McMinnville Transportation System Plan – 2010 (incorporated by reference).

5. Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.

a. Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.

b. Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.

APPLICANT'S RESPONSE: The proposed Zone Change furthers the bicycle system in the Immediate Neighborhood and Larger Neighborhood Area. Within the Immediate Neighborhood Area, the bike system occurs as shared with the streets. In the City of McMinnville Transportation System Plan – 2010 (incorporated by refence) Grandhaven Street and NE Burnett Road are identified as sharrow streets. In the Larger Neighborhood Area, the City of McMinnville Transportation System Plan – 2010 identifies Grandhaven Street and NE Burnett Road as sharrow streets, NE 27th Street as having sharrows, NE McDonald Lan south of Grandhaven Street with sharrows, and NE Evans Street south of NE 27th Street has having sharrows. NE Baker Street is identified as a Complete Street.

Bike connections to commercial areas are identified as a sharrow system on NE McDonald Lane.

Overall, the Immediate Neighborhood Area and Larger Neighborhood Area have a planned bike friendly system. Improvement of the subject property frontage for NE McDonald Lane will enhance the overall bike friendly system.

> *6. Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.*
>
> > *a. Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.*
> >
> > *b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.*

APPLICANT'S RESPONSE: NE McDonald Lane is classified as a Minor Collector street. The west side on NE McDonald Lane will be improved by widening the street and will have a sidewalk, planter strip, street trees and street lighting. NE Maloney Drive will not be extended and remain as a dead-end street with pedestrian connections to the new east/west pedestrian path. These improvements will connect to the existing street network within the Immediate Neighborhood and Larger Neighborhood Areas providing an integrated system. A mid-bock pedestrian crossing will be constructed as required by Resolution No. 2025-51 to provide pedestrian crossing safety to Grandhaven Elementary School. The City of McMinnville Transportation System Plan – 2010 (incorporated by reference) identifies the functional classification of all McMinnville streets.

NE McDonald Lane will be a shared roadway for bikes with vehicles as identified in the Transportation System Plan (incorporated by reference).

> *7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.*
>
> > *a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.*
> >
> > *b. Design practices should strive for best practices and not minimum practices.*

APPLICANT'S RESPONSE: The proposed Zone Change integrates the subject site into the overall accessibility of both the Immediate Neighborhood Area and the Larger Neighborhood Area. NE McDonald Lane will be improved by development of the multi-family project with a widened street, allows bicycles, incorporates a new sidewalk, provides a new pedestrian connection between NE McDonald Land and Chegwyn Farm Neighborhood Park, and would provide a mid-block pedestrian crossing to Grandhaven Elementary School, which all improvements will need to meet accessibility requirements.

The design of required improvements both on-site and off-site will comply with best design practices and will be reviewed by the City of McMinnville. The improvements will enhance Immediate Neighborhood Area and the Larger Neighborhood Area.

> *8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.*
>
> *a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.*
>
> *b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle oriented uses in less prominent locations.*
>
> *c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).*

APPLICANT'S RESPONSE: The proposed Zone Change site is requesting the R-4 zone which would allow multi-family development. Within the Immediate Neighborhood Area, the size, form, and proportionality of development is predominantly 1 and 2-story single-family dwellings with the addition of Grandhaven Elementary School with a portion extending above one-story. Within the Larger Neighborhood Area, the existing residential development consists of 1 and 2-story single-family dwellings, 1, 2 and 3-story apartment and senior living facilities and 1 – 2 story commercial buildings along Highway 99W. Multi-story apartments and senior living facilities in the Larger Neighborhood Area are adjacent to existing 1 and 2-story single family dwellings. Examples of locations are on NE Baker Street and NE 27th Street.

The Conceptual Site Plan for the subject site begins to identify some of the design elements. Buildings are pulled up to NE McDonald Lane while meeting setback requirements. Buildings are also oriented to Chegwyn Farm Neighborhood Park. Parking is located interior to the site to diminish its visual appearance.
The conceptual design of the multi-family development is at a human scale with 3-story walk up units, balconies, building articulation, street trees along NE McDonald Lane, landscaping and open space with the site, and lighted public areas within the site. The final

design would be reviewed by the City for compliance with requirements in MMC Title 17 (incorporated by reference).

The overall design concept as is relates to MMC Title 17 requirements is in alignment to create a human scale design to advance the Great Neighborhood Principles.

