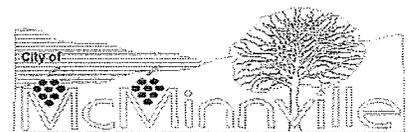


Appendix "C"

Alternative Sites Analysis

May, 2003



City of McMinnville Planning Department

ALTERNATIVE SITE ANALYSIS AND RECOMMENDED UGB EXPANSION

Purpose of This Study

Recently completed inventories of the City's buildable lands, and an assessment of its future land needs, concluded that an additional 1,125 acres of gross vacant buildable land beyond the current urban growth boundary would be necessary in order to serve the city's anticipated growth to the year 2023. In an attempt to minimize this expansion, a number of land use measures have been proposed that would reduce total land need by approximately 225 acres of land. The City must, therefore, expand its current urban growth boundary by an estimated 900 acres of gross vacant buildable land.

Statewide planning Goals 9, 10 and 14 all require cities to provide a 20-year supply of buildable land within urban growth boundaries (UGBs). The process and criteria for justifying an expansion of an existing urban growth boundary are found in several State planning laws and goals. Most important to this process are those found in Oregon Revised Statute 197.298 (Priority of land to be included within urban growth boundary), Goal 2 (Exceptions process), and Goal 14 (Urbanization). The purpose of this study is to provide the background data, analysis, and summary findings necessary to satisfy these laws and goals particular to a recommended new urban growth boundary for McMinnville.

The findings contained in this study support an expansion of the present urban growth boundary by approximately 1,539 gross acres (only slightly more than half of which are buildable, or 881 acres), or a 19 percent increase in the gross land area contained within the present urban growth boundary. This compares to a 55% increase in population and a 50% increase in employment for the period 2003-2023. This is the first significant amendment to the City's urban growth boundary since its adoption in 1981.

Setting

Geographically, McMinnville's urban edge is clearly defined by the rivers and creeks that encircle it to the north, east, and southeast. Hillsides and steeply sloped lands give visual definition to much of the remaining western edge, and an expressway, Oregon Highway 18, provides similar definition in the southwest. These natural and man-made features lend much to the city's present form and "sense of place." They also serve to restrict and push development inward, and to buffer urban development from the surrounding farm lands.

In order to achieve compact urban form, outward expansion of the urban growth boundary—and associated development—must be limited through effective growth management policies and with sensitivity to these existing patterns and natural features. At the same time, these policies should—and would—be supplemented by strategies to increase housing densities and encourage infill. These strategies must also be coupled with a strategy for containing the further linear expansion of commercial development along the city's major transportation corridors. Finally, these strategies, and the land on which future urban development is to be directed, should be appropriate for creating walkable, compact neighborhoods.

Compactness does not, however, mean or imply static population growth for the community as a whole. Within the short term, McMinnville can physically accommodate some additional growth in housing and jobs. Yet, in order to assure that population and employment growth does not translate to a reduction in the perceived quality of life, McMinnville must grow with care, with respect to its past and "sense of place," and with efficiency. Compactness implies directing growth toward those locations where it is desirable, where it is in the public interest to grow, and where options conducive to implementation of future growth policies and objectives can be realized.

Compact form is relevant to the overall development pattern. It does not imply the intrusion of high-density development into established neighborhoods, crowding, or high rise development of a scale more appropriate to larger cities. Compact form is not to be achieved at the expense of open space, environmental protection, and other policies.

Process

McMinnville has completed an exhaustive parcel-level analysis of the eleven square miles of land that is now contained within its urban growth boundary. From this analysis it was determined that there exists 1,309.5 acres of vacant buildable land, far less than needed for the planning period.¹ In an attempt to minimize this expansion, and consistent with the requirements of statute, the City has identified several land use measures that, when implemented, will make more efficient use of land within the boundary and, therefore, reduce the identified land need. To provide for the unmet future need, McMinnville must inventory and assess the lands that surround its current boundary to determine those lands that are most appropriate to accommodate future urban development, consistent with Goal 14 and the City's plan policies.

