

McMINNVILLE COMPREHENSIVE PLAN

McMinnville's Comprehensive Plan has been divided into three interrelated volumes. Volume I, providing the background information, is both the narrative of and supporting documentation for the goals and policies developed by the community. It is a reference resource that can be used to interpret the intent of the goal and policy statements. Volume II contains the actual goal and policy statements. These statements are the culmination of the research, inventories, and projections of Volume I and reflect the directives expressed through the citizen involvement process in adopting the plan. All future land use decisions must conform to the applicable goals and policies of this volume. Volume III consists of the implementing ordinances and measures created to carry out the goals and policies of the plan. Principle among these are the comprehensive plan and zoning maps, the annexation, zoning and land division ordinances, and the planned development overlays placed on areas of special significance.

VOLUME II GOALS AND POLICIES

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

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

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

PROPOSALS: are the possible courses of action available to the City to implement the goals and policies. These proposals are not mandated; however, examination of the proposals shall be undertaken in relation to all applicable land use requests.

The implementation of these goal, policy, and proposal statements shall occur in one of two ways. First, the specific goal, policy, or proposal shall be applied to a land use decision as a criterion for approval, denial, or modification of the proposed request. In this case the goal, the policy, or the proposal is directly applied. The second method for implementing these statements is through the application of provisions and regulations in ordinances and measures created to carry out the goals and policies. This method involves the indirect application of the statements. These ordinances and measures are included in Volume III of the McMinnville Comprehensive Plan.

HOW TO USE THIS PLAN—VOLUME II

The goal, policy, and proposal statements are segregated to correspond to the chapter headings used in Volume I of the McMinnville Comprehensive Plan. Reference to Volume I can be made through the list of goals and policies cross-referenced with the chapters in Volume I which is appended to this volume.

VOLUME II INDEX

The chapter number indicates in which chapter of Volume I the background material can be found to support the goal or policy.

	<u>Policies</u>
Natural Resources (Chapter II)	
Land	01.00 – 04.00
Air	05.00 – 07.00
Water	08.00 – 11.00
Noise	12.00
Cultural, Historical, & Educational Resources (Chapter III)	
Cultural and Social Services	13.00 – 14.00
Historic Preservation	15.00 – 17.14
Education	18.00 – 20.00
Economy of McMinnville (Chapter IV)	
Employment and Diversification	
Commercial Development	21.00 – 21.05
General Policies	22.00 – 24.00
Locational Policies	24.50 – 28.00
Design Policies	29.00 – 35.00
Downtown Development Policies	36.00 – 46.03
Industrial Development	
General Policies	47.00 – 48.00
Locational Policies	49.00 – 57.00
Housing and residential Development (Chapter V)	
Affordable, Quality Housing	
General Housing Policies	58.00 – 61.00
Housing Rehabilitation Policies	62.00 – 63.00
Low-cost Housing Policies	64.00 – 67.00
Development Pattern	
General Policies	68.00 – 71.00
Westside Density Policy	71.01 – 71.13
Planned Development Policies	72.00 – 78.00
Residential Design Policies	79.00 – 83.00
Low-cost Housing Development Policies	84.00 – 85.00
Multi-family Development Policies	86.00 – 92.03
Manufactured Home Development Policies	93.00 – 98.00
Urban Policy	99.00
Lot Sales Policy	99.01

	<u>Policies</u>
Transportation System (Chapter VI)	
Mass Transportation	100.00 – 105.00
Transportation Disadvantaged	106.00 – 107.00
Rail	108.00 – 112.10
Air	113.00 – 116.00
Streets	117.00 – 125.00
Parking	126.00 – 128.00
Bike Paths	129.00 – 132.15
System Plan	132.23.00
Complete Streets	132.24.00
Multi-Modal Transportation System	132.25.00
Connectivity and Circulation	132.26.00 – 132.26.05
Supportive of General Land Use Plan Designations and Development Patterns	132.27.00
Regional Mobility	132.28.00
Growth Management	132.29.00 – 132.29.05
Transportation System and Emergency Efficiency	132.30.00 – 132.30.05
Transportation Safety	132.31.00
Public Safety	132.32.00
Accessibility for Persons with Disabilities	132.33.00
Economic Development	132.34.00 – 132.34.05
Livability	132.35.00
Health and Welfare	132.36.00
Transportation Sustainability	132.37.00
Aesthetic and Streetscaping	132.38.00
Intergovernmental Coordination and Consistency	132.39.00
Growth Management	132.40.00 – 132.40.15
Circulation	132.41.00 – 132.41.30
Street Width – Human Scale	132.42.00
Neighborhood Traffic Management	132.43.00 – 132.43.10
Access Management	132.44.00
Impervious Surface Area	132.45.00
Environmental Preservation	132.46.00 – 132.46.10
Aesthetics	132.47.00
Safety and Maintenance	132.48.00 – 132.49.00
Street Inventory	132.50.00
System Development	132.51.00 – 132.51.15
Americans with Disabilities Act	132.52.00
System Maintenance	132.53.00
Pedestrian Programs	132.54.00 – 132.55.00
Bicycle System Plan	132.56.00 – 132.56.45
Transit System Plan	132.57.00 – 132.57.20
Transportation Demand Management Plan	132.58.00 – 132.58.20
Freight Mobility, Air, Rail and Pipeline Plans	132.59.00 – 132.59.20
Capital Improvements	132.60.00 – 132.60.20
Pavement Management	132.61.00 – 132.61.20
McMinnville TSP Implementation	132.62.00 – 132.62.25

Policies

Community Facilities (Chapter VII)	
Public Administration and Storage Facilities	133.00 – 135.00
Sanitary Sewer System	136.00 – 141.00
Storm Drainage	142.00 – 143.00
Water System	144.00 – 150.00
Water and Sewer—Land Development Criteria	151.00
Police and Fire Protection	152.00 – 155.00
Solid Waste	156.00 – 158.00
Parks and Recreation	159.00 – 170.05
Energy (Chapter VIII)	
Energy Supply and Distribution	171.00 – 177.00
Energy Conservation	178.00 – 180.50
Urbanization (Chapter IX)	
Urban Growth Boundary	181.00 – 182.00
General Development Pattern	183.00 – 184.00
Land Use Development Tools	185.00 – 187.00
Great Neighborhood Principals	187.10 – 187.50
Citizen Involvement and Plan Amendment (Chapter X)	
General Policies	188.00 – 196.00

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CHAPTER II NATURAL RESOURCES

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

LAND

Policies:

- 1.00 *Urbanizable lands outside the city limits, but inside the Urban Growth Boundary, shall be retained, whenever possible, in agricultural use until such time as they are needed for urban development.*
- 2.00 *The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*
- 3.00 *The City of McMinnville shall review any identified mineral and aggregate resource locations to determine the quality of the material, the likelihood that it will be extracted and the compatibility of the site with surrounding land uses. The City shall seek to resolve any conflicts between aggregate resource locations and surrounding land uses, and shall protect, whenever possible, mineral and aggregate resources from future encroachment by incompatible uses, especially residential uses.*
- 4.00 *The City of McMinnville, in cooperation with the Oregon Department of Geologic and Mineral Industries, shall insure that aggregate sites are reclaimed after their usefulness has expired.*

AIR

Policies:

- 5.00 *The quality of the air resources in McMinnville shall be measured by the standards established by the Oregon Environmental Quality Commission and the Federal Environmental Protection Agency.*
- 6.00 *The City of McMinnville shall cooperate with the Oregon Department of Environmental Quality to insure that applications for air quality related permits are examined for compatibility with the City's comprehensive plan.*
- 7.00 *Land use decisions involving new major emission sources or expansion of existing sources shall be reviewed for the effects the emission source will have on the local and regional airshed. Maintenance of the quality of the air resources, within established federal and state standards, shall be a criterion for approval of these land use decisions.*

WATER

Policies:

- 8.00 *The City of McMinnville shall continue to seek the retention of high water quality standards as defined by federal, state, and local water quality codes, for all the water resources within the planning area.*
- 9.00 *The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*
- 10.00 *The City of McMinnville shall cooperate with the Oregon Department of Environmental Quality, the Mid-Willamette Valley Council of Governments, and other appropriate agencies and interests to maintain water quality and to implement agreed upon programs for management of the water resources within the planning area.*
- 11.00 *The City of McMinnville shall cooperate with McMinnville Water and Light, the Bureau of Land Management, and Yamhill County to insure that the land use development actions allowed in and around the municipal watershed do not lessen the water quality of the municipal water system below acceptable federal, state, and local standards.*

NOISE

Policies:

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

CHAPTER III CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES

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

Policies:

- 13.00 *The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.*
- 14.00 *The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.*

HISTORIC PRESERVATION

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

Policies:

- 15.00 *The City of McMinnville shall establish a program for the identification and preservation of significant sites, structures, objects, and areas.*
- 16.00 *The City of McMinnville shall support special assessment programs as well as federal grants-in-aid programs and other similar legislation in an effort to preserve structures, sites, objects, or areas of significance to the City.*
- 17.00 *The City of McMinnville shall enact interim measures for protection of historic sites and structures. Those measures are identified in the McMinnville Comprehensive Plan, Volume I, Chapter III.*
- 17.01 *The City of McMinnville will, by the time of the first plan update (1985), conduct a thorough study (consistent with the requirements of Statewide Planning Goal #5) of the 515 resources included in the 1980 Historical Survey and the properties listed on the 1976 Inventory of Historical Sites (Figure III-1, Volume I, McMinnville Comprehensive Plan) and place those structures and sites which*

are found to warrant preservation on a list of historic buildings and places. The City shall also study other buildings and sites which were not included on the 1976 and 1980 inventories and place those so warranted on the list of historic buildings and places. The City shall then adopt an historic preservation ordinance which is consistent with the requirements of Statewide Planning Goal #5 and which protects the structures and sites included on the list. (Ord. 4218, November 23, 1982)

Proposals:

- 1.00 Create a Historic Landmarks Committee, similar in scope and purpose to the Landscape Review Committee, to serve in an advisory capacity to the Planning Commission and the City Council.
- 2.00 Draft an historic preservation ordinance addressing the following concerns:
 1. Membership on the Historic Landmarks Committee. Membership should include interested citizens and local experts in history, architecture, and archaeology, if available.
 2. Duties of the Historic Landmarks Committee. The Historic Landmarks Committee should:
 - a. Maintain and circulate a list of historically designated landmarks which include information of historical interest, significance (architectural, cultural, etc.), and present use of the landmark, as well as dates on which it is open to the public.
 - b. Continue inventorying resources in those areas not covered in Phase I of the historic resource inventory of the City of McMinnville. This should be a priority concern of the committee, and every attempt should be made to complete this inventory as soon as possible after establishment of the committee.
 - c. Recommend to the Planning Commission sites or structures for designation to a local historical landmarks register.
 - d. Recommend to the Planning Commission review procedures for alterations and/or destruction of landmarks designated to the local register. Specific provisions and powers to maintain the unique character of the landmark should be developed.
 - e. Provide information on financial incentives (and disincentives) available for restoration or rehabilitation of historic landmarks.
 - f. Provide information and assistance to owners of sites, structures, and objects in designating local landmarks to state and national registers.

- g. Coordinate with local historical and tourism group's activities and projects, including promotion of historical awareness in the City.
- h. Coordinate activities with local, regional, and statewide agencies connected with historical preservation.
- i. Record through photographs, descriptions, artifacts, and other appropriate measures those landmarks of significance that cannot be preserved.

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

Policies:

17.02 *Promote Historic Preservation Month every May.*

Proposals:

- 3.00 Continue to host an annual McMinnville Historic Preservation Awards program and invite community input. Consider creating categories for the nominations to promote a variety of projects. Examples could include: Downtown Rehabilitation, Residential Rehabilitation, Leadership in Preservation, Organization in Preservation, or Community Engagement.
- 3.01 Host (or co-host) at least one other preservation-related activity or event during the month of May and encourage HLC members to participate. Potential events include This Place Matters, a trivia night at a local coffee shop or pub, a walking tour, or scavenger hunt. Staff time is limited, so try to co-sponsor events or partner with other groups already hosting events.