> *9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.*
>
> > *a. Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.*
> >
> > *b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.*
> >
> > *c. Neighborhoods are designed such that owning a vehicle can be optional.*

APPLICANT'S RESPONSE: The Zone Change application as it relates to the Immediate Neighborhood Area is directly across the street from Grandhaven Elementary School which will allow students a short walk for educational activities and not require vehicular travel. The subject site is immediately adjacent to Chegwyn Farm Neighborhood Park providing access for the developments residents by walking with no vehicular travel. Commercial services are accessible by NE McDonald Lane for activities along Highway 99W which is ½ mile to the south of the subject site.

Existing commercial services are provided within the Larger Neighborhood Area along Highway 99W to the south of the subject site. There are no commercial services within the Immediate Neighborhood Area.

The proposed Zone Change would provide the opportunity to have residential development that is within walking distance to an elementary school, neighborhood park and commercial services, reducing the need for a vehicle for shorter daily needs. The proposal would be in alignment with and builds on other R-4 zoned lands, and those that are developed as multi-family in the Larger Neighborhood Area for a mix of activities.

> *10.Urban-Rural Interface. Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.*
>
> > *a. Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.*

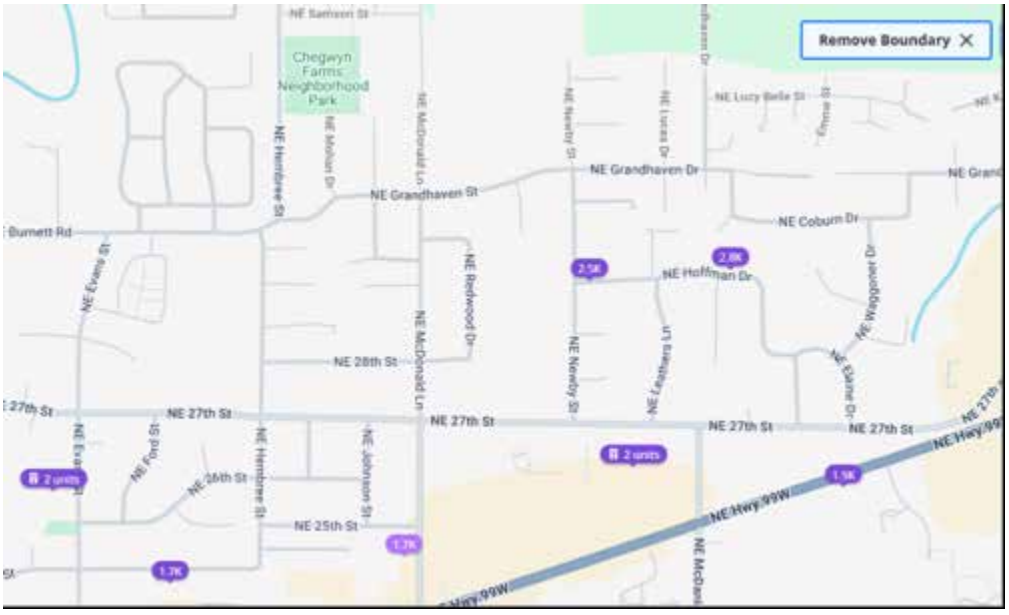
APPLICANT'S RESPONSE: The subject site is not adjacent to a rural area. Existing development within the Immediate Neighborhood Area abuts rural areas to the north outside of the UGB and to the west outside the UGB. There are existing transitions that occur at the northern and western edges of the Immediate Neighborhood Area. The Larger Neighborhood Area has existing transitions to rural areas that are outside the UGB.

11. Housing for Diverse Incomes and Generations. Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.

a. A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.

APPLICANT'S RESPONSE: The proposed Zone Change would provide for a multi-family housing development at market rates. The Immediate Neighborhood Area is a mix of residential development within the R-1, R-2, R-3 and R-4 zones. Based on the development type there is a mix of housing forms and types for different income levels. The McMinnville Parks, Recreation and Open Space Plan – 2024 has data that shows income levels (Figure 4-2) indicating within the Immediate Neighborhood Area incomes range from $81,000 - $109,000. Within the Larger Neighborhood Area, the incomes levels range from $33,716 to $109,000.

Zillow was used to identify active rental listings and evaluate price ranges in the area surrounding of the proposed project. Zillow's map indicates that within a one-mile radius of the site, only nine rental listings are currently available. These consist of two single-family homes, two duplex units, and five apartment units. Advertised rents range from $1,475+ to $2,790 per month. Notably, there are no rental listings at all within a quarter-mile of the property, highlighting the scarcity of nearby rental options.