In determining which lands to consider, State statute provides a specific list of priorities that cities must follow. This list, found in ORS 197.298, requires the city

¹ Of these, 881.1 acres are designated for residential use, 102.4 acres for commercial use, and the balance, some 326 acres, for industrial use.

look first to “exception land” (land already partially urbanized, land with poor soils for agriculture, or reduced lot size) before considering farm or forest land. More specifically, this statute requires cities to consider lands in the following sequence:

1. Established Urban Reserves;
2. Exception land, and farm or forest land (other than high value farm land) surrounded by exception land;
3. Marginal lands designated pursuant to ORS 197.247;
4. Farm and forest land.²

Specific to McMinnville, there are no urban reserve lands adjacent to its urban growth boundary, nor are there marginal lands. The task, therefore, is to first identify and analyze exception lands as to their ability to accommodate future urban land needs and, if inadequate to meet that need, then farm and forest lands are to be considered.

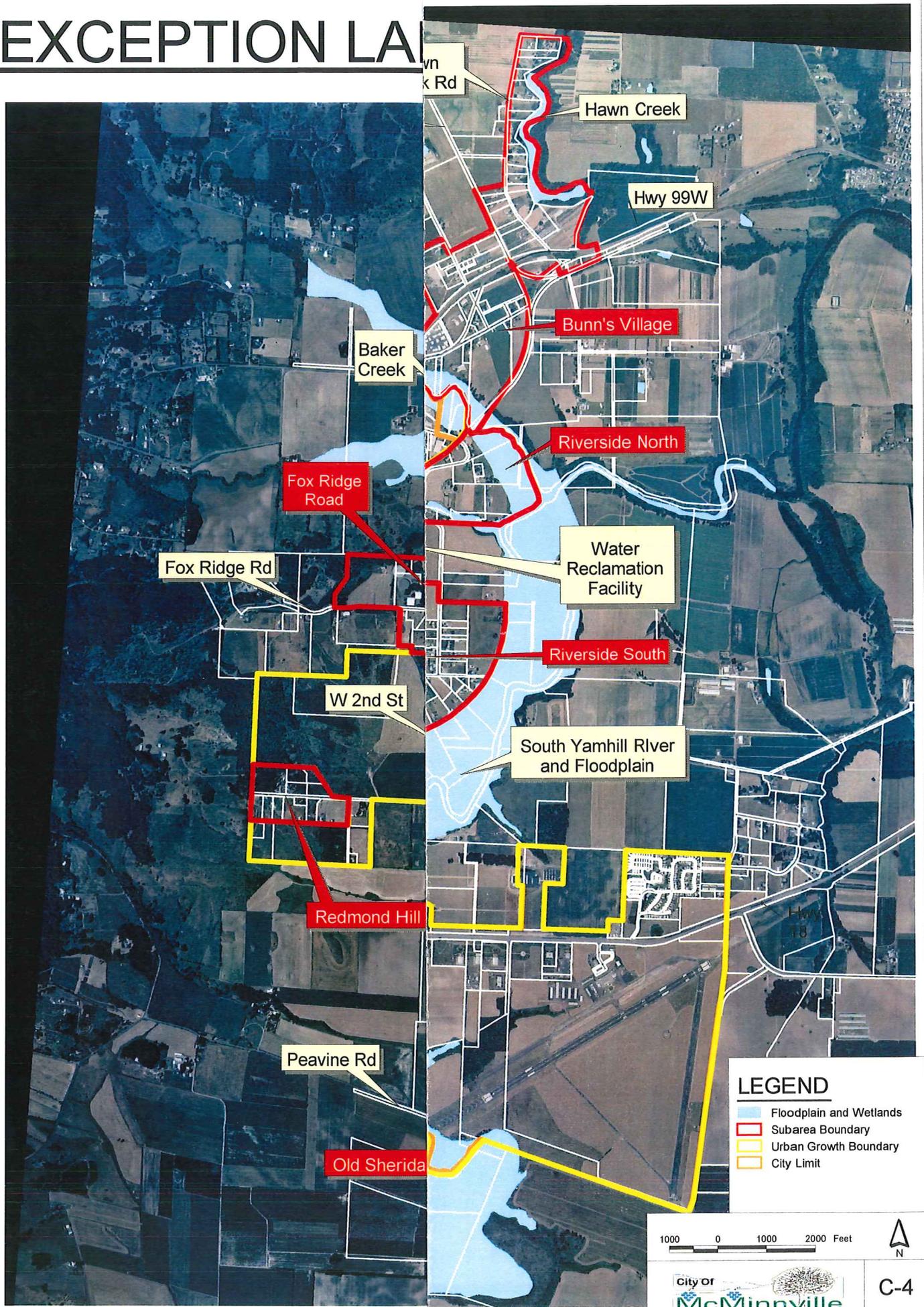
Consistent with this directive, the City first mapped and inventoried exception lands that are contiguous to the current urban growth boundary. There are nine such geographically distinct exception sub-areas, identified as follows:

- Westside Road
- Bunn’s Village
- Riverside North
- Riverside South
- Lawson Lane
- Booth Bend Road
- Old Sheridan Road
- Redmond Hill Road
- Fox Ridge Road

For each of the sub-areas the City has provided a general site description, buildable lands and development patterns analysis, inventory of available utilities, and discussion of factors influencing future urbanization. Those sub-area descriptions follow. A map showing the location of each of these areas is provided in Figure 1.

² The City did not analyze sites with predominantly Class I agricultural soils because they are the last resort for inclusion in the urban growth boundary

EXCEPTION LA



Westside Road Sub-area

General Site Description:

The Westside Road sub-area extends north from McMinnville in a relatively narrow, linear form some 2,000 feet (about 1/3 mile). Its form is contained by Baker Creek on the south and east, and Westside Road on the west; larger parcel farmland is situated to the north. This sub-area abuts the McMinnville city limits to the east and the urban growth boundary to the east and south. At its widest, the sub-area measures approximately 1,000 feet (although some 400 feet of that distance is within the 100-year floodplain of Baker Creek). The narrowest point is some 550 feet in width; again with a portion of that being within the floodplain (Figure 2).

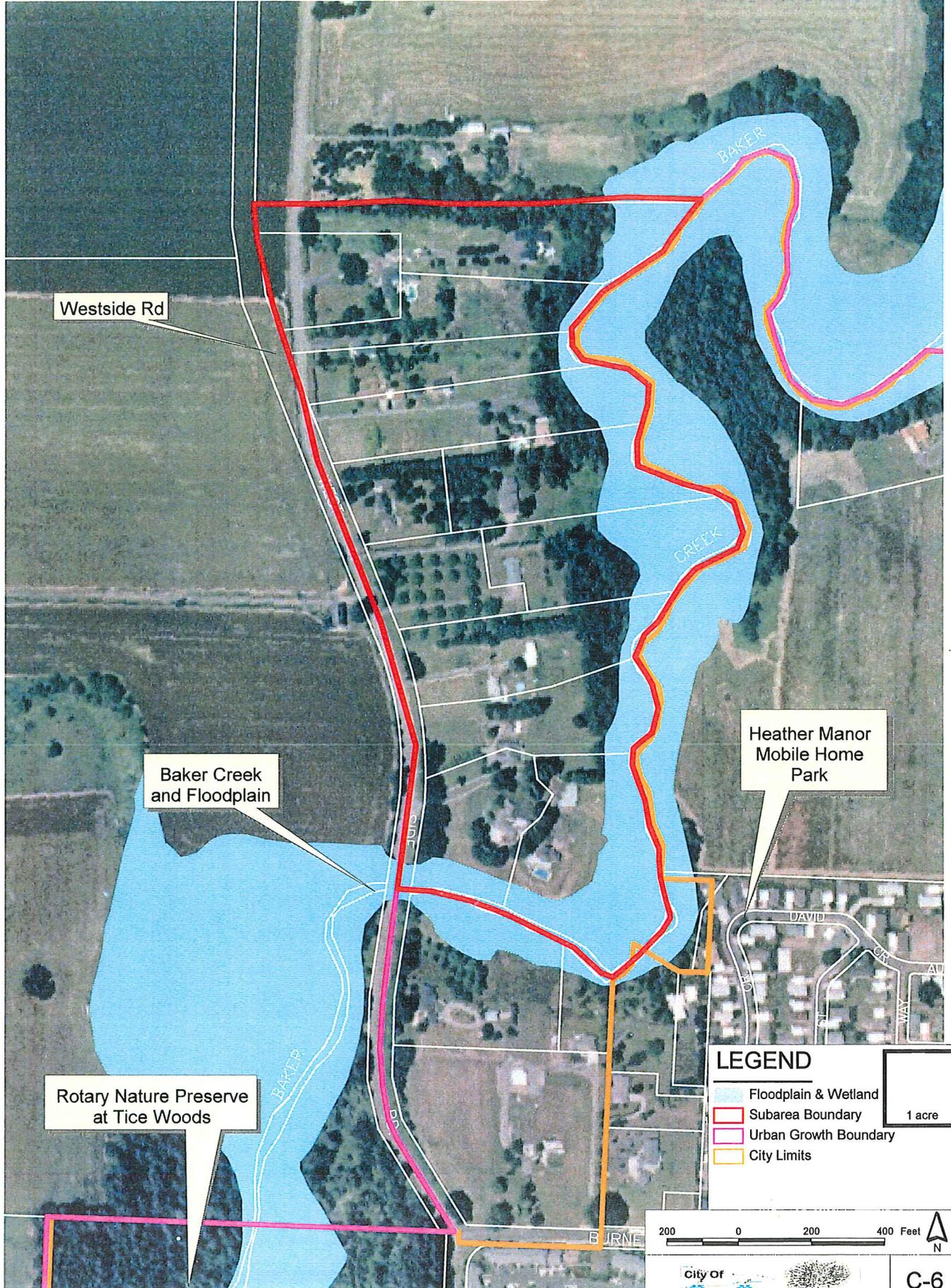
Land uses in the vicinity of the Westside Road sub-area consist of farmland zoned EF-40 (Exclusive Farm Use – 40-acre minimum) and EF-80 (Exclusive Farm Use – 80-acre minimum) to the north and west, respectively (Figure 3). This land is largely in active farm use. Across Baker Creek to the south and east is unincorporated land within the McMinnville urban growth boundary