
PUBLIC FACILITY PLAN - 1995



City Of

McMinnville

**CITY OF McMinnville
PERIODIC REVIEW
PUBLIC FACILITY PLAN**

EXECUTIVE SUMMARY

Over the last twenty years, the City of McMinnville has grown at an average rate of 3.1 percent annually. The current projection is that McMinnville will grow to a city of about 40,000 people by the year 2015; which is an approximate doubling of the City's population over the next 20 years. This projected population growth, along with the resultant pressures on the City's transportation system and infrastructure, is the impetus for all conceptual and scheduled improvements, as listed within this Plan, unless otherwise specified within the individual sections.

This Public Facility Plan has been drafted in accordance with Oregon Administrative Rules (OAR) 660-11-000 (Public Facilities Planning) which requires that all jurisdictions with a population over 2,500 persons develop a Public Facility Plan for adoption. In order that the City satisfy this requirement, as well as Period Review Factor Two (Goal 11 - Public Facilities and Services) of the December 3, 1993, Land Conservation and Development Commission's (LCDC's) Required Amendments Remand (Order 94-RA-914) of the City's Periodic Review, this Public Facility Plan has been prepared.

The four required elements within this Plan shall be addressed in the following order: transportation, storm drainage, sanitary sewer (wastewater), and water systems. Within each of these sections, the Plan shall address both short and long term improvements. Information concerning the timing and location of improvements is provided (including maps and descriptions as necessary) as well as an assessment of the current condition of each system, cost estimates, and funding sources. The City of McMinnville Urban Growth Boundary Management Agreement and applicable plan policies, specifying service provision, follow the Water Systems Element.

Concurrent with adoption of the Facility Plan, certain items, which have not already been so adopted, are to be adopted as part of the comprehensive plan as per OAR 660-11-045 (Adoption and Amendment Procedures for Public Facility Plans). The items within this plan which are to be adopted into the comprehensive plan are summarized as Attachment A, and are as follows:

- a) Public facility project titles; and
- b) Maps and/or written descriptions of project locations or service areas;

The City is required to address the requirements of the Urban Reserve Areas rule (OAR 660, Division 21) for improvements which are located outside the Urban Growth Boundary (UGB). Pursuant to ORS 215.283 (Uses permitted in exclusive farm use zones), utility facilities necessary for public service are permitted to occur outside the UGB without necessitating the formation of an Urban Reserve Area (URA) provided that urban levels of development within such areas are prohibited. The improvement projects listed within the Facility Plan which are to be extended or located outside the UGB shall not be permitted to provide service which would have the effect of encouraging urban levels of development. Therefore, these improvements do not require the formation of a URA.

As permitted by OAR 660-11-025, the timing of facility projects referenced within the Facility Plan are general estimates and are not considered land use decisions as specified in ORS 197.712(2)(e). Additionally, as per OAR 660-11-030 (Location of Public Facility Projects) the location of public facility projects referenced within this Plan are general in that final alignments and engineering have yet to be completed for these projects.

TRANSPORTATION ELEMENT

The listing of short term transportation improvements detailed in this section is not identical to that which was approved by Council through the adoption of the Transportation Mater Plan in 1992. The City of McMinnville Transportation Advisory Committee provided a revised list of short term improvements which was subsequently been adopted by the City Council. Such modifications are reflected within this element of the Plan.

The cost of each project, as specified below, is much the same as is listed in the implementation program of the Transportation Master Plan. These estimates are partially based on 1991 costs as determined by David Evans & Associates (DEA). The total estimated cost of all short-term improvements is \$7,150,000. As stated in the Transportation Master Plan, these cost estimates include design, construction, right-of-way acquisition, and contingencies. These cost estimates do not include the estimated costs of storm drains, water or sewer facilities. Final engineering shall be addressed at the forefront of each transportation improvement project.

A map indicating the general location of short term transportation improvements has been provided. The order in which these transportation improvements are listed in this element of the facility plan corresponds with the ordering of such improvements as listed in the adopted Transportation Master Plan. For a detailed analysis of transportation improvement funding strategies, please refer to pages 60 through 82 of the Transportation Master Plan.

A major streets inventory of collectors and arterials is included as **Table A-1** and is located at the end of the street improvement portion of this element of the Public Facility Plan. Table A-1 also addresses roadway jurisdiction, classification and assessment of road conditions, among other factors.

Following the section pertaining to street improvement projects, the transportation element will address planned improvements for the McMinnville Municipal Airport.

I. SHORT TERM PROJECTS - FIVE YEARS (1995-1999):

1. HIGHWAY 99W FROM EDMUNSTON STREET TO HWY 18:

The Oregon Department of Transportation (ODOT) will widen Highway 99W between Old Sheridan Road and the southern end of the Adams/Baker Streets couplet to four travel lanes plus turn-lanes and bike lanes. The City is responsible for costs associated with extending Linfield Avenue to the west, drainage oversizing to accommodate city drainage and some utility relocation. Construction on this portion of Highway 99W is scheduled to begin in 1995 with a total projected capitol outlay of \$2,450,000.

2. BAKER STREET AND 99W:

The west side of the intersection of Baker Street and Highway 99W will be realigned to provide more of a right-angle approach to Highway 99W. The specific alignment and design of this improvement is currently under review. The estimated cost of this improvement is \$100,000.

3. BAKER CREEK ROAD EXTENSION:

Baker Creek Road will be extended eastward from its' intersection with Baker Street (West Side Road) to the intersection of Highway 99W and Evans Street. Evans Street would be connected to the new Baker Creek Road extension approximately 250 feet north on Highway 99W. Baker Creek Road is classified as a minor arterial. Curb parking may be removed along this section. The intersections of Baker Creek Road and Baker Street, and Baker Creek Road and Highway 99W would be signalized. The specific alignment and design of this improvement is currently under review. The cost is estimated at \$1,450,000.

4. LAFAYETTE AVENUE - 8th STREET TO BRIDGE:

Planned improvements are from the intersection of Lafayette Avenue and 8th Street to the intersection of Johnson Street and 3rd Street. These improvements will continue south-easterly along the Highway 18 Spur to the South Yamhill River Bridge. Specific improvements will include widening the street section to include two travel lanes and one center turn lane, sidewalks, and drainage improvements. Improvements to 8th Street will include the widening of 8th Street to the west and the installation of a traffic signal at the intersection of Lafayette Avenue. Estimated improvements costs are \$600,000.

5. LAFAYETTE AVENUE - 99W TO 8TH STREET:

The improvements planned for this project are to widen Lafayette Avenue in order to provide two traffic lanes plus left-turn lanes, bike lanes, curbs and sidewalk. It is also proposed that the northern terminus of Lafayette Avenue extend eastward to provide a signalized intersection with the future conceptual extension of Norton Lane. Construction of this project was scheduled to begin in the fall of 1997 for a cost of \$1,570,000. A consultant has been secured to readdress the scope and timing of this project.

6. THIRD AND EVANS STREETS:

In downtown McMinnville, the on-street parking on Third Street, along with the zero setback distances of many of the buildings from the edge of the sidewalk, result in limited sight distance from cross-streets. The limited sight distance from the cross-street approaches results in delays at these intersections during the A.M. and P.M. peak hours. This is particularly true at both the Cows and Evans Street approaches to Third Street.

Since Evans Street is a designated Collector, it is recommended that a traffic signal be installed at its intersection with Third Street to mitigate the sight distance problems at that intersection. The traffic from Cows Street is estimated to sufficiently divert to other signalized intersections in the downtown due to the limited sight distance from the Cows Street approach to Third Street. The estimated cost for the installation of a signal at the intersection of Third Street and Evans Street is \$125,000.

7. REALIGNMENT OF 12TH STREET AT BAKER STREET:

The east and west 12th Street approaches to Baker Street are offset. This project will realign the intersection offset by realigning the east-bound lanes to the south, and the west-bound lanes to the north. The estimated cost of this improvement is \$100,000.

8. REALIGNMENT OF RIVERSIDE DRIVE AND 14TH STREET:

Realignment of Riverside Drive with 13th Way and extend 13th Way to 14th Street. A traffic signal will be installed at Riverside Drive and Lafayette Avenue and the railroad crossing safety gates will be moved from 14th Street to 13th Way. Fourteenth Street will be closed at the railroad tracks terminating east and west bound through traffic. The estimated cost of this improvement is \$550,000.

9. THIRD AND JOHNSON STREETS:

The intersection of Third and Johnson Streets is stop-sign controlled at the Johnson Street approaches. At the intersection, the two streets have a single-lane approach without turn lanes. The high traffic volumes between Lafayette Avenue and Third Street result in high turning volumes at the intersection of Third Street and Johnson Street. This high turning volume results in capacity and safety problems at this intersection during both the A. M. and P. M. peak hours.

Improvements are the addition of left-turn lanes at the eastbound and westbound Third Street approaches, and at the southbound Johnson Street approach to the intersection. Also, the northbound lane on Johnson Street at the north approach to the intersection would be widened to 22 feet to permit safe and easy right-hand northbound turns onto Johnson Street from westbound Third Street. The on-street parking on both sides of the street at the east, west, and north approaches to the intersection would have to be removed for the entire block to accommodate the additional lane width required for turn lanes at these approaches. Additionally, the widening on Johnson Street to accommodate smoother right turns for trucks would be accomplished by the acquisition of undeveloped property in the northeast quadrant of the intersection. These improvements are estimated to cost approximately \$136,000 (*excluding property acquisition in the northeast quadrant of the intersection*). The design changes are shown as Figure A-2 in the Transportation Master Plan.

**TABLE 1
SHORT TERM IMPROVEMENTS AND COST ESTIMATES**

<i>Short-term Improvements: Prior to 2000 Project</i>	<i>Estimated Cost</i>	<i>Timing</i>	<i>Funding Sources</i>
1) Hwy 99W S: Edmunston St. to Hwy 18	2,150,000	1998	ODOT, Property Tax
2) Hwy. 99W N: Baker, and 19th Street intersection	100,000	1998	SDC, Property Tax
3) Extend Baker Creek Rd to Evans St. and Hwy. 99W	1,450,000	1998	SDC, Property Tax
4) Lafayette Avenue: 8th St. to Bridge	600,000	1999	SDC, Property Tax
5) Lafayette Avenue: 99W to 8th St.	1,570,000	1999	SDC, Property Tax
6) Install traffic signal at 3rd St. and Evans St.	125,000	1997	Property Tax
7) Realign 12th St. at Baker St.	100,000	1998	SDC, Property Tax
8) Realign Riverside Dr. and 14th St. intersection	550,000	1998	SDC, Property Tax
9) Improvements and signal at 3rd St. and Johnson St.	136,000	1999	SDC, Property Tax
Total	\$6,781,000		

II. LONG TERM PROJECTS - TWELVE YEARS (2000-2011):

The following list of projects are those projects which are not anticipated to begin within the current five year period. Long term projects and project costs totaling \$21,053,000 are presented below and in Table 2. The specific timing of these projects is not known at this time. These projects shall be scheduled accordingly throughout the balance of the planning period with relation to development and funding.

REALIGNMENT OF HILL ROAD:

There are two locations along Hill Road which contain sharp curve sections. One such section is south of the intersection of Hill Road and Fellows Street. The other section is located at the intersection of Hill Road and Foxridge Road. These curves shall be realigned. The City will reserve adequate right-of-way in order to meet the minor arterial design standard and shall also purchase access control on the west side of Hill Road so as to eliminate all access possibilities to lands outside the UGB and to reduce the possibility of future development until such time as the subject land is within the UGB. The cost of purchasing additional rights of way for this improvement are estimated to be \$675,000.

NORTHEAST “RING ROAD”:

Construct a new minor arterial from Highway 99W to West Side Road. This portion of the “Ring Road” will intersect Highway 99W at the future Norton Lane intersection. The alignment which is shown on Figure 21 in the Transportation Master Plan is not site specific. The alignment will be within the existing Urban Growth Boundary (UGB). The estimated cost of this improvement is \$2,320,000.

NORTHWEST “RING ROAD”:

The Northwest “Ring Road” would extend from West Side Road to the intersection of Baker Creek Road and Hill Road. This project is currently only conceptual as a portion of it is located outside of the existing UGB. A goal exception would be necessary to set its alignment if the affected land is not within the UGB prior to construction. The road would be a two-lane arterial with bike lanes and would be constructed with access control to prevent driveways or access points leading to the areas outside the UGB. This road is estimated to cost \$3,913,000.

NORTON LANE EXTENSION:

Norton Lane would be extended northward from the existing northern terminus; improvements to begin near the intersection of Norton Lane and the Salmon River Highway (Hwy 18). The extension would cross the South Yamhill River to the Riverside Drive/Miller Street intersection. The extension would continue northward along the Miller Street alignment, provide a connection to Orchard Avenue and proceed further north around the east side of the Liquid Air plant terminating at an intersection near Lafayette Avenue and Highway 99W. This roadway would reduce the need for widening the Highway 18 Spur to First Street. The estimated project cost is \$9,145,000.

HIGHWAY 18 INTERCHANGE:

Construct a new interchange near Durham Lane on Highway 18, and provide a direct connection to Hill Road as part of the future City Ring Road. The interchange would be designed as part of the interchange to Highway 99W when Highway 18 needs to be widened to four lanes. The connection to Hill Road would be a minor arterial constructed to design standard E. Part of Durham Lane is conceptual as it is outside of the UGB and would need a goal exception to implement. Alternatively, this improvement may not be necessary until sometime after a future UGB amendment would designate this land urbanizable. Highway 18 is classified as a major arterial, but would be constructed to a four or five lane ODOT highway standard. The estimated cost of this improvement is 5,000,000.