Zillow Rental listings					
Type	**Bd**	**Bth**	**sqft**	**Rent**	**Distance**
Home	4	3	1,758	$2,790	0.4 miles
Home	3	2	1,300	$2,500	0.4 miles
Duplex	3	1	1,000	$1,900	0.9 miles
Apartment	2	1	865	$1,785	0.6 miles
Apartment	2	2	1,000	$1,700	0.5 miles
Duplex	2	1	944	$1,695	0.9 miles
Apartment	2	1	865	$1,675	0.6 miles
Apartment	2	1	942	$1,590+	0.8 miles
Apartment	1	1	704	$1,475+	0.8 miles

The two closest available rentals are single-family homes located nearly half a mile from the site, priced at $2,500 and $2,700 per month. This aligns with the housing stock in the immediate neighborhood, which is predominantly composed of owner-occupied single-family homes. Zillow's estimated rental values for surrounding properties range from $2,300 to $3,000 per month (see below), further underscoring the high cost barrier for renters who wish to live near the park and school.





You must look nearly a full mile away to find a rental unit priced under $2,000 per month.

The proposed Parkview Apartment Living development would introduce 75 new rentals priced at or well below $2,000 per month. This represents a meaningful increase in accessible housing options and would broaden the resident pool that can enjoy proximity to the park and elementary school.

Park View Apartments Estimates

Bd	Bth	sqft	Rent
1	1	750	$1,450
2	2	950	$1,750
3	2	1,100	$2,000

Typical rental qualification standards require applicants to earn approximately 2.5 to 3.0 times the monthly rent in gross income. Income data presented above indicates the following:

- Immediate Neighborhood Area: $81,000–$109,000 annual income
- Larger Neighborhood Area: $33,716–$109,000 annual income

Given current rental pricing near the site, a household would need at least $75,000—and more realistically around $90,000—per year to rent in the Immediate Neighborhood Area. In contrast, Parkview Apartment Living's estimated rents would allow an individual or household earning approximately $43,500 per year (representative of incomes in the Larger Neighborhood Area) to live in this neighborhood.

The proposed development would introduce a much-needed housing option for families and individuals who are priced out of purchasing a detached single-family home, based on income levels typical within the Larger Neighborhood Area. By adding rental opportunities in a part of McMinnville where they are currently scarce, the project directly enhances local housing affordability. Its introduction would not only meet significant unmet rental demand but also strengthen economic and social diversity within the community.

12.Housing Variety. Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.

a. Neighborhoods shall have several different housing types.

b. Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.

APPLICANT'S RESPONSE: The Immediate Neighborhood is a mix of detached single-family dwellings at varying densities. The Larger Neighborhood Area is a mix of detached single-family dwellings and multi-family dwellings at varying densities. Designation of the subject site as R-4 for a multi-family dwelling project within the Immediate Neighborhood Area will integrate a new housing type. The Zone Change would build upon the multi-family development type that exists within the Lager Neighborhood Area creating a mix of different housing types.

Within the Immediate Neighborhood Area, the housing types that are similar provide a variety of building form and design. Within the Larger Neighborhood Area, the housing types that are similar provide a variety of building form and design.

13.Unique and Integrated Design Elements. Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:

a. Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.

b. Opportunities for public art provided in private and public spaces.

c. Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood.

APPLICANT'S RESPONSE: The property subject to the requested Zone Change will be constructed to current land use and building code requirements that address energy efficiency.

The proposed development does not have art integrated into the design.

The proposed Zone Change and development of a multi-family project would provide bike racks, landscaping, off-street paved parking, streetlights, fencing and other required design elements in conformance with Resolution No. 2025-51 and MMC Title 17 requirements. The site improvements would enhance the Immediate Neighborhood Area and Larger Neighborhood Area elements and features.

UGB EXPANSION AREA PLANNING PROCESS

APPLICANT'S RESPONSE: Policies 187.60.00 - 187.610 do not apply because the proposed application is not to expand the Urban Growth Boundary.

FRAMEWORK PLANS

APPLICANT'S RESPONSE: Policies 187.70.00 – 187.70.30 do not apply because the proposed application is not to expand the Urban Growth Boundary

AREA PLANNING

APPLICANT'S RESPONSE: Policies 187.80.00 – 187.80.30 do not apply because the proposed application is not to expand the Urban Growth Boundary.

MASTER PLANNING

APPLICANT'S RESPONSE: Policies 187.90.00 – 187.90.40 do not apply because the proposed application is not to create a Master Plan for an area greater than 10 acres in size.