Policies:

17.03 *Partner with related organizations on programs to establish connections between historic preservation and other city interests.*

Proposals:

- 3.02 Consider hosting or sponsoring additional events, either during Preservation Month or the rest of the year.
- 3.03 Set up a booth at the McMinnville Farmers Market. Have informational brochures available on the historic preservation program and the Historic Resources Inventory along with the Stroll Mac walking tour. The Farmers Market is located near the downtown historic district and provides an opportunity to encourage residents to take in their historic resources.

- 3.04 Collaborate with the Yamhill County Historical Society and McMinnville Downtown Association to host a lunchtime walking tour or host a tour in conjunction with McMinnville's 3rd on 3rd (Monthly on the 3rd Friday, 27 storefronts and galleries along McMinnville's historic downtown 3rd Street are open late).
- 3.05 Host research sessions (parties) for property owners or neighborhood residents to bring in an address and get help researching the history of the property. Work with the historical society to identify historic photographs of neighborhoods and streetscapes and then take contemporary photographs to do a "then" and "now" profile. Work with volunteers to research a brief (250 words maximum) write up on what changes occurred between the two photos and the significance of the view or neighborhood.
- 3.06 Attend and present information about the historic preservation program at a meeting of the Yamhill County Association of Realtors to help educate real estate agents on the Historic Resources Inventory, financial incentives, and design review.
- 3.07 Work with the Urban Renewal Board to utilize historic preservation as a key revitalization tool supporting both the historic character and regional destination draw of downtown and the larger Urban Renewal Area. Historic preservation can anchor place identity and support an authentic experience for visitors while providing a context for compatible new development. This would support Goal 7 Historic Preservation of the Urban Renewal Plan.
- 3.08 Partner with tribal organizations or consultants to further research and document the history of human settlement in the McMinnville area prior to European explorer arrival to expand the Historic Context section of the Historic Preservation Plan.

Policies:

17.04 Increase interpretation efforts of the city's historic resources.

Proposals:

- 3.09 Reprint the existing walking tour brochure (Stroll Historic McMinnville) and distribute it to downtown businesses, the library, and various city offices with public interaction.
- 3.10 Develop additional walking tours through McMinnville, possibly offshoots from the downtown historic district into the residential neighborhoods. Utilize content from survey work recommendations outlined in the preservation plan. Work with neighborhood groups to develop and participate in these tours.
- 3.11 Support the character and place identity of neighborhoods within the city through survey and historic context research to understand the unique history and their role relative to the growth and development of McMinnville. This can help support a connection between residents and their neighborhood's history, the preservation of buildings, and education through walking tours.

Policies:

17.05 *Increase and streamline the historic preservation program's media presence.*

Proposals:

- 3.12 Add "Historic Preservation" as a sub-category under Planning on the city web-page's prominent toolbar under the "Government" tab
- 3.13 Streamline the historic preservation program's website. Consider using drop-down menus or collapsible lists to make information easy to find at-a-glance. There is a lot of good information on the website, but a visitor needs to know what they're looking for or else they could be overwhelmed. Move the Supporting Documents PDF links up before the Historic Resource Inventory List or add them to the Informational Brochures page. Add a map to the Zoning & Maps tab that is the Historic Resource Inventory showing the color coded ranking and resource number as an alternate means for residents to find out which properties are on the inventory. Convert the Historic Resource Inventory list to a collapsible list.
- 3.14 Make design review easier to find on the website. The guidelines are currently located in Chapter 17.59 of the Zoning Ordinance. They should be copied into their own document to make them easy to find for applicants.
- 3.15 Incorporate GIS mapping of historic properties on the website, either as an interactive map or a PDF. (*Ord.5068, April 23, 2019*)

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

Policies:

17.06 *Promote local, state, and federal incentives available to historic resources.*

Proposals:

- 3.16 Create a list of all the incentives available to historic resources and place it on the city's historic preservation website. Consider creating a graphic handout to have available at any public outreach events (e.g. workshops with real estate and construction professionals).
- 3.17 Consider increasing the maximum individual grant amount of the facade grant program to \$5,000 to allow for projects with a greater impact.
- 3.18 Consider making the facade grant program available to houses (either active rentals or owner-occupied) that are listed on the Historic Resource Inventory as distinctive or significant and to assist with in-kind repairs to character-defining features to directly support integrity retention. This would support work such as repainting, or repairs to wood windows, but would not include the replacement of wood windows.

- 3.19 Explain what properties are eligible for using the Free Design Assistance Program. This appears to be the only local incentive that is available to single-family residential properties, albeit just those located in the Urban Renewal District.

Policies:

- 17.07 *Strengthen the integration of historic preservation in city planning to capitalize on neighborhood history and character as city assets.*

Proposals:

- 3.20 Update city zoning per recommendations in this plan to encourage the retention of historic residential character in key areas around the downtown.
- 3.21 Coordinate city guiding policies with preservation planning by keeping city departments/boards/committees apprised of HLC actions and priorities.
- 3.22 Research the use of conservation district overlays in other communities as an alternative to zoning changes.
- 3.23 Consider establishing a conservation district overlay to help retain historic residential character in key areas around the downtown.
- 3.24 Work with utility providers to develop standards for the provision of modern utility services to historic resources and historic buildings. Provision of modern utility services shall be coordinated and integrated into the design process to ensure the preservation of the resource or building's historic character. (*Ord.5068, April 23, 2019*)

GOAL III 5: DOCUMENT AND PROTECT HISTORIC RESOURCES

Policies:

- 17.08 *Regularly update the Historic Resources Inventory.*

Proposals:

- 3.25 HLC and staff review per Zoning Ordinance section 17.65.030 of survey work conducted since 1984 to classify surveyed properties as “distinctive,” “significant,” “contributory,” or “environmental.” Conduct public notice and public meetings per Zoning Ordinance section 17.65.070 associated with applying these changes to the inventory.
- 3.26 Update the inventory after each survey project so the field work, research, and inventory updates are all closely related.

- 3.27 Work with Yamhill County to include the Historic Resources Inventory classification on property titles. This would start with new transactions and would not be retroactive. This would support the network of real estate agents in their effort to inform prospective property owners of any regulatory requirements associated with a new home and also provides a measure of predictability for new home buyers that the character of the neighborhood they are buying into will not change dramatically and reduce their property value.
- 3.28 Develop and promote an application process for historic resource designation so that property owners can volunteer to designate their properties for consideration.
- 3.29 Encourage volunteers to help with updating the local inventory and establish a mechanism which can allow them to share information they gather with the City.

Policies:

17.09 Create tools to better assist applicants through the design review process.

Proposals:

- 3.30 Develop illustrated design guidelines, grounded in the Secretary of the Interior's Standards, to ensure consistency and fairness in design review.
- 3.31 Consider posting an example completed application on the city website to demonstrate to applicants how to successfully navigate the design review process.
- 3.32 Consider establishing multi-family design standards for the residential properties which surround downtown.

Policies:

17.10 Train the HLC and staff.

Proposals:

- 3.33 Encourage HLC members and staff to regularly attend SHPO trainings for CLGs. This provides an important opportunity for HLC members to talk with other commission members and experience how other communities approach historic preservation.
- 3.34 Work with Yamhill County to host CLG training
- 3.35 Continue internal conversations between planning staff and the city's building official to ensure departments are working well together.
- 3.36 Invite the city's building code official to workshops and other continuing education events to ensure they are up-to-date on historic preservation efforts and policies in the city.

Policies:

17.11 *Continue to explore National Register nominations.*

Proposals:

- 3.37 Evaluate the viability of a north downtown residential nomination.
- 3.38 Work with Linfield College on a Historic Resources Inventory and potential campus nomination.
- 3.39 Evaluate a MPD for “Historic Granaries of McMinnville”
- 3.40 Explore a landscape nomination for City Park.

Policies:

17.12 *Implement survey recommendations identified in Chapter 4 of the Historic Preservation Plan.*

Proposals:

- 3.41 Review findings from survey work conducted since 1984 to update the Historic Resource Inventory.
- 3.42 Conduct a reconnaissance level survey in the Hayden, Saylor, Baker, and Martin Additions.
- 3.43 Conduct a reconnaissance level survey to document the residential properties around the downtown area, particularly Rowlands Addition.
- 3.44 Conduct a reconnaissance level survey of Chandler’s 2nd Addition to include properties built through 1969 (or 50 years prior to whatever year the survey is conducted).
- 3.45 Conduct a reconnaissance level survey along SE Baker Street.
- 3.46 Develop design review guidelines for the properties along SE Baker Street (or establish a conservation district) to retain the concentration of historic character at this entry to the city. (*Ord.5068, April 23, 2019*)

Policies:

17.13 *Provide resources for historic property owners to protect their historic properties.*

Proposals:

- 3.47 Consider conducting a survey of the downtown historic district to identify those properties which may be vulnerable to damage during a seismic event.
- 3.48 Assist property owners within the district as they carry out seismic retrofitting. This could be making them aware of any available financial incentives or working with groups of owners (with adjacent properties on a single block) to jointly tackle retrofits. (*Ord.5068, April 23, 2019*)

GOAL III 6: INCREASE HERITAGE TOURISM

Policies:

- 17.14 *Amplify the heritage tourism program for McMinnville.*

Proposals:

- 3.49 Work with Visit McMinnville to expand visitor awareness of McMinnville’s heritage and historic resources online as a heritage tourism attractor.
- 3.50 Coordinate efforts to promote McMinnville as a destination for visitors with Visit McMinnville during Historic Preservation month. (*Ord.5068, April 23, 2019*)

EDUCATION

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

Policies:

- 18.00 *The City of McMinnville shall cooperate with the McMinnville School District in the planning for future schools.*
- 19.00 *The location of future school sites shall be coordinated between the City and the McMinnville School District.*
- 20.00 *The City of McMinnville shall encourage the joint purchase, maintenance, and usage of recreational facilities with the McMinnville School District where acceptable to both parties.*

Proposals:

- 4.00 A task force for school planning should be created. The task force should consist of some members from the Planning Commission, City Council, and School

Board. City and school administration and planning staffs should serve as advisors.

The functions of this group will be to exchange information and ideas on school planning projects, recommend school site locations to the School Board, and examine joint parks-school sites.

- 5.00 The Planning Department should assist the McMinnville School District in the development of a common student population projection scheme.

CHAPTER IV ECONOMY OF McMinnville

GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMinnville's Economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens.

COMMERCIAL DEVELOPMENT

GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMinnville as the commercial center of Yamhill County in order to provide employment opportunities, goods, and services for the city and county residents.

Policy:

- 21.00 *Commercial uses and services which are not presently available to McMinnville residents will be encouraged to locate in the City. Such uses shall locate according to the goals and policies in the comprehensive plan.*
- 21.01 *The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)*
- 21.02 *The City shall encourage and support the start up, expansion or relocation of high-wage businesses to McMinnville.*
1. *The City shall coordinate economic efforts with the Greater McMinnville Area Chamber of Commerce, McMinnville Industrial Promotions, McMinnville Downtown Association, Yamhill County, Oregon Economic and Community Development Department, and other appropriate groups.*
 2. *Economic development efforts shall identify specific high-wage target industries and ensure that adequately sized, serviced, and located sites exist within the McMinnville urban area for such industries. (Ord.4796, October 14, 2003)*
- 21.03 *The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses. (Ord.4796, October 14, 2003)*

- 21.04 *The City shall make infrastructure investments that support the economic development strategy a high priority, in order to attract high-wage employment. (Ord.4796, October 14, 2003)*
- 21.05 *Commercial uses and services which are not presently available to McMinnville residents will be encouraged to locate in the city. Such uses shall locate according to the goals and policies in the comprehensive plan. (Ord.4796, October 14, 2003)*

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

General Policies:

- 22.00 *The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.*
- 23.00 *Areas which could in the future serve as commercial sites shall be protected from encroachment by incompatible uses.*
- 24.00 *The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development. (Ord.4796, October 14, 2003)*

Locational Policies:

- 24.50 *The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord.4796, October 14, 2003)*
- 25.00 *Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.*
- 26.00 *The size of, scale of, and market for commercial uses shall guide their locations. Large-scale, regional shopping facilities, and heavy traffic-generating uses shall be located on arterials or in the central business district, and shall be located where sufficient land for internal traffic circulation systems is available (if warranted) and where adequate parking and service areas can be constructed.*
- 27.00 *Neighborhood commercial uses will be allowed in residential areas. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector or arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers.*