TABLE 2
LONG TERM IMPROVEMENTS AND COST ESTIMATES

<i>Long Term Projects (2000 and beyond)</i> <i>Project</i>	<i>Estimated</i> <i>Cost</i>	<i>Timing</i>	<i>Funding</i> <i>Sources</i>
Straighten Curves on Hill Rd.	675,000	2000+	SDC, Property Tax
Construct NE “Ring Road” from Hwy 99W to Westside Rd.	2,320,000	2000+	SDC, Property Tax
Construct NW “Ring Road” to Baker Creek Rd/Hill Rd.	3,913,000	2000+	SDC, Property Tax
Norton Lane Extension	9,145,000	2000+	SDC, Property Tax
Hwy 18 Interchange at Durham Rd.	5,000,000	2000+	Potential ODOT
<i>Total</i>	<i>\$21,053,000</i>		

III. FUNDING OPTIONS AND FINANCIAL PLAN:

The City of McMinnville, like other cities in Oregon, is faced with the need to improve and expand its transportation system in order to alleviate existing safety and roadway capacity concerns and to accommodate projected growth. As excerpted from the adopted Transportation Master Plan, this element of the Public Facility Plan identifies approximately \$27.8 million (some project estimates are in 1991 dollars) in proposed transportation improvements (both long term and short term). While funding for a portion of the proposed improvements is expected to come from intergovernmental (*federal and state*) sources and private developers, it is likely that residents of McMinnville will be faced with the need to provide funding for the remaining share. **Tables 1 and 2** above, indicate that state, federal sources may provide funding for approximately \$7.2 million of the proposed transportation improvements. This leaves the City with a local funding share of \$20.7 million (\$20,684,000), or approximately 74 percent of the total improvement costs for those projects estimated at \$100,000 of greater in cost.

Upon review and discussion of the funding recommendation by DEA, and the adoption of the recommendation within the Transportation Master Plan, the City holds that a funding package combining system development charge revenues, state (and perhaps local) gas tax revenues as well as general obligation bond financing represents a reasonable funding strategy to meet the expected capital and maintenance funding needs. A detailed analysis of these strategies may be found on pages 60 through 82 of the Transportation Master Plan.

TABLE A-1
1991 MAJOR STREETS INVENTORY
McMINNVILLE TRANSPORTATION PLAN

Street	Jurisdiction	Classification	Speed Limit (mph)	ROW Width (feet)	Street Width (feet)	No. of Travel Lanes	Direction of Travel	Parking	Bike Route	Truck Route	Pavement Condition
S. Highway 99W (Baker Street)											
Highway 18 to Old Sheridan Rd.	State*	Major Arterial	35	80	30	2	Two-way	No	Yes	Yes	Good
Old Sheridan Road to Gilson	State	Major Arterial	35	80	44	4	Two-way	No	Yes	Yes	Fair
Gilson Street to Edmunston Street	State	Major Arterial	35	67	59	4	Two-way	No	Yes	Yes	Poor
Adams Street (Southbound 99W)											
Edmunston Street to Lincoln Street	State*	Major Arterial	35	65	40	2	One-way	Both Sides	Yes	Yes	Good
Lincoln Street to Second Street	State	Major Arterial	35	105	40	2	One-way	Both Sides	Yes	Yes	Good
Second Street to Seventh Street	State	Major Arterial	30	60	40	2	One-way	Both Sides	Yes	Yes	Good
Seventh Street to Twelfth Street	State	Major Arterial	30	50	40	2	One-way	Both Sides	Yes	Yes	Good
Twelfth Street to Fifteenth Street	State	Major Arterial	30	60	40	2	One-way	Both Sides	Yes	Yes	Good
Baker Street (Northbound 99W)											
Edmunston Street to Second Street	State*	Major Arterial	30	60	38	2	One-way	Both Sides	Yes	Yes	Good
Second Street to Third Street	State	Major Arterial	30	60	40	2	One-way	Both Sides	Yes	Yes	Good
Third Street to Twelfth Street	State	Major Arterial	30	60	44	2	One-way	Both Sides	Yes	Yes	Good
12 th Street to 15 th Street (transition)	State	Major Arterial	30	70	61	3	One-way	Both Sides	Yes	Yes	Good
Highway 99W (Pacific Hwy)											
Fifteenth Street to McDonald Lane	State	Major Arterial	30	80	68	5	Two-way	No	Yes	Yes	Poor
McDonald Lane to McDaniel Lane	State	Major Arterial	35	90	68	5	Two-way	No	Yes	Yes	Poor
McDaniel Lane to 27 th Street	State	Major Arterial	40	100	68	5	Two-way	No	Yes	Yes	Fair
27 th Street to 27 th Street	State	Major Arterial	40	175	80	5	Two-way	No	Yes	Yes	Fair
27 th Street to Lafayette Avenue	State	Major Arterial	40	80	68	5	Two-way	No	Yes	Yes	Fair
Lafayette Avenue to Riverside Drive	State	Major Arterial	50	155	68	5	Two-way	No	Yes	Yes	Fair
Highway 18 / Three Mile Lane Bypass											
Highway 99 West to east City Limits	State*	Major Arterial	55	170	80	5	Two-way	No	Yes	Yes	Good
West Second Street											
Hill Road to Filbert Street	City	Major Collector	35	60	40	2	Two-way	Both Sides	No	Yes	Good
Filbert Street to Fleishauer Lane	City	Major Collector	25	60	40	2	Two-way	Both Sides	No	Yes	Good
Fleishauer Lane to Adams Street	City	Major Collector	25	60	40	2	Two-way	Both Sides	Yes	Yes	Good
Adams Street to Davis Street	City	Local Road	25	60	36	2	Two-way	Both Sides	Yes	Yes	Poor
Davis Street to Kirby Street	City	Local Road	25	60	36	2	Two-way	Both Sides	No	Yes	Poor
Third Street											
Adams Street to Irvine Street	State*	Major Collector	20	60	40	2	Two-way	Both Sides	No	Yes	Fair
Irvine Street to Kirby Street	State	Major Collector	20	60	38	2	Two-way	No	No	Yes	Fair
Kirby Street to Salmon River Highway	State	Major Collector	35	80	38	2	Two-way	No	No	Yes	Fair
Nineteenth Street											
St. Andrews Drive to Michelbook Lane	City	Local Street	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Michelbook Lane to Birch Street	City	Major Collector	25	50	32	2	Two-way	Both Sides	No	Yes	Good
Birch Street to Highway 99W	City	Major Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Good
Highway 99W to Evans Street	City	Major Collector	25	40	34	2	Two-way	Both Sides	No	Yes	Good
Evans Street to Galloway Street	City	Major Collector	25	50	30	2	Two-way	Both Sides	No	Yes	Good
Galloway Street to Hembree Street	City	Major Collector	25	45	36	2	Two-way	Both Sides	No	Yes	Good
Hembree Street to Lafayette Avenue	City	Major Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Riverside Drive											
Lafayette Avenue to Marsh Lane	City	Major Collector	25	50	34	2	Two-way	No	Yes	Yes	Good
Marsh Lane to Miller Street	City	Major Collector	25	40	34	2	Two-way	No	Yes	Yes	Good
Miller Street to Blossom Drive	County	Major Collector	25	40	20	2	Two-way	No	No	Yes	Poor
South of Railroad	County	Major Collector	25	50	20	2	Two-way	No	No	Yes	Poor
Railroad to Pacific Highway (99W)	County/ City	Major Collector	35	60	30	2	Two-way	Yes	No	Yes	Fair
Booth Bend Road											
Highway 99W to Lever Street	City	Major Collector	35	40-60	24	2	Two-way	No	No	Yes	Good
Lever Street to Salmon River Highway	City	Major Collector	35	60	24	2	Two-way	No	No	Yes	Good
Davis Street											
Booth Bend Road to Linfield Avenue	City	Minor Collector	25	60	36	2	Two-way	Both Sides	Yes	No	Good
Linfield Avenue to Wilson Street	City	Minor Collector	25	60	34	2	Two-way	Both Sides	Yes	No	Good
Wilson Street to First Street	City	Minor Collector	25	60	28	2	Two-way	Both Sides	Yes	No	Good
First Street to Second Street	City	Minor Collector	25	60	38	2	Two-way	Both Sides	Yes	Yes	Good
Second Street to Third Street	City	Minor Collector	25	60	38	2	Two-way	Both Sides	No	Yes	Good
Third Street to Fifth Street	City	Local Street	25	60	38	2	Two-way	Both Sides	No	Yes	Good
Fifth Street to Eleventh Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Poor
Eleventh Street to Fifteenth Street	City	Local Street	25	60	24	2	Two-way	Both Sides	No	Yes	Poor
Baker Street											
Seventeenth Street to Baker Creek Road	City	Minor Arterial	30	60	44	2	Two-way	Both Sides	No	Yes	Fair
Baker Creek Road to Twenty-fifth Street	City	Minor Arterial	35	60	52	2	Two-way	No	No	Yes	Poor
West Side Road											
25 th Street to Burnett Road	County	Minor Arterial	35	60	25	2	Two-way	No	No	Yes	Fair
Lafayette Avenue											
Fifth Street to Ninth Street	State	Minor Arterial	25	60	30	2	Two-way	No	No	Yes	Fair
9 th Street to 0.9 miles north	State	Minor Arterial	35	60	44	2	Two-way	Yes	No	Yes	Poor
27 th Street to 0.3 miles south	State	Minor Arterial	45	70	44	2	Two-way	Yes	No	Yes	Poor
Baker Creek Road											
Hill Street to Elm Street	County	Minor Arterial	35	60	36	2	Two-way	No	Yes	Yes	Good
Elm Street to Baker Street	City	Minor Arterial	35	60	44	2	Two-way	Both Sides	Yes	Yes	Good

*ODOT designation is "Principal Arterial"

TABLE A-1 (continued)
 1991 MAJOR STREETS INVENTORY
 McMinnville Transportation Plan

Street	Jurisdiction	Classification	Speed Limit (mph)	ROW Width (feet)	Street Width (feet)	No. of Travel Lanes	Direction of Travel	Parking	Bike Route	Truck Route	Pavement Condition
Hill Road											
South of West Second Street	County	Minor Arterial	35	60	20	2	Two-way	No	No	Yes	Good
North of West Second Street	County	Minor Arterial	35	80	20	2	Two-way	No	No	Yes	Good
Old Sheridan Road											
Redmond Lane to Cypress Lane	County	Major Collector	55	60	21	2	Two-way	No	No	Yes	Good
Cypress Lane to Highway 99W	County	Major Collector	55	60	19	2	Two-way	No	No	Yes	Fair
Cypress Street											
Old Sheridan Road to West Second Street	County/ City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Michelbook Lane											
West Second Street to 12 th Street	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
12 th Street to 15 th Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Good
15 th Street to Baker Creek Road	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Wallace Road											
Arrowood Drive to Michelbook Lane	City	Minor Collector	25	60	36	2	Two-way	No	No	Yes	Good
Michelbook Lane to Wallace Way	City	Local Street	25	60	36	2	Two-way	No	No	Yes	Good
Fellows Street											
Goucher Street to Brockwood Street	City	Minor Collector	25	60	40	2	Two-way	Both Sides	No	Yes	Good
Brockwood Street to Highway 99W	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Twelfth Street											
Michelbook Lane to Baker Street	City	Minor Collector	25	50	30	2	Two-way	Both Sides	No	Yes	Good
Baker Street to Evans Street	City	Minor Collector	25	60	24	2	Two-way	Both Sides	No	Yes	Poor
Evans Street to Galloway Street	City	Local Street	25	60	24	2	Two-way	Both Sides	No	Yes	Fair
Galloway Street to Irvine Street	City	Local Street	25	60	36	2	Two-way	Both Sides	No	Yes	Fair
Irvine Street to Kirby Street	City	Local Street	25	60	24	2	Two-way	Both Sides	No	Yes	Fair
Linfield Avenue											
Highway 99W to Melrose Avenue	City	Minor Collector	25	50	36	2	Two-way	Both Sides	Yes	Yes	Fair
Melrose Avenue to Davis Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	Yes	Yes	Good
Eighth Street											
Yamhill Street to Adams Street	City	Local Street	25	60	20	2	Two-Way	East Bound	No	Yes	Poor
Adams Street to Baker Street	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Fair
Baker Street to Lafayette Avenue	City	Minor Collector	25	60	30	2	Two-way	West Bound	No	Yes	Good
Fourteenth Street											
Davis Street to Evans Street	City	Local Street	25	60	24	2	Two-way	East Bound	No	Yes	Fair
Evans Street to Irvine Street	City	Minor Collector	25	60	24	2	Two-way	East Bound	No	Yes	Fair
Irvine Street to Lafayette Avenue	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
McDonald Lane											
12 th Street to 14 th Street (Kirby St.)	City	Local Street	25	60	24	2	Two-way	Both Sides	No	Yes	Fair
Fourteenth Street to Nineteenth Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Good
19 th Street to 27 th Street	City	Minor Collector	25	55	36	2	Two-way	Both Sides	No	Yes	Good
27 th Street to 30 th Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Fair
McDaniel Lane											
Lafayette Avenue	City	Minor Collector	25	45	36	2	Two-way	Both Sides	No	Yes	Fair
17 th Street to 27 th Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Fair
Evans Street											
Holly Way to First Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Poor
First Street to Fifth Street	City	Local Street	25	60	38	2	Two-way	Both Sides	No	Yes	Fair
Fifth Street to Sixth Street	City	Local Street	25	60	38	2	Two-way	Both Sides	No	Yes	Poor
Sixth Street to Eighth Street	City	Local Street	25	60	38	2	Two-way	Both Sides	No	Yes	Fair
Eighth Street to Ninth Street	City	Minor Collector	25	60	30	2	Two-way	North Bound	No	Yes	Poor
Ninth Street to Eleventh Street	City	Minor Collector	25	60	30	2	Two-way	North Bound	No	Yes	Fair
Eleventh Street to Fifteenth Street	City	Minor Collector	25	60	24	2	Two-way	No	No	Yes	Good
Fifteenth Street to Nineteenth Street	City	Minor Collector	25	60	38	2	Two-way	Both Sides	No	Yes	Good
Nineteenth Street to Highway 99W	City	Minor Collector	25	60	38	2	Two-way	Both Sides	No	Yes	Fair
Highway 99W to 24 th Street	City	Minor Collector	25	70	36	2	Two-way	Both Sides	No	Yes	Fair
24 th Street to 27 th Street	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Fair
27 th Street to Burnett Road	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
27 th Street											
Baker Street to Hembree Street	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Hembree Street to McDonald Street	City	Minor Collector	25	45	36	2	Two-way	Both Sides	No	Yes	Fair
McDonald Lane to Newby Street	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Fair
Newby Street to Melody Street	City	Minor Collector	25	50	36	2	Two-way	Both Sides	No	Yes	Fair
Melody Street to Highway 99W	City	Minor Collector	25	60	36	2	Two-way	Both Sides	No	Yes	Fair
First Street											
Adams Street to Third Street	City	Local Street	25	60	38	2	Two-way	Both Sides	No	Yes	Good
Third Street to Ford Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Good
Ford Street to Kirby Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Poor
Kirby Street to Anne Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Good
Fleishauer Lane											
Goucher Street to Fellows Street	City	Local Street	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Fellows Street to Russ Lane	City	Local Street	25	60	36	2	Two-way	Both Sides	No	Yes	Good
Russ Lane to Dorothy Street	City	Local Street	25	55	27	2	Two-way	Both Sides	No	Yes	Good
Dorothy Street to Century Street	City	Local Street	25	55	21	2	Two-way	Both Sides	No	Yes	Good
Century Street to West Second Street	City	Local Street	25	55	27	2	Two-way	Both Sides	No	Yes	Good