NEIGHBORHOOD ACTIVITY CENTERS

Goal: *NEIGHBORHOOD ACTIVITY CENTERS PROVIDE SHOPPING, SERVICES, RECREATION, HIGH-DENSITY HOUSING, OFFICE AND INSTITUTIONAL FACILITIES NEEDED TO SUPPORT A SURROUNDING NEIGHBORHOOD OR URBAN AREA.*

Policies:

APPLICANT'S RESPONSE: Policies 187.95.00 – 187.95.02 do not apply because the development concept is not for a neighborhood activity center.

Neighborhood Activity Center Locational Criteria Policies:

APPLICANT'S RESPONSE: Policies 187.95.03 – 187.95.04 do not apply.

Neighborhood Activity Center Site Area and Development Size and Intensity

APPLICANT'S RESPONSE: Policies 187.95.05 – 187.95.07 do not apply.

FINDING (CHAPTER IX URBANIZATION): SATISFIED.

- **URBAN GROWTH BOUNDARY POLICIES 181.00-182.50:** These policies apply to UGB expansions and are not applicable to the proposed rezone.

- **GENERAL DEVELOPMENT PATTERN POLICIES 183.00-184.50:** The proposed R-4 zoning is consistent with the Residential Comprehensive Plan map designation. Policy 183.00 provides, "Conversion of these [urbanizable] lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities." These findings demonstrate consistency with the comprehensive Plan, ability to provide urban services, and application of appropriate implementation measures, some of which are not criteria for the rezone and will be applied at the time of development review.

- **LAND USE DEVELOPMENT TOOLS POLICIES 185.00-187.00:** Policies 185.00 and 186.00 are not criteria for the proposed rezone. The proposed annexation, annexation agreement, and rezone are consistent with the implementation ordinances as needed to carry out the Comprehensive Plan as provided in Policy 187.00.

- **GREAT NEIGHBORHOOD PRINCIPLES POLICIES 187.10-197.50:** The Great Neighborhood Principles generally apply to proposed development rather than. a rezone. The applicant has demonstrated the rezone would allow for use and development consistent with the Great Neighborhood Principles.

- **UGB EXPANSION AREA PLANNING PROCESS POLICIES 187.60.00-187.60.10:** These policies apply to UGB expansions. They are not criteria for the proposed rezone.

- **FRAMEWORK PLANS POLICIES 187.70.00-187.70.30:** These policies apply to land within the UGB expansion areas, and do not include the subject property. **T**hey do not provide criteria for the proposed rezone.

- **AREA PLANNING POLICIES 187.80.00-187.80.30:** These policies apply to urbanizable lands within the UGB that have an "Urban Holding" (UH) Comprehensive Plan designation and therefore do not apply to the proposed rezone.

- **MASTER PLANNING POLICIES 187.90.00-187.90.40:** Master Plans apply to areas subject to adopted Area Plans and are required for lands greater than 10 acres. Lands less than 10 acres on size may be annexed without the completion of a master planning process, but must still be consistent with the requirements of the Comprehensive Plan and Zoning Ordinance.

- **NEIGHBORHOOD ACTIVITY CENTERS POLICIES 187.95.00-187.95.07:** The subject property is identified on the Comprehensive Plan map as Residential, and no

Neighborhood Activity Center designation is proposed. These policies do not apply to the proposed rezone to R-4.

CHAPTER X CITIZEN INVOLVEMENT AND PLAN AMENDMENT

GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

GOAL X 2: TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.

GOAL X 3: TO PERIODICALLY REVIEW AND AMEND THE McMINNVILLE COMPREHENSIVE PLAN TO REFLECT CHANGES IN COMMUNITY CIRCUMSTANCES, IN CITIZEN DESIRES, AND IN THE STATEWIDE GOALS.

Policies:

APPLICANT'S RESPONSE: Policies 189.00 – 196.00 do not apply because the application is not to amend the Comprehensive Plan, the Committee for Citizen Involvement is a City function along with advisory positions and youth positions, making technical information available to citizens is a city function, and allocating human, financial and is a city function.

Policy:
188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.

APPLICANT'S RESPONSE: A Neighborhood Meeting was conducted on November 25, 2025, to allow for public input. Additional public input opportunities are provided through Planning Commission and City Council public hearings.

FINDING (CHAPTER X CITIZEN INVOLVEMENT AND PLAN AMENDMENT): SATISFIED.

POLICIES 188.00-196.00. This is an applicant-initiated zone change, and is subject to the public hearing procedures for a quasi-judicial zone change as provided in the Zoning Ordinance, and consistent with state law. The procedures provide for the additional action of holding a neighborhood meeting in advance of submitting an application. Several of these policies address citizen involvement for other types of planning actions and the powers of the Committee for Citizen Involvement and are

not applicable criteria for the proposed zone change or procedures for processing a quasi-judicial zone change application.