28.00 *A commercial planned development should be encouraged in the proximity of the intersection of Hill Road and West Second Street. Such a development should service the needs of people in western McMinnville. The development should be anchored by a grocery store.*

Design Policies:

29.00 *New direct access to arterials by large-scale commercial developments shall be granted only after consideration is given to the land uses and traffic patterns in the area of development as well as at the specific site. Internal circulation roads, acceleration/deceleration lanes, common access collection points, signalization, and other traffic improvements shall be required wherever necessary, through the use of planned development overlays.*

30.00 *Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.*

31.00 *Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)*

32.00 *Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.*

33.00 *Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling. (Ord.4796, October 14, 2003)*

34.00 *The City of McMinnville shall develop and maintain guidelines concerning the size, placement, and type of signs in commercial areas.*

35.00 *The City of McMinnville shall encourage the development of a sign system that directs motorists to parking areas.*

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

Downtown Development Policies:

36.00 *The City of McMinnville shall encourage a land use pattern that:*

1. *Integrates residential, commercial, and governmental activities in and around the core of the city;*
 2. *Provides expansion room for commercial establishments and allows dense residential development;*
 3. *Provides efficient use of land for adequate parking areas;*
 4. *Encourages vertical mixed commercial and residential uses; and,*
 5. *Provides for a safe and convenient auto-pedestrian traffic circulation pattern. (Ord.4796, October 14, 2003)*
- 37.00 *The City of McMinnville shall strongly support, through technical and financial assistance, the efforts of the McMinnville Downtown Steering Committee to implement those elements of Phase II of the "Downtown Improvement Plan" that are found proper, necessary, and feasible by the City. (Ord.4796, October 14, 2003)*
- 38.00 *The City of McMinnville shall encourage the renovation and rehabilitation of buildings in the downtown area, especially those of historical significance or unique design.*
- 39.00 *The City of McMinnville shall encourage and allow the development of pocket parks, landscaping, and other natural amenities to provide a visual contrast between streets and parking lots and buildings to enhance the general appearance of the downtown.*
- 40.00 *The City of McMinnville shall encourage and develop a policy of cooperation with federal, state, and local governments and agencies regarding the location of public administrative and service facilities in the downtown area and further encourage these same agencies to develop off-street parking opportunities and transportation alternatives for their employees.*
- 41.00 *The City of McMinnville shall encourage the expansion of retail and other commercial enterprises east of the railroad tracks and north and south of Third Street consistent with the adopted "Downtown Improvement Plan." (Ord.4796, October 14, 2003)*
- 42.00 *The City of McMinnville shall continue to redesignate streets and traffic patterns in and around the downtown area to facilitate the movement of automobile traffic and provide for the safety and convenience of pedestrians.*
- 43.00 *The City of McMinnville shall allow the closing and/or vacating of streets to provide additional areas for off-street parking where such closure will not affect the ability of the police and fire departments, and public utilities to provide their designated service functions or where such closures will not negatively affect the overall traffic circulation in the downtown area.*

- 44.00 *The City of McMinnville shall encourage, but not require, private businesses downtown to provide off-street parking and on-site traffic circulation for their employees and customers.*
- 45.00 *The City of McMinnville shall study the feasibility of developing bicycle and pedestrian paths and/or lanes between residential areas and the activity centers in the downtown. (Ord.4961, January 8, 2013)*
- 46.00 *The City shall work to implement the recommendations of the adopted "McMinnville Downtown Improvement Plan."*
- 46.01 *The City shall, through its Landscape Review Committee, develop a list of street trees acceptable for planting within the public rights-of-way, parks and open spaces, and downtown. In addition, the committee shall develop standards for the planting of these trees, particularly within the downtown area, such that sidewalk and tree root conflicts are minimized. This effort should be coordinated with McMinnville Water and Light in an effort to minimize conflicts with utility lines.*
- 46.02 *The City shall, as funding permits and generally in the following order, periodically inventory trees within its public rights-of-way, parks and open spaces, and downtown area in order to assess the overall health of the city's urban forest and to determine those specific trees that may require maintenance, or removal and replacement. As a goal, the City seeks to maintain a diverse urban forest in terms of age and species.*
- 46.03 *The City shall take steps to minimize hardships to property owners situated adjacent to street trees that may have been found to be the cause of, but not limited to, the cracking or raising of a public sidewalk, or interfering with sewer lines that serve his/her property. In such cases, the City shall install root barriers, if practicable, or remove the offending tree(s). (Ord. 4816, December 14, 2004; Ord.4796, October 14, 2003)*

Proposals:

- 6.00 A planned development overlay should be placed on the large cluster commercial development areas and the entrances to the City to allow for review of site design, on-site and off-site circulation, parking, and landscaping. The areas to be overlaid by this designation shall be noted on the zoning map and/or comprehensive plan map.
- 7.00 The City of McMinnville should study the feasibility of designating areas fronting Third Street east of the railroad tracks for retail commercial only, and designated areas on the fringes of the downtown as office residential.

- 8.00 The City of McMinnville should encourage the development of a commercial planned development center in the southwestern portion of the city large enough in scale to serve the needs of the area's population. The center should be in proximity of the intersection of Old Sheridan Road, U.S. Highway 99W, and Oregon Highway 18.

INDUSTRIAL DEVELOPMENT

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

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

General Policies:

- 47.00 *Industries that locate in the community shall meet federal, state, and local environmental standards. These standards shall be given full weight in evaluating the desirability of the industry. Criteria for evaluation shall include, but not be limited by the effect the industry would have on:*
1. *The natural environment, including air and water quality, natural drainage ways, and soil properties and other physical characteristics of the land including topography.*
 2. *The human environment, including the amount of noise and traffic generated and the ability of the housing industry to provide sufficient dwelling units with at least an adequate level of required urban services.*
 3. *The physical facilities of the community, including the ability of sanitary and storm sewer systems, water supply and distribution system, energy supply distribution systems, police and fire, and schools to provide designated services.*
- 48.00 *The City of McMinnville shall encourage the development of new industries and expansion of existing industries that provide jobs for the local (McMinnville and Yamhill County) labor pools.*

Locational Policies:

- 49.00 *The City of McMinnville shall use its zoning and other regulatory methods to prevent encroachment into industrial areas by incompatible land uses.*

- 49.01 *The City shall designate an adequate supply of suitable sites to meet identified needs for a variety of different parcel sizes at locations which have direct access to an arterial or collector street without having to pass through residential neighborhoods. (Ord. 4961, January 8, 2013)*
- 49.02 *The location, type, and amount of industrial activity within the Urban Growth Boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord. 4961, January 8, 2013)*
- 49.03 *In designating new industrial properties, and in redesignating properties to industrial zoning from other designations, the City shall work to provide employment opportunities in locations that are reasonably accessible to McMinnville residents, while minimizing the need to drive through existing or planned residential neighborhoods. (Ord. 4961, January 8, 2013)*
- 50.00 *The City of McMinnville shall encourage industrial uses to locate adjacent to the airport and south of Three Mile Lane, adjacent to the existing Riverside Drive industrial area, and in existing industrial areas through the proper designation of lands on the comprehensive plan and zoning maps. Comprehensive plan and/or zoning map changes to industrial designations in other areas may be granted if all the applicable goals and policies of the plan can be met.*
- 51.00 *The City of McMinnville shall encourage the location of airport-related industrial uses only on the industrial land which is adjacent to the airport. Those lands so reserved shall be designated in the planned development overlay covering this area.*
- 52.00 *The City of McMinnville shall create a new "limited light industrial" zone which shall be placed on the industrial areas on the south side of Three Mile Lane in those areas where residential development is expected on the north side of the road. The new zone will allow only those types of industrial uses that will not conflict with the residential uses.*
- 53.00 *The City of McMinnville shall encourage the phased development of industrial land so that a moderate rate of growth occurs. A moderate rate of growth will be considered that rate which enables the City to provide urban services in a timely, orderly, and economic fashion, and which allows the private sector to provide for the needs of the new residents.*
- 54.00 *The City of McMinnville shall establish industrial planned development ordinances which shall be placed over the future industrial areas designated on the McMinnville Comprehensive Plan Map, the industrial reserve area, and certain existing industrially designated areas within the city limits. The overlay shall also be applied to any areas which are in the future designated for future industrial use through an amendment to the comprehensive plan map. The overlays shall provide standards to control the nuisance and negative environmental effects of industries. These controls shall cover, but not be limited to, the following areas:*

1. *Landscaping and screening*
2. *Noise suppression*
3. *Light and heat suppression*
4. *Pollution control for air, water, and land*
5. *Energy impacts*
6. *Traffic impacts*

55.00 *Deleted as per Ord. 4796, October 14, 2003.*

56.00 *Deleted as per Ord. 4796, October 14, 2003.*

57.00 *Agricultural activities shall be encouraged on industrially designated lands until such time as the lands are utilized for industrial purposes.*

CHAPTER V HOUSING AND RESIDENTIAL DEVELOPMENT

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

General Housing Policies:

- 58.00 *City land development ordinances shall provide opportunities for development of a variety of housing types and densities.*
- 59.00 *Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.*
- 60.00 *Attached single-family dwellings and common property ownership arrangements (condominiums) shall be allowed in McMinnville to encourage land-intensive, cost-effective, owner-occupied dwellings.*
- 61.00 *The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.*

Housing Rehabilitation Policies:

- 62.00 *The maintenance, rehabilitation, and restoration of existing housing in residentially designated areas shall be encouraged to provide affordable housing.*
- 63.00 *The utilization of federal and state loan and grant programs, as well as private sector financing, shall be encouraged to rehabilitate substandard housing.*

Low-Cost Housing Policies:

- 64.00 *The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.*
- 65.00 *The City of McMinnville shall coordinate with the Mid-Willamette Valley Council of Governments to develop a “fair share” plan to allocate low-cost housing throughout the tri-county region.*

- 66.00 *The City of McMinnville shall continue to allow development of its fair share of the region's low-cost housing. The share accepted will be based on quantifiable studies which take into account the amount of the low-cost housing already in the community and the overall housing opportunities in the city and region.*
- 67.00 *Subsidized low-cost housing shall be dispersed throughout the McMinnville urban area. Dispersal plans shall be coordinated with appropriate agencies.*

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

Policies:

- 68.00 *The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.*
- 69.00 *The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.*
- 70.00 *The City of McMinnville shall continue to update zoning and subdivision ordinances to include innovative land development techniques and incentives that provide for a variety of housing types, densities, and price ranges that will adequately meet the present and future needs of the community.*
- 71.00 *The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.*

Westside Density Policy:

- 71.01 *The City shall plan for development of the property located on the west side of the city that is outside of planned or existing transit corridors (1/4 mile either side of the route) to be limited to a density of six units per acre. It is recognized that it is an objective of the City to disperse multiple family units throughout the community. In order to provide higher density housing on the west side, sewer density allowances or trade-offs shall be allowed and encouraged. (Ord. 4961, January 8, 2013; Ord.4796, October 14, 2003)*

1. *It will be the obligation of the City Planning Director and the City Engineer to determine whether or not the density of each proposed development can exceed six units per acre. School property, floodplain, and parklands will not be included in the density calculations.*
2. *For those developments which have less than six units per acre, the differences between the actual density of the development and the allowed density (six units per acre) may be used as an additional density allowance by other property which is located in the same immediate sewer service area, providing that no peak loading effect would occur which would cause overloading of particular line design capacity, and provided that the zone change application is processed under the provisions of Chapter 17.51 of the zoning ordinance.*
3. *The City will monitor development on the west side of McMinnville to determine which property is available for development at increased densities.*
4. *In no case will a residential development of a higher density than six units per acre be approved if, by allowing the development, some other undeveloped property (which is not included in the application, but which is within the above-mentioned sewer service area) would be caused to develop at less than six units per acre because of lack of sewer capacity.*
5. *Applications for multiple-family zone changes will be considered in relation to the above factors, e.g., sewer line capacity and dispersal of units. In addition, requests for zone changes to multiple-family shall consider those factors set for in Section 17.74.020 (Comprehensive Plan Map Amendment and Zone Change – Review Criteria) of the zoning ordinance (Ord. 4796, October 14, 2003; Ord. 4218, November 23, 1985).*