TABLE A-1 (continued)
 1991 MAJOR STREETS INVENTORY
 McMinnville Transportation Plan

Street	Jurisdiction	Classification	Speed Limit (mph)	ROW Width (feet)	Street Width (feet)	No. of Travel Lanes	Direction of Travel	Parking	Bike Route	Truck Route	Pavement Condition
Eleventh Street											
Wallace Road to Michelbook Lane	City	Local Street	25	60	30	2	Two-way	No	No	Yes	Good
Michelbook Lane to Elm Street	City	Local Street	25	60	30	2	Two-way	Both Sides	No	Yes	Good
Elm Street to Yamhill Street	City	Local Street	25	60	32	2	Two-way	Both Sides	No	Yes	Good
Yamhill Street to Irvine Street	City	Local Street	25	60	28	2	Two-way	Both Sides	No	Yes	Good
Irvine Street to Railroad	City	Local Street	25	60	28	2	Two-way	Both Sides	No	Yes	Poor

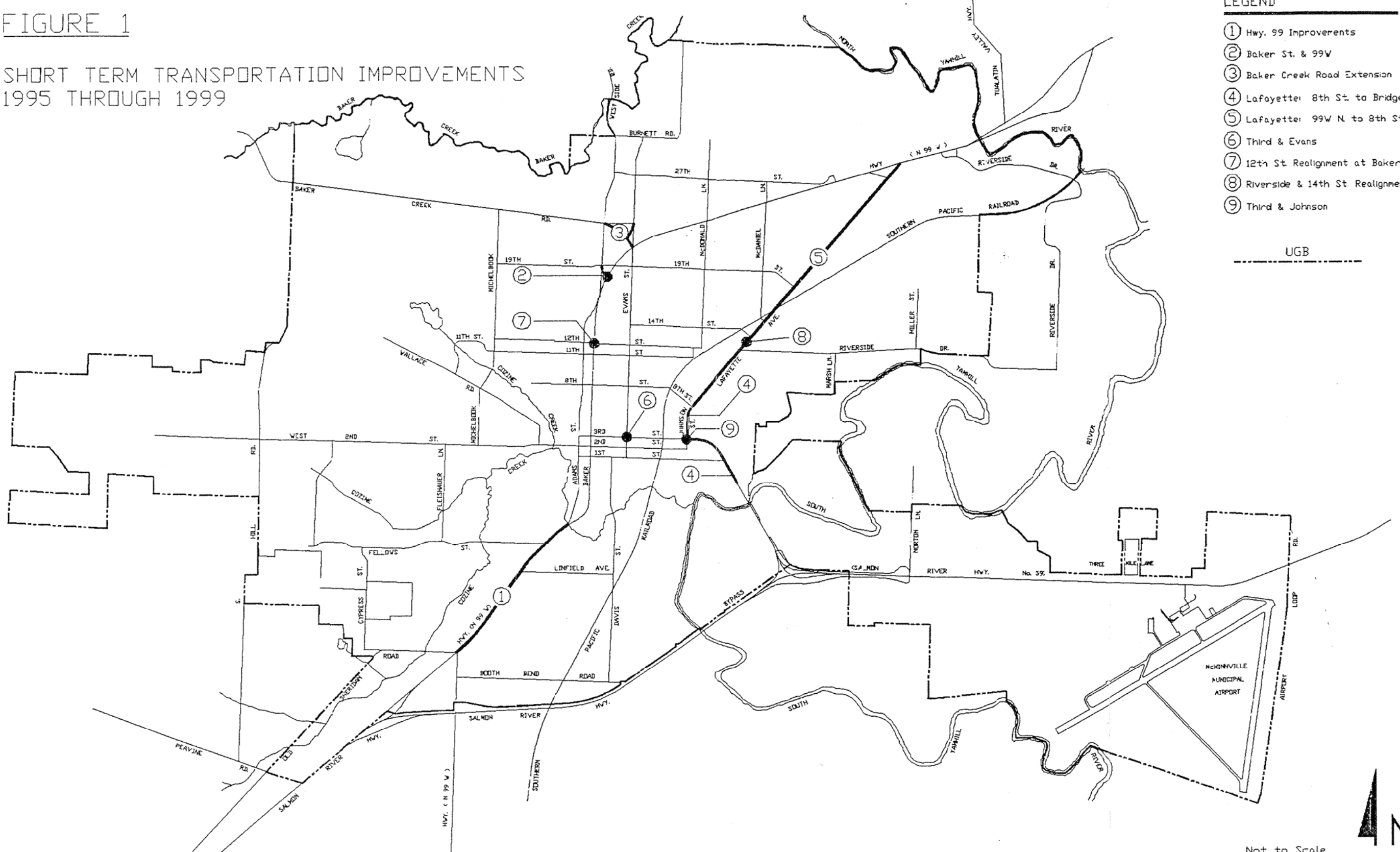
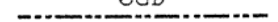
FIGURE 1

SHORT TERM TRANSPORTATION IMPROVEMENTS
1995 THROUGH 1999

LEGEND

- ① Hwy. 99 Improvements
- ② Baker St. & 99W
- ③ Baker Creek Road Extension
- ④ Lafayette: 8th St. to Bridge
- ⑤ Lafayette: 99W N. to 8th St.
- ⑥ Third & Evans
- ⑦ 12th St. Realignment at Baker
- ⑧ Riverside & 14th St. Realignment
- ⑨ Third & Johnson

UGB



Improvement locations and alignments as shown are conceptual and are for illustration purposes only

Not to Scale
Date: March, '95

IV. McMinnville Municipal Airport:

McMinnville Municipal Airport is located approximately three miles east of the City center. The airport was constructed in 1942-43 by the U.S. Army Corps of Engineers on land acquired by the City of McMinnville. Approximately 710 acres in size, McMinnville Municipal Airport has a triangular configuration, formed by two major runways and a connecting taxiway. The airport has been owned and operated by the City of McMinnville for public use since its original construction and is classified by the Federal Aviation Administration (FAA) as a General Utility airport.

Most of the existing pavements are those which were constructed during the World War II years. Although a number of improvements have been made to the Airport in its 50 plus years of community service, the runways have not been lengthened since original construction even though the aircraft using the facility have changed considerably since that time. Much of the development currently proposed for the airport has to do with the rehabilitation of existing pavements and the extension of the main runway. Other concerns for the development program are the expansion of the terminal area facilities to accommodate forecasted demands and the providing of basic facilities to encourage both aviation-related and industrial leasing of property.

The estimated year of completion, cost estimate and funding source for each project is noted in **Tables 3 and 4** on the following pages. A map indicating the general improvement locations has been copied from the McMinnville Municipal Airport Master Plan and is included herein and identified as **Figure 2**. Please note, some of the improvement(s), of portions thereof, depicted on Figure 2 have already been completed. This is reflected in the cost estimates listed in Tables 3 and 4. The specific scheduling of long-term airport improvements is difficult in that timing of many of those improvements will be based on the annual financial operations of the airport.

PROPOSED IMPROVED IMPROVEMENTS:

RUNWAY STRENGTHENING/RECONSTRUCTION

Strength deficiencies are most evident on the main runway where there is considerable deterioration near the centerline. Both the main runway and the secondary runway are to be reconstructed. The secondary runway could be constructed to a narrower width of 100 feet.

RUNWAY PROTECTION ZONE EASEMENTS

Extension of Runway 4-22 to the southwest and the designation of a 34:1 approach to Runway 4 will mean that a portion of the future runway protection zone would be on lands not held by the airport. The affected land in some 40 feet lower than the proposed stopway/clearway and lies within the 100-year floodplain. Due to these factors, development adversely affecting the airport would not be expected, and the acquisition of an aviation easement for the land appears to be sufficient to avoid any future land use conflict.

APRON CONSTRUCTION AND EXPANSION

The proposed apron work is necessary for three reasons: 1) existing pavements must be strengthened; 2) more area must be added to accommodate forecasted demands; and 3) the terminal area should be reorganized to provide for better access and separation of different airport users. Additionally, the itinerant and based aircraft parking should be separated, covered aircraft parking should be maintained on one side of the airfield, the agricultural spray operator should be relocated out of the immediate terminal area and a wider and more separated access should be provided to the Evergreen facilities. Toward the end of the forecast period when terminal area space may become more scarce, a 100-foot strip of land along the length of the apron area could be gained by relocation of the parallel taxiway. The proposed work is to be completed in phases as demand materializes.

SMALL AIRCRAFT PARKING HANGARS

Small aircraft parking hangars should be provided as demand develops. It is forecasted that a demand for approximately 30 parking units will materialize within the forecast period. The hangars could be built by a private operator on land leased from the City.

PARALLEL TAXIWAY RELOCATION

The existing parallel taxiway is located 500 feet from the centerline of runway 4-22. New standards prescribe a separation of 400 feet. The parallel taxiway is in need of strengthening to serve aircraft presently using the airport; pavement failures and patchwork have become common. Relocating the existing parallel taxiway 100 feet closer to the runway is preferred for three reasons: 1) the cost to reconstruct the taxiway would be nearly as great as that to construct a new taxiway; 2) the present taxiway could be used to park small aircraft if a new taxiway were constructed; and 3) a large and valuable strip of apron area could be salvaged if the taxiway were moved. Since this improvement is not anticipated until late in the forecast period, interim apron and taxiway improvements should be constructed to previous airport separation standards in a way that they will be adaptable to new standards when the parallel taxiway is relocated.

TAXIWAY LIGHTING

The benefits of lighting along the parallel taxiway will become more evident as night aircraft traffic increases. It is anticipated that a medium intensity edge lighting system for the parallel taxiway be installed late in the forecast period.

TAXIWAY RECONSTRUCTION

This project involves the “diagonal” taxiway connecting runways number 34 and 4. While this taxiway does not receive a great deal of usage, it is essential for the clearing of the runways under certain wind and traffic conditions. The taxiway is in fair-to-poor conditions and reconstruction is needed.

ACCESS AND UTILITIES FOR INDUSTRIAL/COMMERCIAL DEVELOPMENT

Located west of the existing terminal area and east of Armory Way is an undeveloped parcel of land approximately 10 acres in size. It is bounded by the airfield on the south, by the hangar area on the east, by the industrially-zoned Evergreen Aviation property to the north and by Airport Park to the west. Utilities exist at each end of the area which is zoned for industrial use. This parcel would seem to be attractive for aviation-related or industrial development.

Another attractive parcel is that abutting Runway 16-34. While this flightline is now used only by a single glider/light-plane operator, it could be opened for development by the acquisition of land east of the existing county road and by the relocation of the road to the east. This development should become feasible by the end of the forecast period. The economic self-sufficiency of the airport could be significantly improved with the successful leasing of these areas.

AGRICULTURAL OPERATOR FACILITIES

It is proposed that the agricultural spray operator(s) be relocated away from the main terminal apron area and that facilities be provided to contain and control pesticides and pesticide residues.