State Law

Oregon Statewide Planning Goals and Associated Administrative Rules

*(**NOTE:** Summaries of Goals below are provided by applicant).*

Goal 1:Citizen Involvement

Summary: Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

APPLICANT'S RESPONSE: The requested land use action is to change the Zoning designation for the site from LDR9000 (in Yamhill County) according to City of McMinnville GIS map data to R-4 (Medium, High Density, 5000 SF Lot Residential) within the City of McMinnville. Yamhill County GIS map data has no zoning designation for the east half of the site (Figure 2). County GIS data does not identify a Comprehensive Plan designation for the subject area. Additional information in the County GIS data table indicates the zone is "city", comp plan is "city", and unzoned is "city". Conversation with city staff indicates the east half of the site has a County zoning designation of EF80 but that cannot be confirmed based on City and County GIS mapping data. The Applicant is requesting the R-4 zone within the city. As required, citizens will have the opportunity to comment on the proposed Zone Change at public hearings before the Planning Commission and review or public hearing before the City Council.

Goal 2: Land Use Planning

Summary: Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

APPLICANT'S RESPONSE: As discussed throughout this Applicant's Narrative, the subject site is included in McMinnville's UGB and is designated Residential in the Comprehensive Plan. The subject site was selected for inclusion in the city limits is based on a number of locational factors including its access to the local street system, the ability to provide orderly and economic provision of public facilities and services, and compatibility with adjacent residential uses.

As discussed above, the proposed Zone Change will help meet the City's identified housing needs. The proposed zone change to R-4 is consistent with existing R-4 designations to the north of the site. As required, the Applicant's Narrative addresses how the proposed Zone Change meets applicable goals and policies of the City of McMinnville Comprehensive Plan. This proposal does not require an exception to any Statewide Planning Goals.

Goal 3: Agricultural Lands

Summary: Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

APPLICANT'S RESPONSE: The subject site is currently located within the City of McMinnville Urban Growth Boundary. The parcel is currently under Yamhill County jurisdiction and is zoned "City". The subject property is not being used for agricultural activities. The Goal is not applicable.

Goal 4: Forest Lands
Summary: This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

APPLICANT'S RESPONSE: The subject property is not designated forest lands and does not have an active forest operation. The Goal is not applicable.

Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Summary: Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

APPLICANT'S RESPONSE: The subject site does not contain any designated open spaces, scenic, or historic areas.

Goal 6: Air, Water and Land Resources Quality

Summary: This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

APPLICANT'S RESPONSE: If the proposed zoning designation is approved, specific site development plans will be submitted for building permit review. The permitting process will

ensure compliance with local, state, and federal air, water, and land resource quality standards.

Goal 7: Areas Subject To Natural Disasters and Hazards

Summary: Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

APPLICANT'S RESPONSE: No natural hazard areas have been identified on the subject property that would be required to respond to applicable regulations.

Goal 8: Recreation Needs

Summary: This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

APPLICANT'S RESPONSE: The McMinnville Parks and Recreation Plan (2024) does not identify park facilities on the subject site. Chegwyn Farm Neighborhood Park is located immediately adjacent to the subject property to the west.

Goal 9: Economic Development

Summary: Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

APPLICANT'S RESPONSE: The 2.86 acre (net) subject site is currently designated Residential on the City's Comprehensive Plan Map. Currently the subject property is located within the UGB and outside the city limits of McMinnville. Since this proposal does not involve existing commercial or industrial lands, the proposed Zone Change is consistent with Goal 9.

Goal 10: Housing

Summary: This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

APPLICANT'S RESPONSE: The City's Land Needs Analysis (May 2001) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is

identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Map Amendment of the subject site is essential when addressing the public need for additional housing.

Goal 11: Public Facilities and Services

Summary: Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

APPLICANT'S RESPONSE: The needed public utilities are located in the vicinity of the site and can be extended or connected to when the subject property is developed. An existing 8″ sanitary sewer line is located in NE McDonald Lane (Exhibit 10).

A public storm line storm is located in NE McDonald Lane extending north from NE Grandhaven Street to the southeast corner of the subject property as a 10″ line that transitions to a 12″ line. A second storm line is located approximately midpoint on the property frontage of NE McDonald Lane and extends east through an easement at the Grandhaven Elementary School site. The line is 12″ from NE Samson Street south to the midpoint of the subject property. There is a 12″ storm line in NE Hembree Street (Exhibit 12).