71.05 *The City of McMinnville shall encourage annexations and rezoning which are consistent with the policies of the Comprehensive Plan so as to achieve a continuous five-year supply of buildable land planned and zoned for all needed housing types. (Ord.4840, January 11, 2006; Ord. 4243, April 5, 1983; Ord. 4218, November 23, 1982)*

71.06 *Low Density Residential Development (R-1 and R-2) Low-density residential development should be limited to the following:*

1. *Areas which are committed to low density development and shown on the buildable lands inventory as “developed” land;*
2. *Areas where street facilities are limited to collector and local streets;*
3. *Areas with mapped development limitations such as steep slopes, floodplains, stream corridors, natural drainageways, and wetlands; and*

4. *Areas with limited capacity for development identified in approved facility master plans, including sanitary sewer, water, drainage, and transportation facilities. (Ord. 4796, October 14, 2003)*

71.07 *The R-1 zoning designation shall be applied to limited areas within the McMinnville urban growth boundary. These include:*

1. *The steeply sloped portions of the West Hills;*
2. *Neighborhoods and properties within the current urban growth boundary that are developed or have been approved for such densities (Michelbook, for example);*
3. *Fox Ridge Road area;*
4. *Redmond Hill Road area;*
5. *Residential lands adjacent to existing or planned industrial areas. (Ord. 4796, October 14, 2003)*

71.08 *Slightly higher densities (R-2) should be permitted on lands that exhibit the above-listed characteristics (Policy 71.06), and following factors or areas:*

1. *The capacity of facilities and services;*
2. *Within one mile of existing or planned transit;*
3. *Lower sloped areas within the West Hills;*
4. *Riverside South area (lands more than 500 feet from planned and existing heavy industrial lands);*
5. *Proximity to jobs, commercial areas, and public facilities and services, should be zoned for smaller lots; and*
6. *Proximity to and having potential impact upon identified floodplains and other environmentally sensitive areas (the higher the potential impact, the lower the allowed density). (Ord. 4796, October 14, 2003)*

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

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

2. *Areas that have direct access from collector or arterial streets;*
3. *Areas that are not subject to development limitations such as topography, flooding, or poor drainage;*
4. *Areas where the existing facilities have the capacity for additional development;*
5. *Areas within one-quarter mile of existing or planned public transportation; and*
6. *Areas that can be buffered from low density residential areas in order to maximize the privacy of established low density residential areas. (Ord. 4961, January 8, 2013; Ord. 4796, October 14, 2003)*

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

1. *The density of development in areas historically zoned for medium and high density development;*
2. *The topography and natural features of the area and the degree of possible buffering from established low density residential areas;*
3. *The capacity of the services;*
4. *The distance to existing or planned public transit;*
5. *The distance to neighborhood or general commercial centers; and*
6. *The distance from public open space. (Ord. 4796, October 14, 2003)*

71.13 *The following factors should serve as criteria in determining areas appropriate for high-density residential development:*

1. *Areas which are not committed to low or medium density development;*
2. *Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low density residential areas;*
3. *Areas which have direct access from a major collector or arterial street;*
4. *Areas which are not subject to development limitations;*

5. *Areas where the existing facilities have the capacity for additional development;*
6. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*
7. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*
8. *Areas adjacent to either private or public permanent open space. (Ord. 4796, October 14, 2003)*

Planned Development Policies:

- 72.00 *Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.*
- 73.00 *Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.*
- 74.00 *Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.*
- 75.00 *Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.*
- 76.00 *Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.*
- 77.00 *The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.*
- 78.00 *Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.*

Residential Design Policies:

- 79.00 *The density allowed for residential developments shall be contingent on the zoning classification, the topographical features of the property, and the capacities and availability of public services including but not limited to sewer and water. Where densities are determined to be less than that allowed under the zoning classification, the allowed density shall be set through adopted clear and objective code standards enumerating the reason for the limitations, or shall*

be applied to the specific area through a planned development overlay. Densities greater than those allowed by the zoning classification may be allowed through the planned development process or where specifically provided in the zoning ordinance or by plan policy. (Ord. 4796, October 14, 2003)

- 80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.*
- 81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.*
- 82.00 The layout of streets in residential areas shall be designed in a manner that preserves the development potential of adjacent properties if such properties are recognized for development on the McMinnville Comprehensive Plan Map.*
- 83.00 The City of McMinnville shall review the design of residential developments to insure site orientation that preserves the potential for future utilization of solar energy.*

Low-Cost Housing Development Policies:

- 84.00 Multiple-family, low-cost housing (subsidized) shall be dispersed throughout the community by appropriate zoning to avoid inundating any one area with a concentration of this type of housing.*
- 85.00 Deleted as per Ord. 4796, October 14, 2003.*

Multiple-family Development Policies:

- 86.00 Dispersal of new multiple-family housing development will be encouraged throughout the residentially designated areas in the City to avoid a concentration of people, traffic congestion, and noise. The dispersal policy will not apply to areas on the fringes of the downtown "core," and surrounding Linfield College where multiple-family developments shall still be allowed in properly designated areas.*
- 87.00 Residential developments at densities beyond that normally allowed in the multiple-family zone shall be allowed in the core area subject to review by the City. These developments will be encouraged for (but not limited to) the provision of housing for the elderly.*
- 88.00 Deleted as per Ord. 4796, October 14, 2003.*
- 89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds. (Ord. 4796, October 14, 2003)*

- 90.00 *Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)*
- 91.00 *Multiple-family housing developments, including condominiums, boarding houses, lodging houses, rooming houses but excluding campus living quarters, shall be required to access off of arterials or collectors or streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development. (Ord. 4573, November 8, 1994)*
- 92.00 *High-density housing developments shall be encouraged to locate along existing or potential public transit routes.*
- 92.01 *High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)*
- 92.02 *High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)*
- 92.03 *Housing developments for the elderly shall, as far as possible, locate near community centers, parks, and shopping areas, or where transportation services can be provided to enable access to these activity areas. (Ord. 4796, October 14, 2003)*

Manufactured Home Development Policies:

- 93.00 *Manufactured home subdivisions shall be allowed as outright uses in the R-1, R-2, R-3 and R-4 residential zones. These subdivisions shall develop according to the requirements and standards contained in the mobile home development ordinance. (Ord. 4796, October 14, 2003)*
- 94.00 *Manufactured home subdivisions that allow individual ownership of lots shall be encouraged. (Ord. 4796, October 14, 2003)*
- 95.00 *Manufactured home parks shall be allowed as outright uses in some residential zones. These parks shall develop according to the requirements and standards set by the City and State in the mobile home development ordinance. (Ord. 4796, October 14, 2003; Ord. 4536, April 27, 1993)*
- 96.00 *Manufactured home developments that cater to a variety of lifestyles, including families, couples and singles, will be encouraged. (Ord. 4796, October 14, 2003)*

97.00 *Manufactured home development standards shall seek to integrate mobile homes with surrounding uses in residential zones and to adequately buffer mobile homes from surrounding uses in commercial zones. (Ord. 4796, October 14, 2003)*

98.00 *Manufactured home developments shall not be located, as far as possible, in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)*

Urban Policies:

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

1. *Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.*
2. *Storm sewer and drainage facilities (as required).*
3. *Streets within the development and providing access to the development, improved to city standards (as required).*
4. *Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)*
5. *Deleted as per Ord. 4796, October 14, 2003.*

Lot Sales Policy:

99.10 *The City of McMinnville recognizes the value to the City of encouraging the sale of lots to persons who desire to build their own homes. Therefore, the City Planning staff shall develop a formula to be applied to medium and large size subdivisions, that will require a reasonable proportion of lots be set aside for owner-developer purchase for a reasonable amount of time which shall be made a part of the subdivision ordinance.*

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CHAPTER VI TRANSPORTATION SYSTEM

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

MASS TRANSPORTATION

Policies:

- 100.00 The City of McMinnville shall support efforts to provide facilities and services for mass transportation that serve the needs of the city residents.*
- 101.00 The City of McMinnville shall cooperate with local, regional, and state agencies and private firms in examining mass transit possibilities and implementing agreed upon services.*
- 102.00 The City of McMinnville shall place major emphasis on the land use development implications of large-scale regional mass transit proposals. Systems which could adversely affect the goals and policies as set forth in the plan should be closely evaluated.*
- 103.00 The City of McMinnville shall encourage development of mass transit systems in existing transportation corridors where possible.*
- 104.00 The City of McMinnville shall encourage a centrally located bus terminal, for intercity and intracity bus services.*
- 105.00 The City of McMinnville shall examine the impacts of transportation proposals involving bus and/or rail terminals on surrounding land uses.*

Proposals:

- 9.00 The City of McMinnville should continue to support the public transit system. Efforts to continue and expand services, if found feasible, should be supported.
- 10.00 The City of McMinnville should examine the feasibility of participating with Yamhill County in the formation of a transportation district.
- 11.00 The City of McMinnville should encourage the publication of a transportation pamphlet inventorying all public and private mass transportation services.

TRANSPORTATION DISADVANTAGED

Policies:

- 106.00 *The City of McMinnville, through public and private efforts, shall encourage provision of facilities and services to meet the needs of the transportation disadvantaged.*
- 107.00 *The City of McMinnville shall support attempts to coordinate existing and future services for the transportation disadvantaged to reduce duplication of efforts and facilitate complementary services.*

Proposals:

- 12.00 Encourage coordination of services through the county transportation coordinator and the county transportation committee.

RAIL

Policies:

- 108.00 *The City of McMinnville shall encourage the modification, relocation, or termination of rail activities that conflict with existing developed land uses in the city.*
- 109.00 *The City of McMinnville shall encourage the placement of future rail facilities in locations where conflicts with current and future surrounding land uses are minimal.*
- 110.00 *The City of McMinnville shall insure, through zoning and other regulations, the compatibility of railroad facilities and adjacent land uses. For areas outside the core, compatible uses could include open spaces, farm activities, and industrial developments.*
- 111.00 *The City of McMinnville shall encourage the screening of developments within the core area that are adjacent to the rail lines. Screening could include landscaping, noise barriers, fencing, or other measures.*
- 112.00 *The City of McMinnville shall encourage, through zoning and other regulations, the location of industrial lands adjacent to rail lines in areas where industrial uses will be compatible with surrounding land uses, and where the goals and policies of this plan are met.*

Proposals:

- 13.00 Deleted as per Ord. 4796, Oct. 14, 2003.
- 14.00 Insure that residential and commercial uses do not encroach on existing and planned rail facilities and vice versa.

AIR

Policies:

- 113.00 *The City of McMinnville shall encourage the development of a basic transport airport facility as outlined in the 2004 Airport Layout Plan Report. (Ord.4922, February 23, 2010)*
- 114.00 *The City of McMinnville shall support future planning efforts involving the airport to incorporate changes to federal, state, and city aviation and land use laws and policies.*
- 115.00 *The City of McMinnville shall encourage the development of compatible land uses in the vicinity of the airport as identified in current and future airport and comprehensive plans.*
- 116.00 *The City of McMinnville, acting jointly with Yamhill County, shall appoint an Airport Land Use Board which shall be responsible for the development of an airport zoning ordinance. The ordinance shall be in accordance with applicable federal, state, and local laws and shall particularly conform to the requirements of the McMinnville Municipal Airport Master Plan. (Ord. 4536, April 27, 1993; Ord. 4218, November 23, 1982)*

STREETS

Policies:

- 117.00 *The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.*
- 118.00 *The City of McMinnville shall encourage development of roads that include the following design factors:*
1. *Minimal adverse effects on, and advantageous utilization of, natural features of the land.*
 2. *Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.*
 3. *Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.*
 4. *Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths). (Ord.4922, February 23, 2010)*

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

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

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

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

- 122.00 *The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:*
 1. *Major, minor arterials.*
 - Access should be controlled, especially on heavy traffic-generating developments.*

 - Designs should minimize impacts on existing neighborhoods.*

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

 - On-street parking should be limited wherever necessary.*

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

 2. *Major, minor collectors.*
 - Designs should minimize impacts on existing neighborhoods.*

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

 - On-street parking should be limited wherever necessary.*

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

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

3. *Local Streets*

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

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

–Off-street parking should be encouraged wherever possible.