TABLE 3
SHORT TERM IMPROVEMENTS AND COST ESTIMATES

Short-term Improvements: Prior to 2000

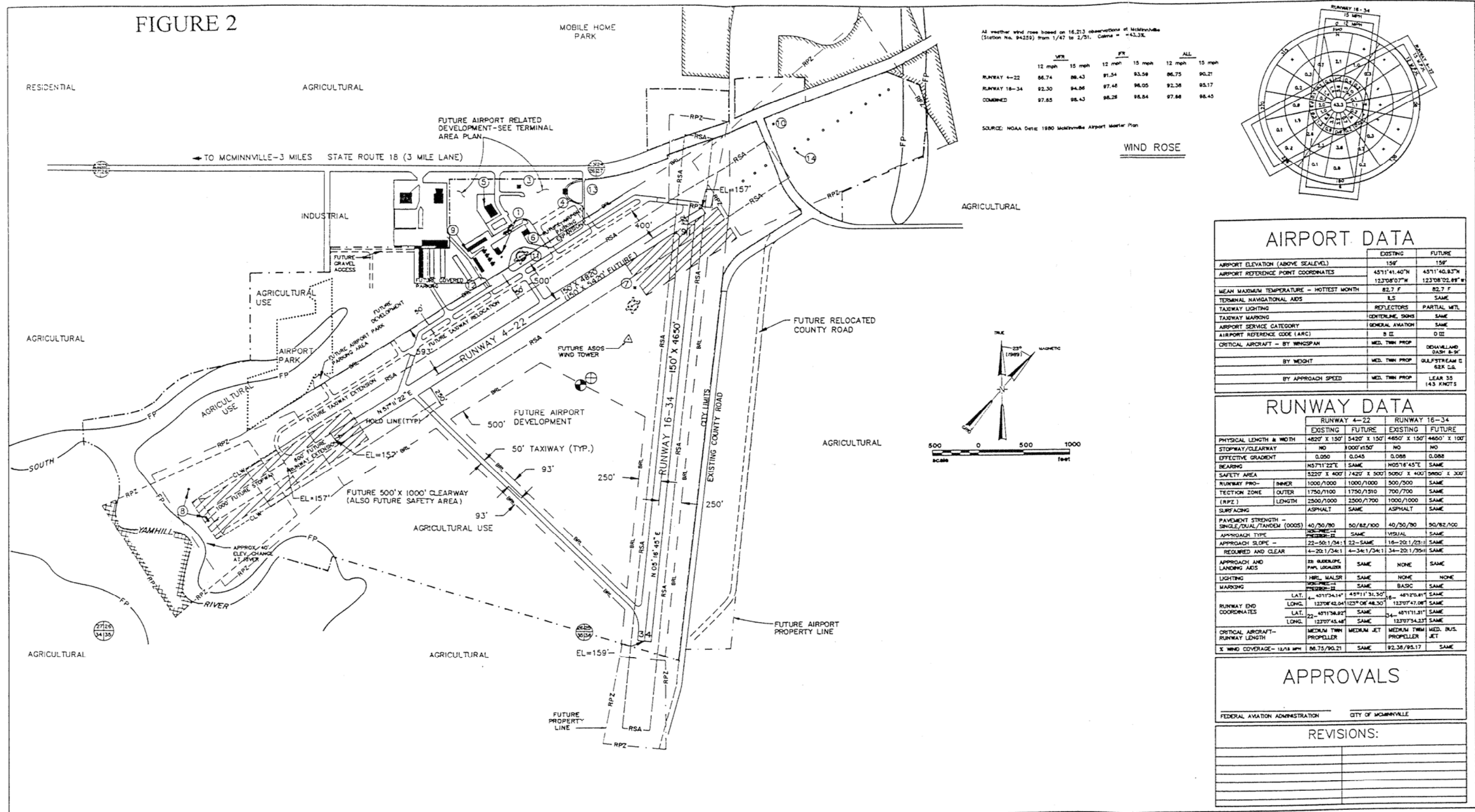
Item	Description:	Year of Completion	Cost Estimate	Funding	Service Provider
1	Complete new apron construction	1996	\$ 550,000	FAA & Local Funds	City
2	Seal coat runway 16-34 and diagonal taxiway	1996	\$ 150,000	FAA & Local Funds	City
3	Complete apron reconstruction	1997	\$ 401,300	FAA & Local Funds	City
4	Relocate parallel taxiway	1999	\$ 700,000	FAA & Local Funds	City
5	Install medium intensity taxiway, lighting and guidance signs	1999	\$ 200,000	FAA & Local Funds	City
6	Relocate road east of runway	1999	\$ 280,000	FAA & Local Funds	City
7	Seal coat runway 4-22 apron areas and portions of taxiways	1996	\$ 157,000	FAA & Local Funds	City
8	Construct small aircraft hangar units	1999	\$ 140,000	Private Funds	City

TABLE 4
LONG TERM IMPROVEMENTS AND COST ESTIMATES

Long-term Improvements: (2000 and beyond)

Item	Description:	Year of Completion	Cost Estimate	Funding	Service Provider
9	Reconstruct runway 16-34	2000+	\$ 1,077,000	FAA & Local Funds	City
10	Reconstruct diagonal taxiway	2000+	\$ 267,000	FAA & Local Funds	City
11	Seal coat secondary runway, diagonal taxiway, new parallel taxiway, and remaining paved areas	2000+	\$ 150,000	FAA & Local Funds	City
12	Construct maintenance hangar	2000+	\$ 120,300	Local Funds	City
13	Construct terminal building	2000+	\$ 375,000	Local & Private Funds	City
14	Construct small aircraft hanger	2000+	\$ 140,000	Private Funds	City

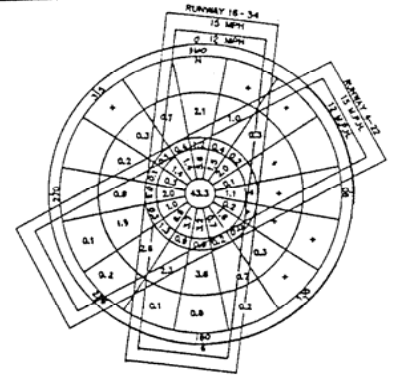
FIGURE 2



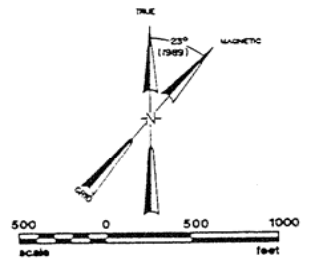
All weather wind rose based on 16,213 observations at McMinnville (Station No. 94259) from 1/47 to 2/51. Calm = 43.3%

WIND	VFR		IFR		ALL	
	12 mph	15 mph	12 mph	15 mph	12 mph	15 mph
RUNWAY 4-22	86.74	86.43	91.54	83.56	86.75	90.21
RUNWAY 16-34	92.30	94.86	97.48	96.05	92.38	95.17
COMBINED	97.85	98.43	98.28	98.84	97.88	98.45

SOURCE: NOAA Data: 1980 McMinnville Airport Master Plan



WIND ROSE



AIRPORT DATA

	EXISTING	FUTURE
AIRPORT ELEVATION (ABOVE SEALEVEL)	158'	158'
AIRPORT REFERENCE POINT COORDINATES	45°11'41.40"N 123°07'07"W	45°11'40.87"N 123°08'02.89"W
MEAN MAXIMUM TEMPERATURE - HOTTEST MONTH	82.7 F	82.7 F
TERMINAL NAVIGATIONAL AIDS	N/A	N/A
TAXIWAY LIGHTING	REFLECTORS	PARTIAL WTL
TAXIWAY MARKING	CENTRAL LINE	SAME
AIRPORT SERVICE CATEGORY	GENERAL AVIATION	SAME
AIRPORT REFERENCE CODE (ARC)	B II	B III
CRITICAL AIRCRAFT - BY WINGSPAN	MED. THW PROP	OHAWELAND DASH & ST
BY WEIGHT	MED. THW PROP	BALFOURSTREAM & 83X G.A.
BY APPROACH SPEED	MED. THW PROP	LEAR 35 143 KNOTS

RUNWAY DATA

	RUNWAY 4-22		RUNWAY 16-34	
	EXISTING	FUTURE	EXISTING	FUTURE
PHYSICAL LENGTH & WIDTH	4820' X 150'	5430' X 150'	4850' X 150'	4460' X 100'
STOPWAY/CLEARWAY	NO	1000' X 150'	NO	NO
EFFECTIVE GRADIENT	0.050	0.045	0.088	0.088
BEARING	N57°11'22"E	SAME	N05°16'45"E	SAME
SAFETY AREA	5220' X 400'	7420' X 500'	5000' X 400'	5800' X 300'
RUNWAY PRO-INNER	1000/1000	1000/1000	500/500	SAME
TECHNICAL ZONE OUTER	1750/1100	1750/1310	700/700	SAME
(RPZ) LENGTH	2500/1000	2500/1700	1000/1000	SAME
SURFACING	ASPHALT	SAME	ASPHALT	SAME
PAVEMENT STRENGTH - SINGLE/DUAL/TANDM (000S)	40/30/80	50/62/100	40/30/80	50/62/100
APPROACH TYPE	PRECEDENCE II	SAME	VISUAL	SAME
APPROACH SLOPE -	22-50:1/24:1	22-SAME	18-20:1/23:1	SAME
REQUIRED AND CLEAR	4-20:1/24:1	4-34:1/24:1	34-20:1/25:1	SAME
APPROACH AND LANDING AIDS	ES BUDDING PAV. LOCALIZER	SAME	NONE	SAME
LIGHTING	HRL. MALSR	SAME	NONE	NONE
MARKING	PRECEDENCE II	SAME	BASIC	SAME
RUNWAY END COORDINATES	LAT. 45°11'34.14" LONG. 123°07'42.04"	LAT. 45°11'31.30" LONG. 123°07'42.04"	LAT. 45°11'31.30" LONG. 123°07'47.08"	LAT. 45°11'31.31" LONG. 123°07'42.23"
CRITICAL AIRCRAFT - RUNWAY LENGTH	MEDIUM THW PROPELLER	MEDIUM JET	MEDIUM THW PROPPELLER	MED. BUS. JET
% WIND COVERAGE - 12/15 MPH	86.75/90.21	SAME	92.38/95.17	SAME

APPROVALS

FEDERAL AVIATION ADMINISTRATION	CITY OF McMINNVILLE
REVISIONS:	

NOTES:

1. PHOTOGRAPHY DONE MAY, 1989
2. AIRPORT NOT REPORTED TO BE SUBJECT TO FLOODING EXCEPT AS SHOWN.
3. RUNWAY 4-22 TO BE REMARKED AS 3-21 IF REQUIRED.
4. REFER TO MASTER PLAN REPORT FOR ADDITIONAL INFORMATION.
5. SEE TERMINAL AREA LAYOUT PLAN
6. LIMITED TOPOGRAPHY SHOWN. GROUND SURFACE VERY FLAT EXCEPT FOR RIVER EDGE AND UNDEVELOPED PARK LAND.

BUILDINGS AND FACILITIES:

① FBO FACILITIES	⑧ LOCALIZER ANTENNA & BLDG.
② HANGARS	⑨ ELECTRICAL VAULT
③ BUILDING - TO BE REMOVED	⑩ APPROACH LIGHTING SHELTER
④ FUEL STORAGE FARM	⑪ SEGMENTED CIRCLE, WIND CONE, WIND TEE - TO BE RELOCATED
⑤ FLIGHT SERVICE STATION	⑫ STORM DRAIN OUTFALL
⑥ AIRPORT ROTATING BEACON	⑬ FUTURE LOCATION - AGRICULTURAL OPERATOR
⑦ GLIDE SLOPE ANTENNA	⑭ APPROACH LIGHTING

LEGEND:

EXISTING	FUTURE	BUILDING	EXISTING	FUTURE	CONTOUR LINE
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—

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TRA Airport Consulting

McMINNVILLE MUNICIPAL AIRPORT
McMINNVILLE, OREGON

AIRPORT LAYOUT PLAN

SHEET 3 OF 5

DRAWN: R.H.M. CHECKED: R.E.A. SCALE: 1"=500' DATE: 12/1/89

STORM DRAINAGE ELEMENT

Below is a brief description of both short and long term storm drainage improvement projects as adopted in the City of McMinnville Storm Drainage Master Plan. The staging of these projects is addressed in **Table 5** and **Table 6**, respectively. The plan numbers listed in this document refer to the plan numbers specified within the Storm Drainage Master Plan.

In addressing the general condition of the City's storm drainage systems, the Master Plan states that no improvements are necessary for a number of the Plan areas. Specifically, Plan numbers 7.1 (Ford Street), 7.5 (Cypress Street), 7.10 (Baker Creek Road), 7.11 (Highway 99N), and 7.16 (East End Basin - Three Mile Lane), as delineated in the Storm Drainage Master Plan, do not call for storm drain improvements due to the adequate condition of those facilities and their ability to accommodate both current and future flows. Therefore, these individual plans are not addressed within this Element of the Public Facility Plan. For additional detail regarding individual planned improvement projects, please refer to the Storm Drainage Master Plan.

Short Term Projects:

North Cozine Basin - Wallace Road (Plan 7.8): A portion of the Wallace Road storm drain is placed outside of the curblin and is elevated to the extent that when this pipe is surcharged by heavy inflows from Cozine Creek, water will flow out of the catch basins in Wallace Road because the catch basins lie at a lower elevation than the pipe itself. To eliminate the surcharge problem in Wallace Road, the existing pipe should be re-installed at a deeper elevation.

South Yamhill Basin - Logan and Macy Streets Combined Sewer Replacement (Plan 7.14): Combined sewers are, by definition, a problem. The mixing of storm waters and sanitary flows increases the hydraulic load on the treatment plant, can cause untreated sanitary spills into waterways because of over-loaded pipes, and can cause backups into sanitary fixtures inside buildings. To resolve this problem, the sewers in Macy Street will need to be replaced by a new storm system to adequately serve storm runoff flows.

South Yamhill Basin - Naomi Street Bypass and Storm Drain Replacement (Plan 7.15): The Naomi Street area experiences regular ponding on Villard Streets just south of Naomi Street due to insufficient capacity in the pipe. This bypass and storm drain replacement in Naomi Street would relieve the flows between Rummel Street and Villard Street and would drain the low area on Villard Street just south of Naomi Street.

West Cozine Basin - Wright Street Diversion (Plan 7.4): There are a number of problems areas in the West Cozine Basin due to flooding. These problems are expected to become more serious as upstream lands continue to develop. The intent of the Wright Street diversion is to keep the runoff from the Hickory Street area from flowing through the Russ Lane area by replacing the existing 30 inch pipe and the open channel in the Goucher Street ROW south of Apperson Street with a 36 inch storm drain. Additionally, the existing 12 inch storm drain in Hickory Street between 4th and 2nd Streets would be replaced with an 18 inch pipe.