Water is provided by a 10″ cast iron (CI) and ductile iron (DI) line is located in NE McDonald Lane along the property frontage. An 8″ ductile iron is located in NE Maloney Drive and NE Mohan Drive respectively. A 12″ ductile iron line is located in NE Hembree Street (Exhibit 13).

Electrical and communication services can be provided by connecting to existing lines. With annexation of the property, the subject site will also have access to City fire and police services. Therefore, the proposed map amendment complies with Goal 11.

Goal 12: Transportation

Summary: The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

OAR 660-012-0060. Transportation Planning Rule, Plan and Land Use Regulation Amendments, https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=292996

APPLICANT'S RESPONSE: The transportation system is existing along the subject property frontage and surrounding area. Improvements will need to be made at the time of development to meet City standards along the property frontage.

As part of a Zone Change OAR 660-012-0060 requires that for a zone change an evaluation must occur if the change would significantly affect an existing or planned transportation facility. Exhibit 9, Transportation Impact Analysis (TIA), includes the Transportation Planning Rule (TPR) Analysis. The reasonable worst case development scenario is the subject site going from R-1 (Low Density) to the proposed R-4 (Medium-High Density) zone designation. The analysis indicates that AM Peak Trips between R-1 and R-4 is 28 net new trips, PM Peak Trips would be 34 net new trips and Weekday Trips would be 229 net new trips. This increase is well below the OHP threshold of 400 daily trips for determination of a significant effect. The conclusion in the TIA for the TPR analysis states "It can be concluded that the proposed zone change will not have a significant impact and would cause "no further degradation" to the surrounding transportation system. No additional TPR analysis is required." Additional details of the traffic generation, impacts and mitigation are outlined in Exhibit 9.

Goal 13: Energy

Summary: Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

APPLICANT'S RESPONSE: This proposed Zone Change does not significantly affect Goal 13. A discussion of energy conservation is provided under Goal 14 below.

Goal 14: Urbanization

Summary: This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is converted to an urban use.

Land Need

Establishment and change of urban growth boundaries shall be based on the following:

(1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and

APPLICANT'S RESPONSE: The City's Land Needs Analysis (May 2001) base line forecast indicates that single-family and multi-family needs as 5,384 (Table 5-14) new dwelling units between 2000 and 2020. The demand for multi-family units is 1,209 (Table 5-15) in the period of 2000 – 2020. The Alternative Forecast indicates multi-family at 1,346 units (Table 5-24 & 5-26) in the period 2000 – 2020. The Alternative Forecast land need for R-4 is identified as 55 acres in the period 2000 – 2020. Table 5-29 identifies a land need of 778 units on 55 acres in the period 2000 – 2020. Table 6-2 identifies a dwelling unit need in R-4 of 588 units. Overall, the City at the time had a deficiency of 63.9 gross acres and 55.1 net acres of R-4 zoned land in the period 2000 – 2020.

The City of McMinnville Housing Needs Analysis (November 2023), which is under appeal. Figure 81 provide information on the historical density and mix from 200 – 2018. For Multi-family in the R-4 zone the unit mix is 37% and a net density of 19.1. The analysis further indicates that over the 20 year period based on population growth there will be a need for 4,657 new dwelling units. The recommended mix of units includes 33% to be multi-family. Infill development such as being proposed by the zone change indicates a need for 335 multi-family units and vacant or partially vacant land of 1,202 units (Exhibit 87 & 88). Exhibit 89 indicates a need for 375 multi-family units between 2021 – 2026, 760 multi-family units between 2021 – 2031, 1,537 multi-family units between 2021 – 2041, and 3,626 multi-family units between 2021 – 2067. Finally, the analysis indicates a deficit of 1,101 dwelling units for the period of 2021 – 2041 (Exhibit 101).

Both analyses indicate a deficit of multi-family housing in McMinnville. The proposed zone change will assist in addressing the deficiency. Therefore, the Zone Map Amendment of the subject site is essential when addressing the public need for additional housing.

(2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need categories in this subsection (2).

APPLICANT'S RESPONSE: The subject property is designated as Residential on the City of McMinnville Comprehensive Plan Map. As discussed above, there is a documented need to develop additional housing to meet the needs of the projected population. The proposed zone change will help meet this need for additional housing.

Boundary Location

The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:

(1) Efficient accommodation of identified land needs;

APPLICANT'S RESPONSE: The Applicant is not proposing changes to the existing urban growth boundary, therefore these factors do not apply.