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

123.00 *The City of McMinnville shall cooperate with other governmental agencies and private interest to insure the proper development and maintenance of the road network within the urban growth boundary.*

124.00 *Deleted as per Ord.4922, February 23, 2010.*

125.00 *The City of McMinnville shall adopt measures to control access onto U.S. Highway 99W from heavy traffic-generating developments. Planned development overlays on new large commercially or industrially designated areas adjacent to the highway would give the City needed access controls. (Ord. 4922, February 23, 2010; Ord. 4573, November 24, 1994)*

Proposals:

15.00 The City of McMinnville should develop a list of priority projects for additions and improvements to the road network. The list should include projects relating to existing streets (e.g.), widening a road, improving an intersection) and future streets (e.g.), advanced acquisition of rights-of-way for a specific road).

16.00 Provisions should be included in the McMinnville Urban Growth Boundary Management Agreement between the City of McMinnville and Yamhill County addressing the coordination responsibilities for roads within the Urban Growth Boundary.

17.00 The City should develop standards that allow flexibility in roadway widths for certain residential streets. These standards should be based on the following criteria:

1. Type of street (function, service area)
2. City maintenance requirements
3. Parking requirements
4. Safety requirements (emergency vehicles)
5. Financial responsibilities of City and developer

6. Applicable city, state, federal regulations
- 18.00 The City should continue to monitor and evaluate the traffic circulation patterns for the core area. If and when it is necessary to establish a one-way couplet system, consideration should be given to the following areas:
1. Impacts on existing and future developments in the downtown area.
 2. Maintenance of pedestrian safety and convenience.
 3. Impacts on the traffic flow of streets adjacent to the core area.

PARKING

Policies:

- 126.00 *The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.*
- 127.00 *The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.*
- 128.00 *The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.*

Proposals:

- 19.00 The City of McMinnville should include an assessment of parking as part of future transportation plans in the City.

BIKE PATHS

Policies:

- 129.00 *Deleted as per Ord.4922, February 23, 2010.*
- 130.00 *The City of McMinnville shall encourage implementation of the Bicycle System Plan that connects residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities. (Ord.4922, February 23, 2010)*
- 130.05 *In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.*

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

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

PEDESTRIAN WAYS

Proposals:

20.00 The City of McMinnville should develop a comprehensive bikeway plan for the urban area. The plan should include routes, design characteristics, and possible funding sources. The planning process should include citizen input with staff assistance from Public Works, Parks and Recreation, and Planning Departments.

SYSTEM PLAN

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

COMPLETE STREETS

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

1. *Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).*
2. *Incorporate features that create a pedestrian friendly environment, such as:*
 - a. *Narrower traffic lanes;*
 - b. *Median refuges and raised medians;*
 - c. *Curb extensions (“bulb-outs”);*

- d. *Count-down and audible pedestrian signals;*
 - e. *Wider sidewalks;*
 - f. *Bicycle lanes; and*
 - g. *Street furniture, street trees, and landscaping*
3. *Improve pedestrian accommodation and safety at signalized intersections by:*
- a. *Using good geometric design to minimize crossing distances and increase visibility between pedestrians and motorists.*
 - b. *Timing signals to minimize pedestrian delay and conflicts.*
 - c. *Balancing competing needs of vehicular level of service and pedestrian safety. (Ord. 4922, February 23, 2010)*

MULTI-MODAL TRANSPORTATION SYSTEM

132.25.00 *The transportation system for the McMinnville planning area shall consist of an integrated network of facilities and services for a variety of motorized and non-motorized travel modes. (Ord. 4922, February 23, 2010)*

CONNECTIVITY AND CIRCULATION

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

132.26.05 *New street connections, complete with appropriately planned pedestrian and bicycle features, shall be incorporated in all new developments consistent with the Local Street Connectivity map. (Ord. 4922, February 23, 2010)*

SUPPORTIVE OF GENERAL LAND USE PLAN DESIGNATIONS AND DEVELOPMENT PATTERNS

132.27.00 *The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses. (Ord. 4922, February 23, 2010)*

REGIONAL MOBILITY

- 132.28.00 *A balanced system of transportation facilities and services shall be designed for the McMinnville planning area to accommodate the mobility needs of residents, businesses, and industry. (Ord. 4922, February 23, 2010)*

GROWTH MANAGEMENT

- 132.29.00 *The construction of transportation facilities in the McMinnville planning area shall be timed to coincide with community needs, and shall be implemented so as to minimize impacts on existing development. Prioritization of improvements should consider the City's level of service standards.*
- 132.29.05 *Off-site improvements to streets or the provision of enhanced pedestrian and bicycle facilities in the McMinnville planning area may be required as a condition of approval for land divisions or other development permits. (Ord. 4922, February 23, 2010)*

TRANSPORTATION SYSTEM AND ENERGY EFFICIENCY

- 132.30.00 *The implementation of transportation system and transportation demand management measures, provision of enhanced transit service, and provision of bicycle and pedestrian facilities in the McMinnville planning area shall be embraced by policy as the first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects for additional travel lanes are undertaken.*
- 132.30.05 *The McMinnville Transportation System Plan shall promote alternative commute methods that decrease demand on the transportation system, options which also enhance energy efficiency such as using transit, telecommuting, carpooling, vanpooling, using flexible work schedules, walking, and bicycling. (Ord. 4922, February 23, 2010)*

TRANSPORTATION SAFETY

- 132.31.00 *The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority. (Ord. 4922, February 23, 2010)*

PUBLIC SAFETY

- 132.32.00 *The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system. (Ord. 4922, February 23, 2010)*

ACCESSIBILITY FOR PERSONS WITH DISABILITIES

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

ECONOMIC DEVELOPMENT

- 132.34.00 *Supportive of the mobility needs of businesses and industry, the McMinnville transportation system shall consist of the infrastructure necessary for the safe and efficient movement of goods, services, and people throughout the McMinnville planning area, and between other centers within Yamhill County and the Willamette Valley. The McMinnville Transportation System Plan shall include consideration of ways to facilitate and manage the inter-modal transfer of freight. (Ord. 4922, February 23, 2010)*
- 132.34.05 *The McMinnville Transportation System Plan shall promote methods that employers can utilize to better facilitate employee commuting, and; to encourage employees to use alternative commute methods to the single occupancy vehicle. (Ord. 4922, February 23, 2010)*

LIVABILITY

- 132.35.00 *Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways. (Ord. 4922, February 23, 2010)*

HEALTH AND WELFARE

- 132.36.00 *Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents. (Ord. 4922, February 23, 2010)*

TRANSPORTATION SUSTAINABILITY

- 132.37.00 *Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern. (Ord. 4922, February 23, 2010)*

AESTHETICS AND STREETSCAPING

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

INTERGOVERNMENTAL COORDINATION AND CONSISTENCY

- 132.39.00 *The City of McMinnville shall coordinate its transportation planning and construction efforts with those of Yamhill County and the Oregon Department of Transportation (ODOT). McMinnville's transportation plan shall be consistent with those developed at the regional and state level. (Ord. 4922, February 23, 2010)*

GROWTH MANAGEMENT

- 132.40.00 *Mobility standards will be used to evaluate the transportation impacts of long-term growth. The City should adopt the intersection mobility standards as noted in Chapter 2 of the Transportation System Plan. (Ord. 4922, February 23, 2010)*
- 132.40.05 *Conditions of Approval—In accordance with the City's TSP and capital improvements plan (CIP), and based on the level of impact generated by a proposed development, conditions of approval applicable to a development application should include:*
1. *Improvement of on-site transportation facilities,*
 2. *Improvement of off-site transportation facilities (as conditions of development approval), including those that create safety concerns, or those that increase a facility's operations beyond the City's mobility standards; and*
 3. *Transportation Demand Management strategies. (Ord. 4922, February 23, 2010)*
- 132.40.10 *Multi-modal Improvements – To manage growth, improvements to transportation facilities may include both motorized and non-motorized facilities improvements, constructed in accordance with the City's minimum design standards. (Ord. 4922, February 23, 2010)*
- 132.40.15 *Transportation SDCs – The City should update its transportation systems development charge (SDC) to address growth-related traffic impacts. (Ord. 4922, February 23, 2010)*

CIRCULATION

- 132.41.00 *Residential Street Network – A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are of high priority:*
1. *Pedestrian circulation;*
 2. *Enhancement of emergency vehicle access;*
 3. *Reduction of emergency vehicle response times;*
 4. *Reduction of speeds in neighborhoods;, and*
 5. *Mitigation of other neighborhood concerns such as safety, noise, and aesthetics. (Ord. 4922, February 23, 2010)*
- 132.41.05 *Cul-de-sac streets in new development should only be allowed when connecting neighborhood streets are not feasible due to existing land uses, topography, or other natural and physical constraints. (Ord. 4922, February 23, 2010)*
- 132.41.10 *Limit Physical Barriers – The City should limit the placement of facilities or physical barriers (such as buildings, utilities, and surface water management facilities) to allow for the future construction of streets that facilitate the establishment of a safe and efficient traffic circulation network. (Ord. 4922, February 23, 2010)*
- 132.41.15 *Establish Truck Routes – To support the efficient and safe movement of goods and freight, the City should establish and identify truck routes to the city’s major destinations. Such routes should be located along arterial roadways and should avoid potential impacts on neighborhood streets. (Ord. 4922, February 23, 2010)*
- 132.41.20 *Modal Balance – The improvement of roadway circulation must not impair the safe and efficient movement of pedestrians and bicycle traffic. (Ord. 4922, February 23, 2010)*
- 132.41.25 *Consolidate Access – Efforts should be made to consolidate access points to properties along major arterial, minor arterial, and collector roadways. (Ord. 4922, February 23, 2010)*
- 132.41.30 *Promote Street Connectivity – The City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods. (Ord. 4922, February 23, 2010)*

STREET WIDTH – HUMAN SCALE

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

NEIGHBORHOOD TRAFFIC MANAGEMENT

- 132.43.00 *Implementation – The City should adopt and implement its Neighborhood Traffic Calming Program (see Appendix I). (Ord. 4922, February 23, 2010)*

- 132.43.05 *Encourage Safety Enhancements – In conjunction with residential street improvements, the City should encourage traffic and pedestrian safety improvements that may include, but are not limited to, the following safety and livability enhancements:*

1. *Traffic circles;*
2. *Painted or raised crosswalks (see also recommended crosswalk designation in Chapter 4);*
3. *Landscaping barriers between roadway and non-motorized uses;*
4. *Landscaping that promotes a residential atmosphere;*
5. *Sidewalks and trails; and*
6. *Dedicated bicycle lanes. (Ord. 4922, February 23, 2010)*

- 132.43.10 *Limited Neighborhood Cut-Through Traffic – Local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood. (Ord. 4922, February 23, 2010)*

ACCESS MANAGEMENT

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

IMPERVIOUS SURFACE AREA

- 132.45.00 *Supplement Street Design Standards – McMinnville’s standards should be supplemented to achieve reductions in impermeable surfaces, consistent with safety and operating standards. Innovative design and materials should be utilized to reduce impermeable surfaces. (Ord. 4922, February 23, 2010)*

ENVIRONMENTAL PRESERVATION

- 132.46.00 *Low impact street design, construction, and maintenance methods should be used first to avoid, and second to minimize, negative impacts related to water quality, air quality, and noise in neighborhoods. (Ord. 4922, February 23, 2010)*
- 132.46.05 *Conservation – Streets should be located, designed, and improved in a manner that will conserve land, materials, and energy. Impacts should be limited to the minimum necessary to achieve the transportation objective. (4922, February 23, 2010)*
- 132.46.10 *Clean Burning Fuels – The City should support the use of clean burning and/or renewable fuels through regional organizations (see U.S. Environmental Protection Agency guides). (Ord. 4922, February 23, 2010)*

AESTHETICS

- 132.47.00 *The City should update and maintain its street design standards to increase aesthetics of the street’s environment through landscaping and streetscape design. (as adopted by Ord. 4922, February 23, 2010)*

SAFETY AND MAINTENANCE

- 132.48.00 *Pavement Maintenance Plan Implementation – The City should develop and implement its pavement maintenance plan to best preserve the existing transportation infrastructure. (Ord. 4922, February 23, 2010)*
- 132.49.00 *Routing System Inspection – The City should promote safety through continued and routine inspection and rehabilitation of existing signage, roadway striping, and street lighting; identifying and rectifying existing deficiencies as they are identified. (Ord. 4922, February 23, 2010)*