West Cozine Basin - West 2nd Street Parallel Storm Drain (Plan 7.4): The intent of this improvement is to supplement the existing 30 inch storm drain in West 2nd Street. Additionally, the existing pipes in

Tamarack and in Sesame Street would be off-loaded by the addition of bypass pipes into the greenway swale.

North Cozine Basin - Birch Street / Adams Street Diversion (Plan 7.7): These improvements will relieve the problematic flows in the Mid-Town Basin (See Plan 7.8) by diverting the Baker Street storm drain to Adams Street and diverting the Adams Street storm drain at 17th Street into the Elm Street system.

Highway Basin - Wortman Park (Plan 7.12): This project is intended to remedy the piped system inadequacies in this sub-basin group. Installation of bypass pipes and pipe upgrades are recommended.

East End Basin - McMinnville Airport (Plan 7.17): The existing 30 inch pipe, lying at the northeast corner of the subbasin group and through which most of the airport runoff passes, is inadequate. Without improvement, this pipe will cause flooding both in the main terminal area and on the runway. This pipe is planned to be replaced with a 48 inch pipe.

Long Term Projects:

Main Cozine Basin - Blaine Street Bypass (Plan 7.2): This bypass is intended to relieve the flow in the Brockwood Avenue storm drain by diverting a portion of the flow away from that system to a 21 inch diversion pipe. The take-off point would be at the corner of Gilorr and Linfield and would discharge into Cozine Creek at the Highway 99W crossing.

Main Cozine Basin - Booth Bend Storm Drain (Plan 7.3): The piped system serving the west end of Booth Bend Road and Highway 99W is inadequate for both existing and future flows. The existing alignment passes through a private development which makes improvements and future maintenance difficult. This project would retain the existing pipe to serve the Vineyard Inn Motel site and divert all upstream flows into a new piped system which could be more easily accessed and maintained.

North Cozine Basin - 1st and 4th Street Storm Drain Replacement (Plan 7.6): In the downtown core area, there are few alternatives for system improvements other than increasing the pipe diameter. To accommodate future increases in usage, the 1st Street storm drain should be enlarged west of Ford Street and the 4th Street storm drain enlarged west of Davis Street.

North Cozine Basin - 7th, 9th, and Cedar Street Storm Drain Replacement (Plan 7.6): Currently, the storm drain serving Adams Street and that which flows westward down 7th Street cross at the intersection of Adams and 7th. The proposed improvement is to keep the flow within the ROW by rerouting both flows from Adams Street westward on 7th Street, and then south on Birch. The storm drain in 9th Street should be replaced between Davis and Baker Streets. The Cedar Street storm drain is also undersized south of 10th Street and should also be replaced.

Mid-Town Basin - Alpine Street (Plan 7.9): This industrial area may continue to add additional impervious surfaces, and therefore generate additional runoff. The existing pipe is inadequate and will require replacement between 8th and 12th Avenues.

South Yamhill Basin - Riverside Drive Diversion (Plan 7.13): It is anticipated that the storm drain in the Riverside Drive area southeast of the railroad would become inadequate and would benefit from a diversion

into the South Yamhill River. This improvement would off-load the existing storm drain in Riverside Drive to provide assurance that the remainder of the pipe would be adequate for both existing and future flows.

South Yamhill Basin - Morgan Lane Storm Drain Replacement (Plan 7.15): This storm drain would be constructed along Morgan Lane between Davis and Villard Streets to accommodate flows generated along Morgan Lane and to relieve future flows in Cleveland Street.

**TABLE 5
SHORT TERM IMPROVEMENTS AND COST ESTIMATES (Prior to 2000)**

Item	Description	Year of Completion	Cost Estimate	Within UGB?	Plan No.
1	North Cozine Basin - Wallace Road	1997	\$225,600	Yes	7.8
2	South Yamhill Basin - Logan & Macy Streets	1997	\$398,600	Yes	7.14
3	South Yamhill Basin - Naomi Street	1977	\$ 58,900	Yes	7.15
4	West Cozine Basin - Wright St. Diversion	2001	\$324,600	Yes	7.4
5	West Cozine Basin - West 2nd Street	2001	\$141,400	Yes	7.4
6	North Cozine Basin - Birch /Adams St. Diversion	2001	\$375,100	Yes	7.7
7	Highway Basin - Wortman Park	2001	\$225,500	Yes	7.12
8	East End Basin - McMinnville Airport	2001	\$ 42,600	Yes	7.17
TOTAL			\$1,792,300		

**TABLE 6
LONG TERM IMPROVEMENTS AND COST ESTIMATES (2000 and beyond)**

Item	Description	Year of Completion	Cost Estimate	Within UGB?	Plan No.
1	Main Cozine Basin - Blaine Street	2005	\$129,100	Yes	7.2
2	Main Cozine Basin - Booth Bend	2005	\$ 94,000	Yes	7.3
3	North Cozine Basin - 1st and 4th Streets	2005	\$261,700	Yes	7.6
4	North Cozine Basin - 7th, 9th and Cedar Streets	2005	\$343,100	Yes	7.6
5	Mid-Town Basin - Alpine Street	2005	\$116,400	Yes	7.9
6	South Yamhill Basin - Riverside Dr. Diversion	2005	\$ 25,700	Yes	7.13
7	South Yamhill Basin - Morgan Lane	2005	\$ 84,900	Yes	7.15
TOTAL			\$1,054,900		

FUNDING OPTIONS:

Fees:

Customer rates and charges are typically utilized by water and sewer utilities to charge customers for the amount of service provided to them by the specific utility. Water and sewer customers can be metered for the amount of water used and wastewater collected which then provides the utility with a sound basis for cost allocation. Costs associated with storm drainage management and drainage services are more difficult to allocate among customers because of the inexact method of measuring customer usage. For this reason, demand for storm drainage services is usually inferred based on the amount of impervious area contained on a piece of property. The collection of storm drainage charges provides a stable and predictable revenue stream that can be used to fund both operating and maintenance costs and capitol costs. Depending on how they are structured, rate revenues can also be used to establish repayment options for debt obligations that may be utilized to support capital projects.

Though relatively simple to administer, the flat fee per account methodology may not adequately reflect the contributions of each property type to the overall storm drainage system. For example, properties with relatively large impervious areas contribute more runoff to the drainage system and should be expected to pay a greater share of the drainage system costs than a property with less impervious area. In addition to impervious area factors, the City may also choose to consider alternative rate factors in determining a drainage fee schedule. Such alternative rate factors might be:

- A) Land Use Type: Fees may be based on type of property (e.g. undeveloped, residential, commercial and industrial) and the varying amounts of runoff which are calculated for each type of use.
- B) Property Size: Fees may be based on size of property.
- C) Water Quality Program Costs: Should McMinnville become subject to surface water quality standards by a regulatory body such as the DEQ, a fee system based in part of the quality of surface water runoff generated from particular land use types may be advisable. Alternatively, properties which construct on-site water quality facilities could be exempted from additional quality-based charges.
- D) Alternative Service Areas: The city may wish to consider alternative service area fees based on the level of service provided in a particular area. For example, highly developed areas in the City's core may require a higher level of service than less developed areas located on the City's perimeter. Tailoring the fee system to the level of service required in a given area would serve to increase the equity (as well as the complexity) of the fee system.
- E) Rates for Undeveloped Properties: The City may wish to establish a storm drainage "availability fee" for undeveloped properties which are served by a storm drain system. Lesser fees, or no fees, could be assessed to undeveloped properties not currently served by a formal drainage system.

Bonds:

A number of potential revenue sources may be available to the City for the purpose of funding storm drainage improvements. These sources include system development charges, property tax revenues, local improvement districts (LIDs), general revenue funds of the City, grants and loans through the Oregon Special Public Works Fund, and private contributions through development.

In that the annual revenues coincide with anticipated operating and capital expenditures, a storm drainage program may be able to fund capital improvements on a “pay-as-you-go” basis. If, however, there are insufficient revenues remaining after payment of operating costs, some use of debt financing will likely be required to fund capital costs. There are a number of debt financing alternatives available to the City.

Briefly, these alternatives are:

- A) General Obligation (G.O.) Bonds: Bonds which are ultimately backed by an obligation to levy and collect property taxes sufficient to pay debt service on the bonds. G.O. Bonds have traditionally been used to finance public projects that do not, by themselves, produce revenues or are otherwise self-supporting. G.O. Bonds are considered to be the most secure type of tax-exempt financing because the City has pledged its strongest security (i.e., its full faith and credit and future taxing power).
- B) Revenue Bonds: An alternative financing mechanism for some capital projects. Revenue bonds are structured to have the debt service totally payable from enterprise earnings. The City could pledge rates, service fees or revenues from some aspect of its operations in order to finance a project supported solely by storm drainage revenues.
- C) Local Improvement District (LID) Bonds (Bancroft Bonds): LIDs are formed either through petition by the benefited property owners who seek a set of public improvements or through the legislative process of the council. After the district is formed, public improvements may be made and the costs of those improvements distributed among the properties within the local improvement district according to their benefit from the improvements. Once the benefit and cost have been set, an assessment is levied against the benefiting properties.

A more detailed discussion of funding and financing options may be found in Chapter 11 of the City of McMinnville Storm Drainage Master Plan.

SANITARY SEWER SYSTEM ELEMENT

1. GENERAL INTRODUCTION

The City of McMinnville (City) owns, operates, and maintains all of the sanitary sewer collection and treatment systems within the City limits. Sanitary sewer service is not provided to areas outside the existing City limits. As of July 1, 1994, the Sewer System served a population of 20,995.

2. PLANNING AREA CHARACTERISTICS

The City of McMinnville lies in the Yamhill Basin, which consists of a central plain completely surrounded by hills and mountains. Three subbasins make up the Yamhill drainage system: 1) the South Yamhill River, 2) the North Yamhill River, and 3) the main stem Yamhill River. McMinnville is the largest urban area within the basin.

Generally situated just upstream of the confluence of the North and South Forks of the Yamhill River, the City of McMinnville's topography is relatively flat, although several creeks which are tributaries to the North and South Yamhill Rivers cut deeply into the fine-grained soils.

The major land areas considered in the development of the new treatment plant design and the collection system study encompass the current city limits and the limits defined by the Urban Growth Boundary (UGB). The study area was partitioned into seven distinct, naturally defined drainage basins that form the City's current and future service area.

The wastewater system analysis considers both residential population data and commercial/industrial development for the study area. Sanitary flows throughout the system are modeled based on an estimated number of people and commercial/industrial establishments.

3. EXISTING COLLECTION SYSTEM

A network of interceptor, trunk, and lateral lines, manholes, pump stations, and diversion manholes comprise the City of McMinnville's sanitary sewer collection system. The City currently owns and maintains 93 miles of collection system pipeline and 12 pumping stations. The majority of the service area is served by existing trunk sewers, but several extensions of minor trunks are needed in order to serve the remaining undeveloped areas.

Much of McMinnville's collection system was built prior to 1950. The older sections of the collection system have a significant number of structural problems including decaying pipe and manholes. The decay of the system contributes to a significant rainwater Infiltration and Inflow (I&I) problem which overloads the hydraulic capacity of both the collection system and the treatment plant. The I&I problem is compounded by an area of combined sewers in the older downtown core and by neighborhoods with roof drains which are connected to the sewer system.

The City is under a Stipulation and Final Order (SFO) issued by the Oregon Department of Environmental Quality (DEQ), to eliminate raw sewage overflows which occur when I&I overloads the collection system. The City has until 1999 to eliminate overflows that occur as a result of rainfall events with an intensity of less than a 5 year, 24 hour storm. The estimated peak wet weather flow from a 5 year, 24 hour storm is more than 13 times the average dry weather flow.

A detailed engineering study is currently underway to complete a comprehensive I&I study. This I&I study will include the planning and fieldwork necessary to fully evaluate the collection system and the development of a rehabilitation program. The I&I study will also include the development of a computer model of the collection system. Implementation of the I&I rehabilitation program will follow. It is anticipated that the program will define construction projects for the replacement and repair of deteriorated line segments and manholes as well as identify needed improvements to existing pumpstations. The study, and program implementation, will also produce a data management system and an operation and maintenance program for the collection system.

A capital improvement program will be defined as part of the rehabilitation program. This improvement program will list both specific and conceptual improvements which are needed in order to meet the requirements of the SFO. A list of some of the projects which are anticipated has been included in Table 1.

4. EXISTING TREATMENT FACILITIES

The existing wastewater treatment plant was constructed in two phases. The original plant was constructed in 1951 and was expanded in 1971. The plant is an activated sludge secondary treatment facility with a design capacity of 4 Million Gallons per Day (MGD).

The SFO from DEQ also requires the City to remove phosphorus from the treatment plant effluent. The effluent from the plant was identified as a significant source of phosphorus in the Yamhill River. Phosphorus accelerates algae growth which in turn compromises the Yamhill River's ability to support a fish population.

In response to the SFO the City has designed, and is currently constructing, an advanced treatment plant that will remove phosphorus. The plant also provides an increased hydraulic capacity of 12 MGD. The new treatment facility is located approximately one mile east of the existing facility and is scheduled to be operational in September 1995.

The new treatment facilities consist of a raw sewage pump station that moves the raw sewage from the existing site to the new site one mile east. A force main will connect the raw sewage pump station to the new treatment facility.