FINDING (STATEWIDE PLANNING GOALS & ASSOCIATED ADMINSISTRATIVE RULES):

- **GOALS 1-11, 13-14: SATISFIED.** The applicant's responses sufficiently address applicable statewide planning goals 1-11, and 13-14. The proposed amendment is consistent with the City's adopted and acknowledged Comprehensive Plan Map, the locational policies for R-4 zoning, the zone change criteria, and the factual basis for the adopted plan.

  Regarding Goal 10 (Housing), the City's Housing Needs Analysis (HNA) was acknowledged by LCDC by Order 26-UGB-001967 issued on May 4, 2026, and there was no appeal of that decision. Exhibits 113, 114, 115, and 116 of the HNA illustrate the need for approximately 219 – 226 new gross buildable R-4 acres needed from 2021 – 2041 to meet McMinnville's housing need.

  Zone changes to R-4 zoning that have occurred since January 1, 2022 are:
  - ZC 1-24: 2125 NW 2nd Street = 0.9 acre (Ordinance No. 5146)
  - ZC 3–24: Monika Development, 2.93 acres (Ordinance No. 5154)
  - ZC 4–24: Valley Vista, 5.8 acres (Ordinance No. 5159)
  - Linfield addback: 20.48 acres (Ordinance No. 5170)
  - ZC 2-25: Baker Rock, 2.06 acres (Ordinance No. 5173)

  The total new R-4 acreage added to the buildable land inventory (BLI) of December 31, 2021 is 32.07 acres

- **GOALS 15-19: NOT APPLICABLE TO MCMINNVILLE**

- **GOAL 12: TRANSPORTATION. SATISFIED WITH CONDITION #2.** The applicant has conducted analysis required under OAR 660-012-0060, the portion of the "Transportation Planning Rule" with requirements for Plan and Land Use Regulation Amendments which relate to performance standards of transportation facilities, and what is required if an amendment is determined to have a significant effect on transportation facilities, considering "reasonable worst case scenarios" under current zoning and proposed zoning.

  The 12th Edition ITE Trip Generation Manual and Handbook provide two methods for calculating trip generation for land use categories: use of average trip generation rates and the fitted curve method. For a small number of units, there is a significant

difference in the results for Average Daily Traffic (ADT) between the two methods. The applicant's TPR analysis used the "fitted curve" methodology. The results for the two methods are provided below for the net difference in trip generation for the determination of "reasonable worst case scenario" under existing and proposed zoning assumptions per the Transportation Planning Rule.

Fitted Curve Method:

Scenario	Units	ITE Land Use (LUC)	Daily Trips
Existing Assumed R1	13	"Single Family Detached Housing" (LUC 210)"	371
Proposed R4	85	"Multifamily Housing (Low-Rise)" (LUC 220)"	600
		Net New	+229

Average Rate Method:

Scenario	Units	ITE Land Use (LUC)	Daily Trips
Existing Assumed R1	13	"Single Family Detached Housing" (LUC 210)"	118
Proposed R4	85	"Multifamily Housing (Low-Rise)" (LUC 220)"	528
		Net New	+410

The Oregon Highway Plan provides the following provision addressing OAR 660-12-0060.

> ***Action 1F.5***
> *For purposes of evaluating amendments to transportation system plans, acknowledged comprehensive plans and land use regulations subject to OAR 660-12-0060, in situations where the volume to capacity ratio or alternative mobility target for a highway segment, intersection or interchange is currently above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or is projected to be above the mobility targets at the planning horizon, and transportation improvements are not planned within the planning horizon to bring performance to the established target, the mobility target is to avoid further degradation. If an amendment subject to OAR 660-012-0060 increases the volume to capacity ratio further, or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.*
>
> *In applying "avoid further degradation" for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause "further degradation" of the facility.*

The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- *Any proposed amendment that does not increase the average daily trips by more than 400.*

[...]

In applying OHP mobility targets to analyze mitigation, ODOT recognizes that there are many variables and levels of uncertainty in calculating volume-to-capacity ratios, particularly over a specified planning horizon. After negotiating reasonable levels of mitigation for actions required under OAR 660-012-0060, ODOT considers calculated values for v/c ratios that are within 0.03 of the adopted target in the OHP to be considered in compliance with the target. The adopted mobility target still applies for determining significant affect under OAR 660-012-0060.

The City does not have a formally adopted threshold for presumption of "no significant effect" or "no further degradation" for further analysis under the Transportation Planning Rule. Therefore, the City will implement the Oregon Department of Transportation's threshold of a net increase of 400 ADT between the reasonable worst case scenarios for the existing and proposed zoning.