SYSTEM INVENTORY

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

SYSTEMS DEVELOPMENT

- 132.51.00 *Formalize New Sidewalk Construction Program – To complete the pedestrian facility network, the City will formalize a New Sidewalk Construction Program that reflects the City’s funding resources. This program will give priority to the construction of missing sidewalks in already developed areas of the city that would provide improved access to schools, parks, shopping, and transit services. (Ord. 4922, February 23, 2010)*
- 132.51.05 *Ensuring Future Sidewalk Connections – All future development must include sidewalk and walkway construction as required by the McMinnville Zoning Ordinance and City Code and adopted City of McMinnville Design Standards. All road construction or renovation projects shall include sidewalks. The City will support, as resources are available, projects that would remove identified barriers to pedestrian travel or safety. (Ord. 4922, February 23, 2010)*
- 132.51.10 *Complete Connections with Crosswalks – All signalized intersections must have marked crosswalks. School crosswalks will be marked where crossing guards are provided. Subject to available funding, and where appropriate, marked crosswalks, along with safety enhancements (medians and curb extensions), shall be provided at unsignalized intersections and uncontrolled traffic locations in order to provide greater mobility in areas frequently traveled by persons with limited mobility. Marked crosswalks may also be installed at other high volume pedestrian locations without medians or curb extensions if a traffic study shows there would be a benefit to those pedestrians. (Ord. 4922, February 23, 2010)*
- 132.51.15 *Connecting Shared-Use Paths – The City will continue to encourage the development of a connecting, shared-use path network, expanding facilities along parks and other rights-of-way. (Ord. 4922, February 23, 2010)*

AMERICANS WITH DISABILITIES ACT COMPLIANCE

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

SYSTEMS MAINTENANCE

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

PEDESTRIAN PROGRAMS

- 132.54.00 *Promoting Walking for Health and Community Livability – The City will encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and McMinnville community. Walking for travel and recreation should be encouraged to achieve a more healthful environment that reduces pollution and noise to foster a more livable community. (Ord. 4922, February 23, 2010)*
- 132.55.00 *Safe Routes to School – The City shall work, where possible, with the McMinnville School District and neighborhood associations to maintain and improve its programs to evaluate the existing pedestrian access to local schools, estimate the current and potential use of walking as a travel mode, evaluate safety needs, and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)*

BICYCLE SYSTEM PLAN

- 132.56.00 *Provide Bicycle Facilities on Arterials and some Collector Streets – To the extent possible, arterial and some collector streets undergoing overlays or reconstruction will either be re-striped with bicycle lanes or sharrow (bicycle/auto shared-lane) routes as designated on the Bicycle System Plan Map. Every effort will be made to retrofit existing arterials and selective collectors with bicycle lanes, as designated on the Bicycle System Plan Map. (Ord. 4922, February 23, 2010)*
- 132.56.05 *Mitigation of On-street Parking Loss From Bicycle Projects – New bicycle facilities require the removal of on-street parking spaces on existing streets, parking facilities should be provided that mitigate this loss, to the extent practicable. (Ord. 4922, February 23, 2010)*
- 132.56.10 *Eliminate Barriers to Bicycle Travel – The City will actively pursue a comprehensive system of bicycle facilities through designing and constructing projects, as resources are available, and implementing standards and regulations designed to eliminate barriers to bicycle travel. As a result of this policy, new developments or major transportation projects will neither create new, nor maintain existing, barriers to bicycle travel. (Ord. 4922, February 23, 2010)*
- 132.56.15 *Bicycle Routes and Signage – As resources are available, the City will periodically consult with local bicyclists to review existing and proposed bicycle lanes, and identify improvements needed to make these routes function better for bicyclists. These routes shall be identified by signage on the routes and shown on updates of the bicycle route map. (Ord. 4922, February 23, 2010)*

- 132.56.20 *Complete the Major Bicycle System – A completed system of major bicycle facilities is one of the most important factors in encouraging bicycle travel. The City will work toward annually completing a minimum five percent addition to the bicycle system, as designated on the Bicycle System Plan Map, with priority given to projects that fill critical missing links in the bicycle system or address an identified safety hazard. (Ord. 4922, February 23, 2010)*
- 132.56.25 *Establish Minimum Standards for Bicycle Facility Maintenance – The City shall develop minimum standards that will keep bicycle facilities clean of debris, properly striped, and clearly marked and signed. (Ord. 4922, February 23, 2010)*
- 132.56.30 *Zoning Ordinance Requirements for Bicycle Parking – The McMinnville Zoning Ordinance (Section 17.60.140) contains bicycle parking supply requirements and standards that require new developments to provide a minimum amount of bicycle parking, based on the needs of the specific zone or land use type. (Ord. 4922, February 23, 2010)*
- 132.56.35 *Bicycle Parking at Transit Facilities – The City will work with the Yamhill County Transit Authority (YCTA) to encourage the installation of public bicycle parking facilities at transit stations and other inter-modal facilities, and encourage the provision of bicycle racks on all public transit vehicles. (Ord. 4922, February 23, 2010)*
- 132.56.40 *Target and Eliminate Key Behaviors that Lead to Bicycle Accidents – The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on bicycle safety issues that focus on the most important accident problems. (Ord. 4922, February 23, 2010)*
- 132.56.45 *Safe Routes to School – The City will work with the McMinnville School District to: evaluate existing bicycle access to local schools and supporting infrastructure (bicycle racks, lockers, etc.); estimate the current and potential use of bicycling as a travel mode; evaluate safety needs; and propose changes to increase the percentage of children and young adults safely using this mode. (Ord. 4922, February 23, 2010)*

TRANSIT SYSTEM PLAN

- 132.57.00 *Transit-supportive Street System Design – The City will include the consideration of transit operations in the design and operation of street infrastructure. (Ord. 4922, February 23, 2010)*
- 132.57.05 *Transit-supportive Urban Design – Through its zoning and development regulations, the City will facilitate accessibility to transit services through transit-supportive streetscape, subdivision, and site design requirements that promote pedestrian connectivity, convenience, and safety. (Ord. 4922, February 23, 2010)*

- 132.57.10 *Transit Facilities – The City will continue to work with YCTA to identify and help develop supportive capital facilities for utilization by transit services, including pedestrian and bicycle access to bus stop and bus shelter facilities where need is determined and right-of-way is available. (Ord. 4922, February 23, 2010)*
- 132.57.15 *Pedestrian Facilities – The City will ensure that arterial and collector streets’ sidewalk standards are able to accommodate transit amenities as necessary along arterial and collector street bus routes. The City will coordinate with YCTA on appropriate locations. . (Ord. 4922, February 23, 2010)*
- 132.57.20 *Intermodal Connectivity – The City of McMinnville will encourage connectivity between different travel modes. Transit transfer facilities should be pedestrian and cyclist accessible. (Ord. 4922, February 23, 2010)*

TRANSPORTATION DEMAND MANAGEMENT PLAN

- 132.58.00 *The City should coordinate with Yamhill County to promote and support Transportation Demand Management investments that may include, but are not limited to, the following strategies:*
1. *Ride-sharing coordination with regional partners;*
 2. *Parking management; and*
 3. *Transit-oriented and pedestrian-friendly design. (Ord. 4922, February 23, 2010)*
- 132.58.05 *The City should support Yamhill County, who provides assistance to employers in designing and implementing trip reduction plans at their work sites. Trip reduction plans will include strategies to encourage employees to use alternative transportation modes and discourage them from community in SOVs. Alternative work hours and tele-commuting will also be recommended as a way of reducing peak-hour congestion. (Ord. 4922, February 23, 2010)*
- 132.58.10 *The City should coordinate with YCTA to promote the use of transit and vanpools, in support of vehicle trip reduction strategies. (Ord. 4922, February 23, 2010)*
- 132.58.15 *The City of McMinnville should coordinate with and encourage YCTA to administer its county-wide TDM Program where it affects McMinnville. The Program may include, but is not limited to, the provisions of:*
1. *Twenty-four hour rideshare matching hotline;*

2. *Carpool and vanpool match lists;*
3. *Information and referrals to the public on McMinnville and intercity transit service, vanpools, bicycle routes, tele-commuting, park-and-ride lots, other ridesharing agencies, and transportation services for special needs;*
4. *Assistance in the formation of vanpools;*
5. *Public outreach;*
6. *School outreach;*
7. *Services to employees, including commuting surveys and individualized trip-reduction plans;*
8. *Coordination with other agencies and organizations with similar goals; and*
9. *Marketing of alternative transportation modes. (Ord. 4922, February 23, 2010)*

132.58.20 *Support YCTA in the application for adequate and consistent funding of the Regional TDM Program. The City of McMinnville should establish several strategies to reduce transportation demand, and thereby address the city's transportation congestion. The aim of transportation demand management (TDM) program is to reduce the number of vehicles on the area's roads, which reduces the demand on the existing transportation network. (Ord. 4922, February 23, 2010)*

FREIGHT MOBILITY, AIR, RAIL AND PIPELINE PLANS

- 132.59.00 *Truck routes – Identify and designate truck routes that tie inter-modal facilities and industrial zones to the designated through routes. (Ord. 4922, February 23, 2010)*
- 132.59.05 *Airport – Encourage safe aviation facilities that benefit local commerce. (Ord. 4922, February 23, 2010)*
- 132.59.10 *Airport area land use – Do not permit land uses within airport noise corridors that are not noise compatible, and avoid the establishment of uses that are physical hazards to air traffic at the McMinnville Airport. (Ord. 4922, February 23, 2010)*
- 132.59.15 *Railroad – Encourage railroad infrastructure to support current and future economic activities. (Ord. 4922, February 23, 2010)*
- 132.59.20 *Railroad crossings – Encourage gate controls and sidewalk facilities at primary railroad crossings of streets. (Ord. 4922, February 23, 2010)*

CAPITAL IMPROVEMENTS

- 132.60.00 *Motor Vehicle Fuel Tax – The City should continue to use a combination of Motor Vehicle Fuel Tax and Vehicle License Fee revenue to fund capital improvements to, and maintenance of, the transportation system. (Ord. 4922, February 23, 2010)*
- 132.60.05 *Systems Development Charge – The City should continue to consider the impacts of future growth on the McMinnville transportation system and determine what level of development charges should be collected by the City to mitigate impacts placed on area-wide transportation facilities by expected future development. (Ord. 4922, February 23, 2010)*
- 132.60.10 *Development Exactions – The City should require new developments to mitigate their impacts on the transportation system. (Ord. 4922, February 23, 2010)*
- 132.60.15 *Bicycle and Pedestrian System Funding – The City should establish a new allocation and set aside 1.0% of its Motor Vehicles Fuel Tax funds for creation of on-street bicycle facilities and curb ramp replacements. (Ord. 4922, February 23, 2010)*
- 132.60.20 *Pursuing Federal and State Grants – The City should continue to aggressively pursue Federal, State, and private grants to augment street and non-motorized capital improvements. (Ord. 4922, February 23, 2010)*

PAVEMENT MANAGEMENT

- 132.61.00 *Primary Maintenance Funding Sources – Assuming no changes in State funding mechanisms, the primary funding sources for street system maintenance activities will be the City's allocation of the Motor Vehicle Fuel Tax. (Ord. 4922, February 23, 2010)*
- 132.61.05 *Seeking Additional Funding Sources for Maintenance – The City should seek additional funding sources to meet the long term financial requirements of sustaining a perpetual life street operations and maintenance program, including the consideration of a street utility fee and utility franchise fee. (Ord. 4922, February 23, 2010)*
- 132.61.10 *Responsibilities for System Maintenance – The City should continue to participate in cooperative agreements with the State for maintenance of traffic signal systems on City streets and State highways based on equitable determinations of responsibility and benefit. The City should continue to participate in cooperative agreements with the County for the maintenance of county roads within the city. (Ord. 4922, February 23, 2010)*

132.61.15 *Primary Funding Sources for Operations – Assuming no changes in state funding mechanisms, transportation system operations activities will likely be funded primarily from the City’s allocation of the Motor Vehicle Fuel Tax. Other funding sources should be pursued to augment the financial requirements of providing adequate future system operations. (Ord. 4922, February 23, 2010)*

132.61.20 *Pursuing Federal and State Grants – The City should pursue federal and State grants to augment operations activities, especially in the planning and engineering functions. (Ord. 4922, February 23, 2010)*