Raw sewage will enter the new plant at the headwork's structure where the influent is screened and grit is removed. The flow is then split into two aeration basins where air is provided to facilitate biological treatment. The aeration basin effluent is directed to secondary clarifiers where biosolids (sludge) is allowed to settle to the bottom and is collected for further biologic treatment in the digestors. Chemicals are added to the secondary clarifier effluent before the flow moves to the tertiary clarifiers. The tertiary clarifiers provide detention time for the chemicals to flocculate the remaining suspended solids. The floc settles and sludge is

collected in the bottom. The tertiary clarifier effluent is filtered to remove any remaining suspended solids. The filter effluent is disinfected using ultraviolet light. The disinfected effluent is aerated just prior to discharge into the Yamhill River.

5. CONDITION OF THE SYSTEM

The condition of the existing sewage collection system is generally poor. This is largely evidenced by the high rate of I&I that is experienced; a system that experiences an increase flow of 13 times as a result of a 5 year, 24 hour storm is indicative of a collection system that is in poor shape. Within the system there are newer sections which are in excellent condition, however, the overall condition of the system as a whole would be classified as poor.

The condition of the treatment system is currently good. The City has an existing treatment plant that has, and is continuing to, serve us well. In September 1995 the City will bring a new treatment plant on-line that could only be described as excellent.

6. ANTICIPATED IMPROVEMENTS TO THE SEWAGE SYSTEM

Table 7 is a summary table of the sewer system projects scheduled for construction through 1999. **Table 8** is a summary table of some of the long term needs for the sewage system. The timing, cost, and scope of each project is conceptual at best and subject to change pursuant to final engineering, revenue and cost changes, administrative discretion, and other unanticipated modifications.

TABLE 7
SHORT TERM IMPROVEMENTS

Prior to 2000

PROJECT NAME	DESCRIPTION	ESTIMATED COST (\$)	TIMING	FUNDING SOURCE
Second St. Force Main	Modifications To the Elmwood Pump Station and Outfall That Will Redirect Sewage Down Second St. and Away From the Irvine Pump Station	450,000	1995	Sewer Fund
Cozine Trunk Rehabilitation	Replace Gravity Pipeline From Elmwood Pump Station to Irvine Pump Station	606,000	1995	Sewer Fund
Morgan Lane Pump Station Upgrade	Replace Pump and Force Main Pipeline To Increase Capacity and Reliability	335,000	1996	Sewer Fund
Blain St. Improvements	Replace Gravity Pipeline From Linfield College To the Cozine Trunk	260,000	1996	Sewer Fund
Roof Drain and Private Lateral Corrections, Phase 1	Disconnect Roof Drains and Repair Private Sewer Laterals At Locations Yet To Be Defined	250,000	1996	Sewer Fund
Sewer Main Rehabilitation, Phase 1	Repair and Replace Sewer Mains at Locations Yet To Be Defined	350,000	1996	Sewer Fund
Roof Drain and Private Lateral Corrections, Phase 2	Disconnect Roof Drains and Repair Private Sewer Laterals At Locations Yet To Be Defined	400,000	1997	Sewer Fund
Sewer Main Rehabilitation, Phase 2	Repair and Replace Sewer Mains at Locations Yet To Be Defined	500,000	1998	Sewer Fund
TOTAL COST		3,151,000		

**TABLE 8
LONG TERM IMPROVEMENTS**

2000 and Beyond

PROJECT NAME	DESCRIPTION	ESTIMATED COST (\$)	TIMING	FUNDING SOURCE
Replace McDaniel Sewer Collector	Replace Collector Pipeline In Neighborhood Between McDonald Ln. and McDaniel Ln. North of 14th	150,000	2000	Sewer Fund
Replace Oregon St. Mainline	Replace the Oregon St. Mainline That Transmits Flow From the Airport Basin to the Raw Sewage Pump Station	500,000	2005	Sewer Fund
Replace Gravity Line To Three Mile Lane Pump Station No. 1	Replace the Gravity Sewer That Feeds the Three Mile Lane Pump Station	200,000	2005	Sewer Fund
Irvine Pump Station Upgrade	Repair and/or Replace the Irvine Pump Station To Handle Increase Load	350,000	2000	Sewer Fund
Davis St. Mainline Replacement	Replace the Mainline Flowing North To Davis St. South of the Cozine Basin To Increase Capacity	200,000	2010	Sewer Fund
Westvale Mainline Replacement	Replace the Mainline Flowing South From 2nd St. and East To Cypress St. With Larger Pipe To Increase Capacity	200,000	2010	Sewer Fund
Evans St. to McDonald Ln. Mainline Replacement	Replace the Mainline Flowing East From Evans St. North of HWY. 99 to McDonald Ln. To Increase Flow Capacity	250,000	2005	Sewer Fund
Fairground Basin Mainline Replacement	Replace the Mainline Flowing To the Raw Sewage Pump Station From The Fairground Basin	500,000	2010	Sewer Fund
TOTAL		2,350,000		

WATER SYSTEM ELEMENT

1. GENERAL OVERVIEW

The existing water facilities for the City of McMinnville are generally in very good condition. The overall system concept is excellent and has served the City well for a long time and will continue to do so into the future. However, growth issues within the city are beginning to effect the overall efficiency of the water system.

The entire system is gravity fed. McMinnville receives all of its' water from a watershed of approximately 6,500 acres in size. This watershed contains two dams; McGuire and Haskins. McGuire dam is the highest of the two and the principal storage dam. McGuire dam feeds Haskins (Link) dam via Idlewild creek. From Haskins dam the water is sent to a treatment plant, treated and then sent, via 10 miles of water transmission pipeline, to storage reservoirs located on the outskirts of the city, above McMinnville.

Growth within the UGB has necessitated the upgrading of certain portions of the water system. Those upgrades, along with retiring the aging portions of the system, account for most of the projects listed within this Element as either short term (**Table 9**) or long term (**Table 10**). A map, noted **Figure 3**, is provided to show the location and concept of the projects listed on Tables 9 & 10. The project numbers referenced within these tables correspond to the location numbers on the map. The estimated year of completion, cost estimate and funding source for each project is also noted in Tables 9 and 10.

There are areas in the older sections of McMinnville that are in of need water line replacement. Those projects are considered as normal maintenance and are not included within this plan. As those lines are replaced, they will be upgraded to meet current specifications.

TABLE 9
SHORT TERM IMPROVEMENTS AND COST ESTIMATES

Short-term Improvements: Prior to 2000

Item	Description:	Year of Completion	Cost Estimate	Provider & Funding	Within UGB (1)
1	Service Reservoir No. 4	1995	\$ 4,000,000	MW&L funded from reserves	No (2)
2	Three Mile Lane, Loop feed	1996	\$ 1,600,000	MW&L funded from reserves	No (3)
3	Line Extension/Upgrade So. Hill Road	1996	\$ 150,000	MW&L funded from reserves	Yes
4	Replace 16" Transmission Line w/ 30"	1997	\$ 2,500,000	MW&L funded from reserves	No (3)
5	Upgrade Water Treatment Plant	1997	\$ 5,000,000	MW&L funded from reserves	No (4)
6	Riverside Drive, Loop Feed	1997	\$ 400,000	MW&L funded from reserves	No (3)
7	Western Tier Pipe Line	1997	\$ 500,000	MW&L funded from reserves	No (5)
8	Western Tier Service Reservoir	1998	\$ 2,500,000	MW&L funded from reserves	No (5)
9	Replace Haskins Creek Diversion Dam	1999	\$ 250,000	MW&L funded from reserves	No (6)

Notes:

1. McMinnville Water & Light has a moratorium since 1987 (Resolution No. 1987-1) which prohibits any new private water services connection outside current City of McMinnville UGB.
2. Currently underway, this project is located at the existing site just outside the current UGB and is to increase storage capacity only. No services provided shall be provided from the reservoir.
3. Main line extension in order to increase flow rate. No services shall be provided from this line outside the current UGB.
4. Located outside the current UGB, this project is to increase capacity in order to match present needs within the UGB. No services shall be provided from the Water Treatment Plant.
5. Located outside current UGB, this project is needed to provide service within existing UGB at a higher elevation. No services shall be provided from the reservoir or pipeline. If the UGB expands to the west, through a future UGB expansion, this project will also provide the ability to serve those higher elevations which lie further to the west.
6. Located at Haskins Creek in the MW&L watershed where there are no inhabitants, no services would be requested or shall be provided.

TABLE 10
LONG TERM IMPROVEMENTS AND COST ESTIMATES

Long-term Improvements: (2000 and beyond)

Item	Description:	Year of Completion	Cost Estimate	Provider & Funding	Within UGB (1)
10	Replace 16" Transmission line from Water Treatment Plant to City	2000	\$ 7,600,000	MW&L funded from reserves	No (7)
11	Raise McGuire Dam	2002	\$ 10,000,000	MW&L funded from reserves	No (8)

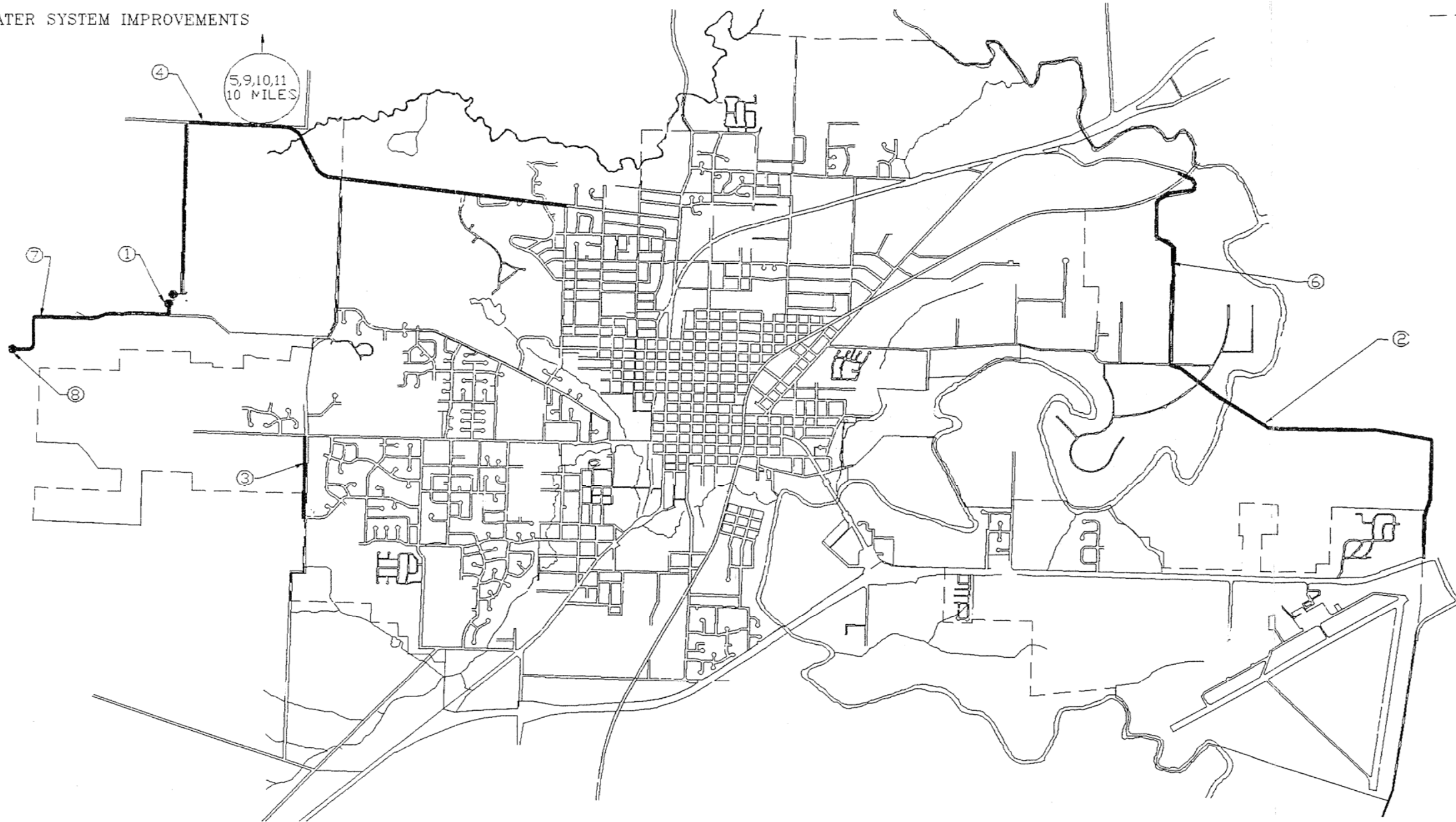
Notes:

7. Replacement of existing line to continue existing services. This project may require the connection of a few new services in order to attain the legal easements necessary if the projected route were to change.
8. Located at existing McGuire Dam in the MW&L watershed where there are no inhabitants, no services would be requested or shall be provided.

FIGURE 3

WATER SYSTEM IMPROVEMENTS

UGB



Improvement locations as shown are conceptual and are for illustration purposes only

Not to Scale
Date: March, '95

UGB MANAGEMENT AGREEMENT AND SERVICE PROVIDER DESIGNATIONS

URBAN GROWTH MANAGEMENT AGREEMENT: The City of McMinnville Urban Growth Boundary Management Agreement and the City of McMinnville Comprehensive Plan Policies which are listed below satisfy OAR 660-11-045 (1)(c) (Adoption and Amendment Procedures for Public Facility Plans) which requires the inclusion of policies or urban growth management provisions designating the provider of each public facility system as a part of the Facility Plan.

ORDINANCE NO. 4146

McMINNVILLE URBAN GROWTH BOUNDARY MANAGEMENT AGREEMENT

An Ordinance adopting an agreement between the City of McMinnville and Yamhill County which sets forth the policies and procedures for managing certain lands within the McMinnville Urban Growth Boundary.