Under the most conservative analysis method (average rate method), the net increase in trips under the "reasonable worst case scenarios" for the R-1 and R-4 zones would slightly exceed 400 ADT based on the reasonable worst case scenario of 13 detached dwellings for the R-1 zone (ITE Land Use Category 210) and the reasonable worst case scenario of 85 multi-dwelling units (ITE Land Use Category 220) for the R-4 zone (a net increase of 410 additional daily trips). A trip cap of 519 ADT, which would allow for up to 83 multi-dwelling units, would result in net increase of less than 400 ADT compared to the reasonable worst case scenario assumption for existing zoning.

As a condition of approval for the rezone, the applicant for future development shall comply with one of the following requirements at the time of future development:

- Development shall not exceed 519 ADT (a net increase of 400 ADT) using the average rate method in order to not exceed the 400 ADT threshold; or
- The applicant shall conduct additional traffic analysis to demonstrate compliance adopted mobility targets, including any necessary transportation improvements that would be required to remove the trip cap on the property. The City also reserves the right to require a development Traffic Impact Analysis (TIA) at the time of development if City determines proposal will result in an increase of 200 daily trips or 20 daily peak hour trips.

ORS 197A.146 Expedited process for certain residential development applications.

(1) This section applies only to a land use decision for residential development based on an application for:

(a) A zone change to allow for a denser residential use designation;

(b) A planned unit development; or
(c) A variance from a residential approval standard.

(2) This section applies only to an application for land that is, at the time of the application:
(a) Inside the urban growth boundary; and
(b) Zoned primarily for residential use or mixed residential use or planned for residential use.

(3) This section does not apply to an application:
(a) That would reduce the minimum residential density of land.
(b) For a final subdivision or partition plat.
(c) For a residential construction permit under the state building code.
(d) For final engineering plans under ORS 195.860.
(e) Subject to a ministerial or other expedited approval procedure, including a residential use allowed outright.

(4) An application under this section:
(a) Is not subject to the requirements of ORS 197.797.
(b) Must be reviewed under the procedures described in a local government's land use regulations, except as provided in this section.

(5) (a) The local government shall provide written notice of an application under this section to owners of property within 100 feet of the site for which the application is made and to any neighborhood or community organization recognized by the governing body and whose boundaries include the site. The list of owners must be compiled from the most recent property tax assessment roll.

(b) A local government is not required to provide a hearing, as described in ORS 197.610 to 197.625, on an application made under this section if the local government provides a copy of the notice required under this subsection to the Department of Land Conservation and Development in the manner provided by ORS 197.610 and 197.615.

(c) The notice must:

(A) Provide a 14-day period for submission of written comments prior to the decision;

(B) State that issues which may provide the basis for an appeal to the Land Use Board of Appeals must be raised in writing prior to the expiration of the comment period. Issues shall be raised with sufficient specificity to enable the decision maker to respond to the issue;

(C) List, by commonly used citation, the applicable criteria for the decision;

(D) Set forth the street address or other easily understood geographical reference to the subject property;

(E) State the place, date and time that comments are due;

(F) State that copies of all evidence relied upon by the applicant are available for review and that copies can be obtained at cost;

(G) Include the name and phone number of a local government contact person;

(H) Provide notice of the decision to the applicant and any person who submits comments under subparagraph (A) of this paragraph. The notice of decision must include an explanation of appeal rights; and

(I) Briefly summarize the local process for reaching a final decision on the application.

(d) The local government shall provide an affidavit or other certification describing the notice given under this subsection.

(6) Approval or denial of the application must be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon in rendering the decision and explains the justification for the decision based on the criteria, standards and facts set forth.

(7) The initial decision on the application must be made without a hearing. A local government may provide for a hearing on appeal of the initial decision. The hearing may be limited to the record developed for the initial decision under subsection (5) of this section or may allow for the introduction of additional testimony or evidence. A hearing on appeal that allows the introduction of additional testimony or evidence must comply with the requirements of ORS 197.797. Written notice of the local government's final decision must be given to all parties who participated in the decision and must include an explanation of a party's right to appeal the decision. [2025 c.330 §3]

***Note:** 197A.146 becomes operative July 1, 2026. See section 6, chapter 330, Oregon Laws 2025.*

APPLICANT'S REPSONSE: N/A.

FINDING (ORS 197A.146): NOT APPLICABLE. The application was submitted on May 7, 2026. ORS 197A.146 became operative July 1, 2026, so ORS 197A.146 is not applicable.