McMINNVILLE TSP IMPLEMENTATION

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

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

1. *Describe the classification or function of all streets within the McMinnville planning area. Policies found in the Plan shall be used to develop connective local street circulation patterns.*
2. *Require new development to provide adequate accessibility, as defined by the McMinnville Zoning Ordinance, for all travel modes within a development and in coordination with existing and other proposed development. Street design standards in the McMinnville Zoning Ordinance are to be used to secure adequate public street and sidewalk facilities.*
3. *Identify measures and programs to be undertaken to enhance mobility for all travel modes.*
4. *Form the basis from which identified projects are placed into the State Transportation Improvement Program (STIP).*
5. *Establish funding and project construction priorities when preparing funding scenarios for measures. (Ord. 4922, February 23, 2010)*

132.62.10 *Capital Improvement Plan – The City of McMinnville shall derive, in part, the projects in the Capital Improvement Plan (CIP) from the McMinnville TSP. Transportation projects contained in the CIP shall be consistent with the goals, policies, and needs identified in the Plan. (Ord. 4922, February 23, 2010)*

- 132.62.15 *State and Federal Funding – The City of McMinnville shall include those projects and programs in the McMinnville TSP that are of regional or statewide significance (within the McMinnville urban area), or require the use of state or federal funding, in the Oregon Statewide Transportation Improvement Program (STIP). (Ord. 4922, February 23, 2010)*
- 132.62.20 *TSP Use in Review of Land Use Actions – The City of McMinnville shall consider and apply the goals, policies, planning principles, recommended projects, implementation strategies, and maps contained in McMinnville TSP in the review of land use actions and development applications. (Ord. 4922, February 23, 2010)*
- 132.62.25 *TSP Update – Every five years, or as may otherwise be warranted, the City of McMinnville shall conduct a reassessment of the planning assumptions, analysis methods, and findings and recommendations. The McMinnville TSP shall be updated, accordingly, based on the study reassessment. (Ord. 4922, February 23, 2010)*

CHAPTER VII COMMUNITY FACILITIES AND SERVICES

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

PUBLIC ADMINISTRATIVE AND STORAGE FACILITIES

Policies:

- 133.00 *The City of McMinnville shall encourage the consolidation of city, county, state, and federal administrative offices and other service facilities, where possible.*
- 134.00 *The City of McMinnville shall encourage city, county, state, and federal agencies to locate administrative offices in or near the downtown core of the City.*
- 135.00 *The City of McMinnville shall allow the placement of public storage and workshop facilities in areas where adverse impacts on surrounding lands are minimal or can be minimized by screening, landscaping, and/or other methods.*

SANITARY SEWER SYSTEM

Policies:

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

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

141.00 The City of McMinnville shall continue to separate storm and sanitary sewers where they are connected to reduce the inflow of storm sewer waters to the sewage treatment plant. Ongoing maintenance and improvements of the existing system shall also be undertaken to reduce infiltration of rain water into the system.

Proposals:

21.00 The City of McMinnville should develop a priority list of sewer system extensions and improvements that covers several years. Such a list, which would be nonbinding, would be a guideline for City expenditures for public sewer projects over a designated time period. The list would be useful in determining the appropriateness of annexation requests and other land use proposals. Priorities could be amended as circumstances change and allowances could be made for projects in which developers would pay for a substantial portion of the costs.

22.00 The City of McMinnville should establish a schedule of sewage treatment plant additions which are tied to the projected population in the McMinnville Comprehensive Plan. This schedule should include methods for financing needed additions, and could be implemented as required.

STORM DRAINAGE

Policies:

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

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

WATER SYSTEM

Policies:

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

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

1. *Facilities are placed in locations and in such a manner as to insure compatibility with surrounding land uses.*
2. *Extensions promote the development patterns and phasing envisioned in the McMinnville Comprehensive Plan.*
3. *For urban level developments within McMinnville, sanitary sewers are extended or planned for extension at the proposed development densities by such time as the water services are to be utilized.*
4. *Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.*

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

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

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

149.00 *The City of McMinnville shall carefully consider the environmental impact of the location and design of water system facilities to minimize adverse effects on residential, farm, and natural areas.*

150.00 *The City of McMinnville and McMinnville Water and Light shall cooperate with Yamhill County, the Bureau of Land Management, and private parties owning or regulating lands around the municipal water supply impoundments to restrict land uses around these sites to those which would be compatible with and protect water quality and quantity.*

Proposals:

23.00 The City of McMinnville should require certain water system facilities such as reservoirs to be compatible with surrounding uses either through landscaping or other screening.

24.00 The City of McMinnville should encourage updating of the existing water system plan, where needed, by McMinnville Water and Light. The City shall supply McMinnville Water and Light consultants with necessary information to facilitate coordination of water system and land use plans.

25.00 The City of McMinnville should support McMinnville Water and Light in its effort to develop an additional water supply impoundment in the Walker Creek drainage area to meet the needs of the projected population in the Comprehensive Plan.

WATER AND SEWER--LAND DEVELOPMENT CRITERIA

Policies:

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

1. *Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*
2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*
3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*
4. *Federal, state, and local water and waste water quality standards can be adhered to.*

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

POLICE AND FIRE PROTECTION

Policies:

- 152.00 *The City of McMinnville shall encourage the provision of adequate police and fire facilities and personnel to meet the needs of the community as it expands.*
- 153.00 *The City of McMinnville shall continue coordination between the planning and fire departments in evaluating major land use decisions.*
- 154.00 *The City of McMinnville shall encourage the McMinnville Fire Department to develop plans for new facilities based on the development patterns projected in the Comprehensive Plan.*
- 155.00 *The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

SOLID WASTE

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

Policies:

- 156.00 *The City of McMinnville shall support regional efforts to develop innovative and economical alternatives for regional solid waste management.*
- 157.00 *The City of McMinnville shall support local solid waste management and recycling efforts.*
- 158.00 *The City of McMinnville shall encourage cooperation and coordination between local profit and nonprofit recycling groups and between local and regional solid waste management groups and agencies.*

Proposals:

- 26.00 The City of McMinnville should examine methods available to the City to encourage recycling, including collection fee incentives and franchise modifications.
- 27.00 The City of McMinnville should establish a recycling program for city offices, similar to the program in county offices, to set an example for the public.

PARKS AND RECREATION

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

Policies:

- 159.00 *The City of McMinnville's Parks, Recreation, and Open Space Master Plan shall serve to identify future needs of the community, available resources, funding alternatives, and priority projects. (Ord. 4796, October 14, 2003)*
- 160.00 *The City of McMinnville shall encourage the improvement of existing parks and recreation facilities as a priority consideration.*
- 161.00 *The City of McMinnville shall encourage cooperation between public and private recreation agencies and groups to provide a full complement of recreational and leisure time activities, to share existing facilities, and to discourage duplication of expenditures and programs.*
- 162.00 *The City of McMinnville and School District 40 shall endeavor to jointly cooperate in the acquisition, development, and maintenance of combined park and school sites wherever desired, feasible, and mutually agreeable to both parties.*
- 163.00 *The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.*
- 163.05 *The City of McMinnville shall locate future community and neighborhood parks above the boundary of the 100-year floodplain. Linear parks, greenways, open space, trails, and special use parks are appropriate recreational uses of floodplain land to connect community and other park types to each other, to neighborhoods, and services, provided that the design and location of such uses can occur with minimum impacts on such environmentally sensitive lands. (Ord. 4840, January 11, 2006)*
- 164.00 *The City of McMinnville shall continue to acquire floodplain lands through the provisions of Chapter 17.53 (Land Division Standards) of the zoning ordinance and other available means, for future use as natural areas, open spaces, and/or parks.*
- 165.00 *The City of McMinnville shall acquire park sites in advance of needs; however, purchase of lands should be closely examined in the light of current costs of land, park maintenance, personnel services, and the existing parks development priorities.*
- 166.00 *The City of McMinnville shall recognize open space and natural areas, in addition to developed park sites, as necessary elements of the urban area.*

- 167.00 *The City of McMinnville shall encourage the retention of open space and scenic areas throughout the community, especially at the entrances to the City.*
- 168.00 *Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.*
- 169.00 *Drainage ways in the City shall be preserved, where possible, for natural areas and open spaces and to provide natural storm run-offs.*
- 170.00 *The City of McMinnville shall require the provision of lands for parks from all subdivisions on Three Mile Lane, except when an existing park is available and reachable by safe and convenient pedestrian access. Where no land is dedicated, money in lieu of land shall be required.*
- 170.05 *For purposes of projecting future park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space Master Plan shall be used. (Ord. 4796, October 14, 2003)*

Proposals:

- 28.00 Deleted as per Ord. 4796, October 14, 2003.
- 29.00 The City of McMinnville should continue to monitor the location and size of lands acquired through the parkland (subdivision) ordinance. Methods of developing and maintaining the smaller parks in a manner less expensive to the City should be encouraged and explored.
- 30.00 Deleted as per Ord. 4796, October 14, 2003.

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CHAPTER VIII ENERGY

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

ENERGY SUPPLY DISTRIBUTION

Policies:

- 171.00 *The City of McMinnville shall continue to examine land use decisions in the light of present and projected supplies of electrical, fossil fuel, and other sources of energy.*
- 172.00 *The City of McMinnville, through McMinnville Water and Light, shall recognize the potential for development of local energy sources to serve the local area and shall cooperate, where feasible, with energy developers.*
- 173.00 *The City of McMinnville shall coordinate with McMinnville Water and Light and the various private suppliers of energy in this area in making future land use decisions.*
- 174.00 *The City of McMinnville shall continue to support the long-range planning efforts of McMinnville Water and Light to supply the electrical energy needs of the community.*
- 175.00 *The City of McMinnville, recognizing McMinnville Water and Light, Northwest Natural Gas, and other private suppliers as the agencies or groups responsible for energy distribution, encourages the extension of energy distribution services within the framework outlined below:*
1. *Sufficient supplies of energy as determined by McMinnville Water and Light, Northwest Natural Gas, and other groups are available to meet the demands of existing residential, commercial, and industrial consumers.*
 2. *Facilities are planned in such a manner as to insure compatibility with surrounding land uses.*
- 176.00 *The City of McMinnville shall carefully consider the environmental impacts of the location and design of energy system facilities to minimize or eliminate adverse effects on residential, farm, and natural areas.*
- 177.00 *The City of McMinnville shall coordinate with natural gas utilities for the extension of transmission lines and the supplying of this energy resource.*

Proposals:

- 31.00 The City of McMinnville should require energy system facility sites to be compatible in appearance with surrounding land uses either through landscaping or other screening methods.
- 32.00 The City of McMinnville should zone, or otherwise regulate, land uses around future energy system-related sites to insure compatibility with the site.
- 33.00 The City of McMinnville should encourage updating of the existing electrical energy distribution system plan and electrical resource supply and demand forecasts, where needed, by the Water and Light Department. The City will supply McMinnville Water and Light consultants with necessary information to facilitate coordination of energy and land use plans.
- 34.00 Proposed extensions of energy system facilities should be coordinated with the extension of other facilities (sewer and water, telephone lines, storm drainage, etc.) where necessary to insure provision of full urban services to developable areas within the urban growth boundary.
- 35.00 Construction of facilities that could have an adverse effect on natural areas, farmlands, and residential areas should be altered in such a manner as to minimize or eliminate these impacts.

ENERGY CONSERVATION

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

Policies:

- 178.00 *The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.*
- 179.00 *The City of McMinnville shall amend pertinent ordinances to allow for design techniques which increase the efficient utilization of land and energy. Areas to examine shall include, but not be limited to:*
 - 1. *The zoning ordinance requirements, including density, lot areas, and setbacks to increase utilizable space in lots, while maintaining health and safety standards.*
 - 2. *The geographic placement of various uses (commercial, industrial, residential) on the Comprehensive Plan Map to encourage energy-efficient locations.*
 - 3. *The zoning ordinance and planned development provisions to allow for cluster developments, individually owned, common-wall dwellings, and other design techniques that increase utilizable space and offer energy savings.*

4. *The subdivision and zoning ordinances to encourage energy-efficient design such as proper landscaping for solar heating and cooling, solar orientation of dwellings and other site design considerations.*
5. *The building codes to encourage energy-efficient residential, commercial, and industrial building design and construction techniques.*

180.00 *The City of McMinnville shall encourage weatherization of existing structures to increase energy efficiency.*

180.50 *The City of McMinnville supports local sustainability and endorses the utilization of proven and innovative energy efficient design and construction technologies to reduce building heat-gain, lower energy consumption, and lessen pollutant output. (Ord. 4903, December 9, 2008)*

Proposals:

- 36.00 For industries seeking to locate in McMinnville, the City should examine the ratio of jobs to energy demand as an important consideration and encourage industries that are labor intensive and/or energy efficient rather than energy intensive.
- 37.00 The City of McMinnville should encourage the development of community gardens on vacant city lands and within multi-family housing developments as an energy saving device.
- 38.00 The City of McMinnville should consider adopting weatherization standards to be enacted prior to the resale of commercial and residential structures.
- 39.00 The City of McMinnville, through McMinnville Water and Light, should provide financial assistance for educational efforts in energy conservation and energy use awareness.