RECITALS:

The City of McMinnville and Yamhill County, in accordance with the requirements of the statewide planning statutes found in ORS Chapter 197, have created an agreement establishing the rights and responsibilities of each jurisdiction in the management of certain lands lying within the McMinnville Urban Growth Boundary. The agreement includes policy directives that shall be applied by the City and County to land use decisions under each jurisdiction's respective purview, and includes procedural guidelines that will insure that the decision making process of the City and the County are coordinated.

It is the desire of the City Council that this Urban Growth Boundary Management Agreement be adopted; now, therefore,

THE CITY OF McMINNIVILLE ORDAINS AS FOLLOWS:

Section 1. That the McMinnville Urban Growth Boundary Management Agreement, which is attached hereto and by this reference incorporated herein, is adopted.

This ordinance passed by the City Council on June 2, 1981.

McMINNVILLE URBAN GROWTH BOUNDARY MANAGEMENT AGREEMENT

SECTION I - POLICIES

INTRODUCTION

The purpose of this Agreement shall be to direct development within the McMinnville Urban Growth Boundary at urban level densities in a phased and orderly manner, and with the provision of an adequate level of urban services, and to provide a mechanism for Urban Growth Boundary amendments.

GENERAL POLICIES

Lands within the McMinnville Urban Growth Boundary but outside the city limits shall be designated as FUL (Future Urbanizable Lands) on the County Comprehensive Plan Map. Until such time as FUL-designated lands are annexed into the City, the existing County zones shall apply. Development of urban uses on lands designated as FUL shall be preceded by annexation of the land to the City of McMinnville. The plan designation placed on the affected lands by the City of McMinnville, as it exists at the time of the proposed annexation or as it is amended prior to annexation, shall be used as the standard for determining the appropriateness of the proposed urban use.

Agricultural uses shall be retained on FUL-designated lands until annexation, and County zone changes to densities greater than 20 acre minimum lot sizes shall be prohibited.

"Urban level densities" shall be considered as (1) residential developments at city densities from R-1 (single-family residential) to R-4 (multi-family residential); and (2) commercial, industrial and public uses that adhere to the goals and development requirements of the McMinnville Comprehensive Plan. Development proposals shall comply with applicable City Comprehensive Plan and land development requirements, including subdivision and zoning standards.

SPECIFIC POLICIES

The City and County agree to the application of the following policies and procedures regarding lands between the city limits and the Urban Growth Boundary:

- A. All annexations shall follow the procedures set out in the City of McMinnville Annexation Ordinance No. 4130.
- B. Developments at urban densities shall not occur within the FUL area until such time as the land is annexed by the City.
- C. "Phased and orderly development" shall be considered the extension of urban services and densities into areas in which the following conditions have been met:
 - (1) Sufficient public facilities and services, including but not limited to sewer, water, police and fire services are available within three (3) years. An assessment of the need for community facilities and schools as a result of the proposed development shall be made. All of the above shall be included in a formation of conclusionary judgments either for or against the proposed land use action.
 - (2) Documentation shall be made on the availability and suitability of other sites in the city limits and of other lands within the UGB, but outside the city limits, for the proposed use. Documentation shall also be made on the cost effectiveness of extending services to the proposed site in comparison to alternative sites and shall include analysis of the developer's share of the cost. These findings shall be made to allow for the formation of conclusionary judgments either for or against the proposed land use action.

- (3) Assurances that the resulting development shall be compatible with future urbanization of surrounding land areas, including necessary future utility easement agreements and waivers of remonstrance against annexation and assessment for public roadway and utility improvements as conditions of approval.
 - (4) Assurances that no extension of urban land areas or city water and sewer services beyond the designated Urban Growth Boundary shall occur, with the exception of individual water hook-ups by established policy of the McMinnville Water and Light Commission.
- D. The City shall annex any islands of non-incorporated territory within a year of the annexation which created the island.
- E. The designated residential area west of Hill Road (beyond the limits of the first water service level and the service boundary of the trunk sewer line that is being extended to the corner of Hill Road and West Second Street) shall not be allowed to develop at an urban density until all other designated residential areas within the Urban Growth Boundary are substantially developed. "Substantially developed" shall mean that 75 percent of the future residentially designated land area outside the city limits, but within the UGB (excluding the designated West Hills area and the Three Mile Lane residential area) at the time of LCDC acknowledgment of the Urban Growth Boundary, is developed or under development.
- F. The designated PUD Area along Three Mile Lane shall be designated for the uses shown on the McMinnville Comprehensive Plan Map. County land adjacent to Three Mile Lane shall remain in a resource zone. In addition the Area shall be developed in accordance with the following principles:
- (1) The minimization of entrances onto Three Mile Lane;
 - (2) The development of on-site circulation systems;
 - (3) The provision of deep setbacks, landscaping, buffer strips, sign controls, and the setting of an adequate setback line from the existing right-of-way line; and
 - (4) The provision of acceleration and deceleration lanes and left-turn refuges when and where necessary and practicable in accordance with the State Highway Division's improvement project for Highway 18.
- G. Before Yamhill county shall create any special district for the provision of utilities, transportation, or other public facilities or services, the matter shall be referred to the City for a recommendation. The County shall not act contrary to such recommendation without a unanimous decision of the Board.
- (a) (1) The City and County shall evaluate street and road development within the Urban Growth Boundary consistent with the City Comprehensive Plan according to the following criteria:
 - (b) The circumstances under which the City will assume ownership or maintenance responsibility for County roads within the corporate limits;

- (c) The conditions under which new public streets and roads will be developed within the Urban Growth Boundary;
 - (d) The conditions under which existing roads designated as future arterials in the City Comprehensive Plan will be improved; and
 - (e) The conditions under which the County and other roads should meet City standards within the Urban Growth Boundary. Roads should be compatible with City street alignments and extensions. Upon annexation of property, roads adjacent to (and which serve) such property shall also be annexed.
 - (f) The City shall request surrender of jurisdiction by the County of all County roads pursuant to criteria H(1)(a) through H(1)(d).
- (2) The County and City shall cooperatively develop an implementation policy to include, but not be limited to, items listed in H(1).

AIRPORT MANAGEMENT POLICY

The City shall coordinate the McMinnville Airport Master Plan update with the County, including joint review and adoption by both jurisdictions for areas within the FUL and the designated Area of Influence.

URBAN GROWTH BOUNDARY AMENDMENT POLICIES

- A. Lands outside the Urban Growth Boundary shall be considered "rural" and shall be controlled by the County plan designations and zoning districts. Upon inclusion into the Urban Growth Boundary, rural lands shall be considered "urbanizable" but shall not be developed at urban level densities until annexation occurs.
- B. Amendments to the Urban Growth Boundary shall be based upon consideration of:
 - (1) Goals and policies of the McMinnville Comprehensive Plan;
 - (2) Goals and policies of the Yamhill County Comprehensive Plan; and
 - (3) LCDC criteria as follows:
 - (a) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
 - (b) Need for housing, employment opportunities, and livability;
 - (c) Orderly and economic provision for public facilities and services;
 - (d) Maximum efficiency of land uses within and on the fringe of the existing urban area;

- (e) The long-term environmental, energy, economic and social consequences to the locality, the region and the state as the result of allowing urbanization and not preserving and maintaining the land for agricultural or forest uses, whichever is applicable;
- (f) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class IV being the lowest priority;
- (g) Compatibility of the proposed urban uses with other adjacent uses; and
- (h) Demonstration that there are no alternative locations within the area which could better be used for the proposed use(s).

McMINNVILLE WATERSHED AREA OF INFLUENCE POLICY

- A. The County shall provide notification to the City of all land use actions that affect the water quality of the City within the Watershed Area of Influence.

SECTION II - POLICIES

DEFINITIONS

- A. A. Area of Influence - An area of land designated by the City and County that extends outside the Urban Growth Boundary wherein the County shall give the City an opportunity to participate in land use actions to be taken by the County. McMinnville's Area of Influence is shown on Map # ____.
- B. B. Urban Growth Boundary - A line jointly adopted by the City and the County that encircles the City and separates rural from urbanizable and urban land. McMinnville's Urban Growth Boundary is shown on Map # ____.
- C. C. Watershed Area of Influence - An area of land designated by the City and that encompasses lands outside the Urban Growth Boundary wherein the County shall give the City an opportunity to participate in land use actions to be taken by the County. McMinnville's Watershed Area of Influence is shown of Map # ____.
- D. Concurrence and Recommendation - Actions undertaken by the City or County concerning certain items of mutual interest included in this Agreement.
 - (1) Where concurrence is required, the City and County shall agree upon a decision. If agreement cannot be reached, the procedures set out under item #6 of the Urban Growth Boundary Amendment Procedures of this Agreement shall be in effect.
 - (2) Where recommendation is required, the City and County need not agree upon a decision. The right to object to any item referred to a jurisdiction for recommendation shall be waived after the stated referral deadline unless special arrangements are made with the other jurisdiction. Each jurisdiction shall have standing to appeal the decision of the other governing body.

TERMS OF THIS AGREEMENT AND AMENDMENT PROCEDURE

- A. The term of this agreement shall run from June 2, 1981 to June 2, 1982 and may be extended thereafter by increments of one year. During the term of the Agreement or extension, the Agreement may be changed by mutual consent of the City and County. This Agreement shall be automatically renewed at the end of such term or extension unless either the City or the County request revision of the Agreement by so notifying the other party at least ninety days before the end of the current term or extension.

RECOMMENDATION PROCEDURES

- A. Annexation shall occur in accordance with the City Comprehensive Plan and by the procedures set forth in the McMinnville Annexation Ordinance No. 4130. Prior to final action, the City shall forward the proposal to the County Board of Commissioners for review and recommendation.
- B. Prior to final action, land use actions within the McMinnville Area of Influence shall be forwarded by the County to the City for review and recommendation. Land use actions shall include, but not be limited to the following:
- (1) Plan Map Amendments;
 - (2) Conditional Use Permits;
 - (3) Planned Unit Developments;
 - (4) Subdivisions and Partitions;
 - (5) Public Improvement Projects;
 - (6) Health Hazards;
 - (7) Special Exceptions;
 - (8) Zone Changes;
 - (9) Capital Improvement Program; and
 - (10) Major Transportation Improvements.
- C. Prior to final action, land use actions within the McMinnville Watershed Area of Influence shall be forwarded by the County to the City for review and recommendation.
- D. The City shall continue to forward proposed land use actions within the city limits to the County for review and recommendation prior to final action.
- E. Plan text amendments to the McMinnville Comprehensive Plan shall be forwarded to the County for review and recommendation. Plan text amendments to the Yamhill County Comprehensive Plan that affect land use actions within the Urban Growth Boundary and Area of Influence shall be forwarded to the City for review and recommendation.

CONCURRENCE PROCEDURE

- A. Plan map amendments to land outside the city limits and within the Urban Growth Boundary may be initiated by the City or the County. Such amendments shall require concurrence by the City and the

County prior to adoption of said Plan Map changes. In those cases where a plan amendment is proposed simultaneously with an annexation, concurrence shall not be required. Instead, the plan amendment and annexation request shall be referred to the County for recommendation prior to final action by the City.

URBAN GROWTH BOUNDARY AMENDMENT PROCEDURE

- A. Amendment of the Urban Growth Boundary may be initiated by the Yamhill County Board of Commissioners, the McMinnville City Council, or by an individual owner(s) of property who request(s) inclusion in or exclusion from the Urban Growth Boundary. The proposal shall be treated as a Plan Map amendment to both City and County Comprehensive Plans, thus requiring concurrence of both governing bodies.
- (1) The City of McMinnville and Yamhill County do hereby establish the McMinnville Urban Area Management Commission (MUAMC) as a hearings officer for amendments to the McMinnville Urban Growth Boundary in accordance with ORS 215.406. The MUAMC shall be composed of the following members:
 - (a) Commissioner of the Yamhill County Board of Commissioners designated by the Board;
 - (b) Mayor or Council person of the City of McMinnville designated by the City Council;
 - (c) Member of the McMinnville Planning Commission designated by the City Council;
 - (d) Member of the Yamhill County Planning Commission designated by the Board of Commissioners;
 - (e) Member of the McMinnville Planning Advisory Committee designated by the Board of County Commissioners;
 - (f) Member of the McMinnville Citizen's Advisory Committee designated by the City Council; and
 - (g) Member-at-large chosen by the above MUAMC members and ratified by the City Council and the County Board.
 - (2) The MUAMC shall function in accordance with by-laws to be adopted by the McMinnville City Council and Yamhill County Board of Commissioners. It shall be the responsibility of the McMinnville Urban Area Management Commission to hold hearings, make findings and present its maps to City and County governing bodies as outlined in this Agreement and the by-laws.
 - (3) Applications and maps shall be filed with the McMinnville Planning Department which shall collect the joint fee and forward the Yamhill County fee along with notice to the Yamhill County Department of Planning and Development. Applications must be complete prior to

processing for hearing by the McMinnville Urban Area Management Commission. The joint fee for individual amendments shall be the sum of fees established from time to time by each governing body.

- (4) Applications shall be accumulated and referred twice yearly to the McMinnville Urban Area Management Commission for a public hearing for which at least ten days advance notice shall be given by publication in a newspaper of general circulation in the County.
- (5) Following the public hearing, the MUAMC shall make and forward its findings and decision directly to the governing body of each jurisdiction. Each governing body may then make a determination based upon the facts and record presented at the MUAMC hearing without holding an additional public hearing thereon. However, nothing in this process prohibits the City or County from referring the application to its respective Planning Commissions for information. A final decision shall be rendered by the governing bodies within sixty (60) days of receipt of MUAMC's deliberations and decision.
- (6) If the governing bodies do not concur in their final decision, a joint meeting shall be scheduled to resolve differences. If agreement cannot be reached by joint meeting(s), one governing body shall appeal the other governing body's decision to the Land Use Board of Appeals, or the appropriate appellate body.

ADDITIONAL POLICIES REGARDING SERVICE PROVISION:

Transportation:

- City of McMinnville Comprehensive Plan - Volume II - Goals and Policies

Policy 113.00 The City of McMinnville shall encourage the development of a basic transport airport facility as outlined in the 1988 Airport Master Plan.

Policy 114.00 The City of McMinnville shall support future planning efforts involving the airport to incorporate changes in federal, state, and city aviation and land use laws and policies.

Policy 116.00 The City of McMinnville, acting jointly with Yamhill County, shall appoint an Airport Lane Use Board which shall be responsible for the development of an airport zoning ordinance. The ordinance shall be in accordance with applicable federal, state, and local laws and shall particularly conform to the requirements of the McMinnville Municipal Airport Master Plan [...]

Policy 123.00 The City of McMinnville shall cooperate with other governmental agencies and private interests to insure the proper development and maintenance of the road network within the UGB.

Proposal 16.00 Provision should be included in the McMinnville UGB Management Agreement between the City of McMinnville and Yamhill County addressing the coordination responsibilities for roads within the UGB.

Storm Drainage:

- City of McMinnville Comprehensive Plan - Volume II - Goals and Policies

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

Wastewater Facilities:

- City of McMinnville Comprehensive Plan - Volume II - Goals and Policies

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

Policy 137.00 The City of McMinnville shall undertake necessary long-range planning efforts for the sewage system to implement the McMinnville Comprehensive Plan.

Policy 138.00 The City of McMinnville shall develop, or require development of, sewer system facilities capable of servicing the maximum levels of development envisioned in the McMinnville Comprehensive Plan.

Policy 139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines within the framework outlined below:

1. Sufficient municipal treatment plant capacities exist to handle maximum flows of effluents.
2. Sufficient trunk and main line capacities remain to serve undeveloped land within the projected service areas of those lines.
3. Public water service is extended or planned for extension to service the area at the proposed development densities by such time that sanitary sewer services are to be utilized.
4. Extensions will implement applicable goals and policies of the comprehensive plan.

Policy 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.

Policy 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.

- City of McMinnville Wastewater Facilities Plan, adopted by the City Council on July 9, 1991.

Chapter 10 - Recommended Wastewater Management Program - Annual Operation and Maintenance Costs

Page 11 - The City will assume responsibility for the O&M [Operation and Maintenance] of the existing wastewater facilities and recommended wastewater system improvements. [...]

Chapter 10 - Recommended Wastewater Management Program - Annual Operation and Maintenance Costs

Page 13 - The City also maintains the wastewater collection system.

Water System:

• City of McMinnville Comprehensive Plan - Volume II - Goals and Policies

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

Policy 145.00 The City of McMinnville, recognizing the City Water and Light Department as the agency responsible for water system services, shall extend water services [...] within the framework 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 Department, are adhered to.

Policy 146.00 The City of McMinnville shall continue to support the long-range planning efforts of the City Water and Light Department to provide water system facilities and services commensurate with the projected population in the Comprehensive Plan.

Policy 147.00 The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and the City Water and Light Department to insure the coordinated provision of utilities to developing areas. The City shall also continue to coordinate with the City Water and Light Department in making land use decisions.

Policy 148.00 The City of McMinnville shall encourage the City Water and Light Department to continue management practices in the municipal watershed which insure highest quality water.

ATTACHMENT “A” PUBLIC FACILITY PLAN SUMMARY

PROJECT TITLES, DESCRIPTIONS AND LOCATIONS:

The following information satisfies OAR 660-11-045 (1)(a-b) (Adoption and Amendment Procedures for Public Facility Plans) which requires the inclusion of public facility project titles and maps or written descriptions of the public facility project as a part of the Facility Plan. Some of the following required elements have been incorporated by reference from existing plans into Attachment “A” as per OAR 660-11-010 (3) (The Public Facility Plan) in order to avoid duplication.

I. TRANSPORTATION ELEMENT

Short Term Street Improvement Project Titles:

- Highway 99W from Edmunston Street to Hwy 99W
- Baker Street and Hwy 99W
- Baker Creek Road Extension
- Lafayette Avenue - 8th Street to Bridge
- Lafayette Avenue - Hwy 99W to 8th Street
- Third and Evans Streets
- Realignment of 12th Street at Baker Street
- Realignment of Riverside Drive and 14th Street
- Third and Johnson Streets

Long Term Street Improvement Project Titles:

- Realignment of Hill Road
- NE “Ring Road”
- NW “Ring Road”
- Norton Lane Extension
- Highway 18 Interchange

Short Term Airport Improvement Project Titles:

- Complete new apron construction
- Airport Park aircraft parking area
- Seal coat runway 16-34 and diagonal taxiway
- Complete apron reconstruction
- Relocate parallel taxiway
- Install medium intensity taxiway lighting and guidance signs
- Relocate road east of runway

- Seal coat runway 4-22 apron areas and portions of taxiways
- Construct small aircraft hangar units
- Construct automobile parking area

Long Term Airport Improvement Project Titles:

- Reconstruct runway 16-34
- Reconstruct diagonal taxiway
- Seal coat secondary runway, diagonal taxiway, new parallel taxiway and remaining paved areas
- Construct new access road to terminal
- Construct maintenance hangar
- Construct terminal building
- Construct small aircraft hangar units

Project Descriptions and Locations:

Project Descriptions (pages 2-6, and 9-11) of the Public Facility Plan are hereby incorporated into Attachment “A” by this reference.

Figures 1, 2, 3, and 4 of the Public Facility Plan is hereby incorporated into Attachment “A” by this reference.

II. STORM DRAINAGE ELEMENT

Short Term Project Titles:

- Wallace Road
- Logan and Macy Streets Combined Sewer Replacement
- Naomi Street Bypass and Storm Drain Replacement
- Wright Street Diversion
- West 2nd Street Parallel Storm Drain
- Birch Street / Adams Street Diversion
- Wortman Park
- McMinnville Airport

Long Term Project Titles:

- Blaine Street Bypass
- Booth Bend Storm Drain
- 1st and 4th Streets Storm Drain Replacement
- 7th, 9th and Cedar Streets Storm Drain Replacement
- Alpine Street
- Riverside Drive Diversion
- Morgan Lane Storm Drain Replacement

Project Descriptions:

Project Descriptions (pages 7-9) of the Public Facility Plan are hereby incorporated into Attachment “A” by this reference.

Project Locations:

The following Figures in the Storm Drainage Master Plan are hereby incorporated into Attachment “A” by this reference:

- Figure 6.2 identifying the Wright Street Diversion, and West 2nd Street Parallel Storm Drain projects;
- Figure 6.3 identifying the Wallace Road, and Birch Street / Adams Street Diversion projects;
- Figure 6.5 identifying the Wortman Park project;
- Figure 6.7 identifying the Logan and Macy Streets Combined Sewer Replacement, and Naomi Street Bypass and Storm Drain Replacement projects; and
- Figure 6.8 identifying the McMinnville Airport project.
- Figure 7.2 identifying the Blaine Street Bypass project;
- Figure 7.3 identifying the Booth Bend Storm Drain project;
- Figure 7.6 identifying the 1st and 4th Streets Storm Drain Replacement, and 7th, 9th and Cedar Streets Storm Drain Replacement projects;
- Figure 7.9 identifying the Alpine Street project;
- Figure 7.13 identifying the Riverside Drive Diversion project;
- Figure 7.15 identifying the Morgan Lane Storm Drain Replacement project;

III. SANITARY SEWER SYSTEM ELEMENT

Short Term Project Titles:

- Second Street Force Main
- Cozine Trunk Rehabilitation
- Morgan Lane Pump Station Upgrade
- Blain Street Improvements
- Roof Drain and Private Lateral Corrections, Phase I
- Sewer Main Rehabilitation, Phase I
- Roof Drain and Private Lateral Corrections, Phase II
- Sewer Main Rehabilitation, Phase II

Long Term Project Titles:

- McDaniel Sewer Collector
- Oregon Street Mainline
- Gravity Line to Three Mile Lane Pump Station No. 1
- Irvine Pump Station Upgrade
- Davis Street Mainline

- Westvale Mainline
- Evans Street to McDonald Lane Mainline
- Fairground Basin Mainline

Project Descriptions:

Project Descriptions as noted in column 2 of Tables 7 and 8 of the Public Facility Plan are hereby incorporated into Attachment “A” by this reference.

Project Locations:

The following Figures in the Wastewater Facilities Plan are hereby incorporated into Attachment “A” by this reference:

- Figure 9.2 identifying the Second Street force main, Cozine trunk rehabilitation, Morgan Lane pump station upgrade, and Blain Street improvement projects;
- Figure 9.6 identifying the McDaniel Sewer Collector project;
- Figure 9.7 identifying the Oregon Street Mainline project;
- Figure 9.8 identifying the Gravity Line to Three Mile Lane Pump Station project;
- Figure 9.9 identifying the Irvine Pump Station, Davis Street projects;
- Figure 9.10 identifying the Westvale Mainline project; and
- Figure 9.11 identifying the Evans Street to McDonald Lane Mainline, and Fairground Basin Mainline projects.

Phases I and II of the roof drain and private lateral correction, and the sewer main rehabilitation projects involve numerous locations and individual parcels throughout the city. All such project locations are within the city limits of McMinnville.

IV. WATER SYSTEMS ELEMENT:

Short Term Project Titles:

- Service Reservoir No. 4
- Three Mile Lane, Loop Feed
- Line Extension/Upgrade, South Hill Road
- Transmission Line Upgrade
- Water Treatment Plant Upgrade
- Riverside Drive, Loop Feed
- Western Tier Pipe Line
- Western Tier Service Reservoir

Long Term Project Titles:

- Transmission Line Replacement from Water Treatment Plant to City
- Raising of McGuire Dam

Project Descriptions:

Project Descriptions as noted in column 2 of Tables 9 and 10 of the Public Facility Plan are hereby incorporated into Attachment “A” by this reference.

Project Locations:

Figure 2 (Water Systems Projects) of the Public Facility Plan is hereby incorporated into Attachment “A” by this reference.

RESOLUTION NO. 1995 - 15

A resolution adopting the City of McMinnville Public Facility Plan pursuant to OAR 660-11-045 (Adoption and Amendment Procedures for Public Facility Plans) to bring the McMinnville Comprehensive Plan into compliance with state land use laws and regulations.

RECITALS:

The City of McMinnville is required to update its comprehensive plan and implement ordinances to bring them into compliance with applicable land use laws as required by the State's Periodic Review rule. The December 3, 1993 Required Amendments Remand (Order 94-RA-914) issued by the Land Conservation and Development Commission (LCDC) notes specific elements of the City's plan which would need to be amended in order to complete the requirements of periodic review.

In order to comply with Period Review Factor Two, the City must draft and adopt a Public Facility Plan in compliance with Statewide Planning Goal 11 (Public Facilities and Services) and Oregon Administrative Rules (OAR) 660, Divisions 11 and 21 (Public Facilities Planning and Urban Reserves, respectively). The Public Facility Plan referenced in this resolution satisfies these requirements.

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

Section 1. That the Public Facility Plan, including Attachment "A," which is attached hereto and by this reference herein incorporated, is adopted as a supporting document to the City of McMinnville's Comprehensive Plan thereby satisfying the applicable portion of LCDC's Required Amendments Remand (Order 94-RA-914).

Adopted by the Common Council of the City of McMinnville at a regular meeting held the 9th day of May 1995 by the following votes:

Ayes: Kirchner, Massey, Olson, Payne, Tomcho, Windle

Nays: _____

Approved this 9th day of May 1995.

Edward D. Hervey
MAYOR

Attest:

Carol W. Smith
RECORDER

ORDINANCE NO. 4566

An Ordinance adopting Attachment "A" of the City of McMinnville Public Facility Plan as part of the City of McMinnville Comprehensive Plan.

RECITALS:

The City of McMinnville is required to update its comprehensive plan and implement ordinances to bring them into compliance with applicable land use laws, as required by the State's Periodic Review rule. The December 3, 1993 Required Amendments Remand (Order 94-RA-914), issued by the Land Conservation and Development Commission (LCDCC), notes specific elements of the City's plan which need to be amended in order to complete the requirements of periodic review.

In order to comply with Period Review Factor Two, the City must draft and adopt a Public Facility Plan in compliance with Statewide Planning Goal 11 (Public Facilities and Services) and Oregon Administrative Rules (OAR) 660, Divisions 11 and 21 (Public Facilities Planning and Urban Reserves, respectively). As part of the adoption of the Public Facility Plan, OAR 660-11-045 (1) (Adoption and Amendment Procedures for Public Facility Plans) requires that certain portions of said plan be adopted as part of the City's Comprehensive Plan. Attachment "A" of the Public Facility Plan, referenced in this ordinance, satisfies these requirements.

On April 13, 1995, after holding a public hearing on the matter, the Planning Commission has found that the adoption of Attachment "A" of the Public Facility Plan is both appropriate and necessary to bring the City into compliance with the above referenced regulations. It is the desire of the City Council that Attachment "A" of the Public Facility Plan be adopted as part of the City's Comprehensive Plan, Volume I, Background Element; now, therefore,

THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS.

Section 1. That Attachment "A" of the Public Facility Plan is adopted as part of the City of McMinnville Comprehensive Plan, thereby satisfying the requirements of OAR 660-11-045 (1).

Section 2. That this ordinance shall be subject to the terms and conditions of Ordinance No. 3823 entitled "Initiative and Referendum" for a period of thirty days.

Passed by the Council this 9th day of May 1995 by the following votes:

Ayes: Kirchner, Massey, Olson, Payne, Tomcho, Windle

Nays: _____

Approved this 9th day of May 1995.


MAYOR

Attest:


RECORDER