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CHAPTER IX URBANIZATION

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

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

URBAN GROWTH BOUNDARY

Policies:

181.00 The City of McMinnville shall establish an urban growth boundary to separate rural lands from urbanizable and urban lands. Lands within the boundary shall be deemed necessary for urban development within the planning period, except those designated as reserve areas.

182.00 Amendments to the Urban Growth Boundary may be considered periodically. The City of McMinnville and Yamhill County shall consider amendments to the boundary based on the following criteria and other State requirements:

- 1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals.*
- 2. Need for housing, employment opportunities, and livability.*
- 3. Orderly and economic provision for public facilities and services.*
- 4. Maximum efficiency of land uses within and on the fringe of the existing urban area.*
- 5. The long term environmental, energy, economic, and social consequences of 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.*
- 6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class IV the lowest priority.*
- 7. Compatibility of the proposed urban uses with other adjacent uses.*
- 8. Deleted as per Ord. 4796, October 14, 2003.*

GENERAL DEVELOPMENT PATTERN

Policies:

- 183.00 *The City of McMinnville, with the cooperation of Yamhill County, shall establish three categories of lands within the Urban Growth Boundary. Future urbanizable lands are those lands outside the city limits, but inside the Urban Growth Boundary. These lands shall be retained in agricultural resource zones until converted to urbanizable lands by annexation to the City of McMinnville. Urbanizable lands are those lands within the city limits which are not yet developed at urban densities. Conversion of these lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities.*
- 184.00 *The City of McMinnville shall establish a Comprehensive Plan Map designating allowed land uses within the McMinnville Urban Growth Boundary. Land uses allowed under the specific designations shall be set in Volume I of the McMinnville Comprehensive Plan, Chapter IX.*

LAND USE DEVELOPMENT TOOLS

- 185.00 *The City of McMinnville and Yamhill County shall adopt an Urban Growth Boundary management agreement establishing (1) the rights and responsibilities of each jurisdiction for management of lands outside the city limits but inside the Urban Growth Boundary, (2) procedures for processing different land use requests on lands within the Urban Growth Boundary, but outside the city limits, and (3) policies that shall be applied to the development of lands within the Urban Growth Boundary, but outside the city limits.*
- 186.00 *The City of McMinnville shall place planned development overlays on areas of special significance identified in Volume I of the McMinnville Comprehensive Plan. Those overlays shall set forth the specific conditions for development of the affected properties. Areas of significance identified in the plan shall include but not be limited to:*
1. *Three Mile Lane (north and south).*
 2. *Deleted as per Ord. 4796, October 14, 2003.*
 3. *Barber property.*
 4. *West Hills area.*
 5. *Commercial areas at the northern and southern entrances to the city.*
 6. *New industrial areas, certain existing industrial areas.*

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

GREAT NEIGHBORHOOD PRINCIPLES

Policies:

187.10 *The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.*

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

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

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

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

1. *Natural Feature Preservation. Great Neighborhoods are sensitive to the natural conditions and features of the land.*
 - a. *Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.*
2. *Scenic Views. Great Neighborhoods preserve scenic views in areas that everyone can access.*

- a. *Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.*
3. *Parks and Open Spaces. Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.*
 - a. *Parks, trails, and open spaces shall be provided at a size and scale that is variable based on the size of the proposed development and the number of dwelling units.*
 - b. *Central parks and plazas shall be used to create public gathering spaces where appropriate.*
 - c. *Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.*
4. *Pedestrian Friendly. Great Neighborhoods are pedestrian friendly for people of all ages and abilities.*
 - a. *Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.*
 - b. *Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).*
5. *Bike Friendly. Great Neighborhoods are bike friendly for people of all ages and abilities.*
 - a. *Neighborhoods shall include a bike network that provides for a safe and enjoyable biking experience, and that encourages an increased use of bikes by people of all abilities for a variety of reasons, including, but not limited to, health, transportation, and recreation.*
 - b. *Bike connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces.*
6. *Connected Streets. Great Neighborhoods have interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.*
 - a. *Streets shall be designed to function and connect with the surrounding built environment and the existing and future street network, and shall*

incorporate human scale elements including, but not limited to, Complete Streets features as defined in the Comprehensive Plan, grid street networks, neighborhood traffic management techniques, traffic calming, and safety enhancements.

- b. Streets shall be designed to encourage more bicycle, pedestrian and transit mobility with a goal of less reliance on vehicular mobility.*
- 7. Accessibility. Great Neighborhoods are designed to be accessible and allow for ease of use for people of all ages and abilities.*
- a. To the best extent possible all features within a neighborhood shall be designed to be accessible and feature elements and principles of Universal Design.*
 - b. Design practices should strive for best practices and not minimum practices.*
- 8. Human Scale Design. Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.*
- a. The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.*
 - b. Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.*
 - c. Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).*
- 9. Mix of Activities. Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.*
- a. Neighborhood destinations including, but not limited to, neighborhood-serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.*
 - b. Neighborhood-serving commercial uses are integrated into the built environment at a scale that is appropriate with the surrounding area.*
 - c. Neighborhoods are designed such that owning a vehicle can be optional.*

10. *Urban-Rural Interface.* Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.
- a. *Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands to ensure compatibility.*
11. *Housing for Diverse Incomes and Generations.* Great Neighborhoods provide housing opportunities for people and families with a wide range of incomes, and for people and families in all stages of life.
- a. *A range of housing forms and types shall be provided and integrated into neighborhoods to provide for housing choice at different income levels and for different generations.*
12. *Housing Variety.* Great Neighborhoods have a variety of building forms and architectural variety to avoid monoculture design.
- a. *Neighborhoods shall have several different housing types.*
 - b. *Similar housing types, when immediately adjacent to one another, shall provide variety in building form and design.*
13. *Unique and Integrated Design Elements.* Great Neighborhoods have unique features, designs, and focal points to create neighborhood character and identity. Neighborhoods shall be encouraged to have:
- a. *Environmentally friendly construction techniques, green infrastructure systems, and energy efficiency incorporated into the built environment.*
 - b. *Opportunities for public art provided in private and public spaces.*
 - c. *Neighborhood elements and features including, but not limited to, signs, benches, park shelters, street lights, bike racks, banners, landscaping, paved surfaces, and fences, with a consistent and integrated design that are unique to and define the neighborhood. (Ord 5066 §2, April 9, 2019)*

Proposals:

- 40.00 The City shall complete an inventory of the applicable natural resources listed in Goal 5 of the Oregon Statewide Planning Goals and Guidelines. The resources to be included in the inventory include, but are not limited to, riparian corridors, wetlands, wildlife habitat, open space, and scenic views. The City shall coordinate with the Department of Land Conservation and Development to determine which Goal 5 resources to include in the inventory.
- 41.00 The City shall complete an inventory of landmark trees that are of significance or value to the City's environment or history.

- 42.00 The City shall develop specific park and open space requirements for different types of neighborhoods and developments, such as multiple family residential uses or single family residential subdivisions. The park and open space requirements for individual developments shall be based on the size or scale of the proposed development and on the number of dwelling units within the proposed development and shall incorporate both active and passive parks, open spaces, and opportunities to connect with nature.
- 43.00 The City shall complete a Bicycle Plan to guide the planning, implementation, and growth of a city-wide bicycle network throughout McMinnville. The Bicycle Plan may be adopted as an appendix to the Transportation System Plan and may identify projects that can be implemented or planned to create a city-wide bicycle network.
- 44.00 The City shall complete a Pedestrian Plan to guide the planning, implementation, and growth of a city-wide pedestrian network throughout McMinnville. The Pedestrian Plan may be adopted as an appendix to the Transportation System Plan and may identify projects that can be implemented or planned to create a city-wide pedestrian network.
- 45.00 The City shall develop site and design requirements for commercial and industrial uses.
- 46.00 The City shall develop development codes that allow for a variety of housing types and forms, and shall develop site and design requirements for those housing types and form.
- 47.00 The City shall evaluate the impact of future technology on neighborhood design and develop development codes that support today's technology and infrastructure but can accommodate future technology and infrastructure as well, including but not limited to data infrastructure, artificial intelligence, ride-share, and autonomous vehicles.
- 48.00 The City shall develop design and development standards and processes that allow for the discreet and coordinated incorporation of existing and future infrastructure into neighborhoods. (Ord 5066 §2, April 9, 2019)

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CHAPTER X CITIZEN INVOLVEMENT AND PLAN AMENDMENT

- GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**
- GOAL X 2: TO MAKE EVERY EFFORT TO ENGAGE AND INCLUDE A BROAD CROSS SECTION OF THE COMMUNITY BY MAINTAINING AN ACTIVE AND OPEN CITIZEN INVOLVEMENT PROGRAM THAT IS ACCESSIBLE TO ALL MEMBERS OF THE COMMUNITY AND ENGAGES THE COMMUNITY DURING DEVELOPMENT AND IMPLEMENTATION OF LAND USE POLICIES AND CODES.**
- GOAL X 3 TO PERIODICALLY REVIEW AND AMEND THE McMINNVILLE COMPREHENSIVE PLAN TO REFLECT CHANGES IN COMMUNITY CIRCUMSTANCES, IN CITIZEN DESIRES, AND IN THE STATEWIDE GOALS.**

Policies:

- 188.00 *The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*
- 189.00 *The City of McMinnville shall establish procedures for amending the Comprehensive Plan, Volumes I and II, and the implementation ordinances and measures in Volume III, which allow for citizen review and comment.*
- 190.00 *The City of McMinnville shall appoint a representative Planning Commission that will serve as the officially recognized Committee for Citizen Involvement (CCI) for the City of McMinnville. This Commission will be made up of representatives of all geographical areas of the City, and shall hold public forums and public hearings on major comprehensive plan text amendments, comprehensive plan and zoning map amendments, zoning ordinance text amendments and changes in the urban growth boundary and/or urban growth management agreements.*
- 191.00 *The Committee for Citizen Involvement shall, in addition to reviewing the aforementioned proposals, undertake a major review of the City's comprehensive plan, as required by the LCDC, to insure compliance with the statewide goals, to insure the proper functioning of the plan and all implementation measures, and to incorporate into the plan changes in citizenry views or community circumstances which are deemed necessary and proper.*

- 192.00 *The Committee for Citizen Involvement shall have the power to initiate requests for amendments to the comprehensive plan text, maps, or implementation ordinances through appropriate procedures and channels.*
- 193.00 *The City of McMinnville shall continue to engage citizens in community advisory positions for input on the major elements of the comprehensive plan by creating special citizen advisory bodies and ad-hoc committees comprised of volunteers representing a broad cross-section of the community to provide input on every major comprehensive planning effort and other related land use planning matters.*
- 194.00 *The City of McMinnville shall strive to include youth members on City committees involved in land use planning, and work with the McMinnville School District, local private schools and service groups to encourage youth involvement in land use planning activities.*
- 195.00 *The City of McMinnville shall assure that technical information is available to citizens in an understandable form and when needed provide translations of information to non-English speaking members of the community,*
- 196.00 *The City of McMinnville shall allocate adequate human, financial and informational resources for the citizen involvement program. (Ord 5037 §2, September 12, 2017; Ord. 4536, April 27, 1993)*

Proposals:

- 49.00 Periodically evaluate the City's Citizen Involvement Program and make adjustments as needed to improve its effectiveness.
- 50.00 Have the Committee for Citizen Involvement report at least annually to the City Council to evaluate the effectiveness of the City's citizen involvement efforts. (Ord 5066 §2, April 9, 2019, Ord 5037 §2, September 12, 2017)