that totals approximately eleven acres and is planned for residential use. This land is comprised of four parcels, three of which are improved with single-family residences. Land to the south and east is developed with a mix of single-family homes, Heather Manor (a 100-space manufactured home park) and the Tice Park Apartments (88 units). North of Heather Manor is a 34.5-acre site currently being developed as a 136-lot single-family residential subdivision. Southwest of the sub-area, across Baker Creek, is Tice Park; a 32-acre site being developed through City and volunteer efforts as a Greenway park to be complete with trails, interpretative signage, restrooms and public parking area (Figure 4).

Development Patterns / Buildable Lands:

The sub-area contains approximately 34.9 gross acres of land within its boundary. Topographically, the majority of the sub-area is flat. The eastern edge, however, slopes steeply down to Baker Creek. Much of the steeply sloped portions are within the boundary of the 100-year floodplain. This sub-area is comprised of 13 parcels upon which are situated rural, single-family residences. Most of these parcels are rectangular in shape resembling old French Long Lots³ and average some 2.9 acres in size (their average lot depth to width ratio is around 3.5:1).

³ Historically, French owners of large estates in Canada, or wherever the French settled in North America, often divided their land grants into narrow strips that they sold or rented to individual French settler families (circa 1700 – 1800). These new parcels often extended from the front of the estate, back to the local waterway marking the edge of the land holding. Later roads were often improved along the fronts of these “French Long Lots.”

WESTSIDE ROAD - FIG. 2



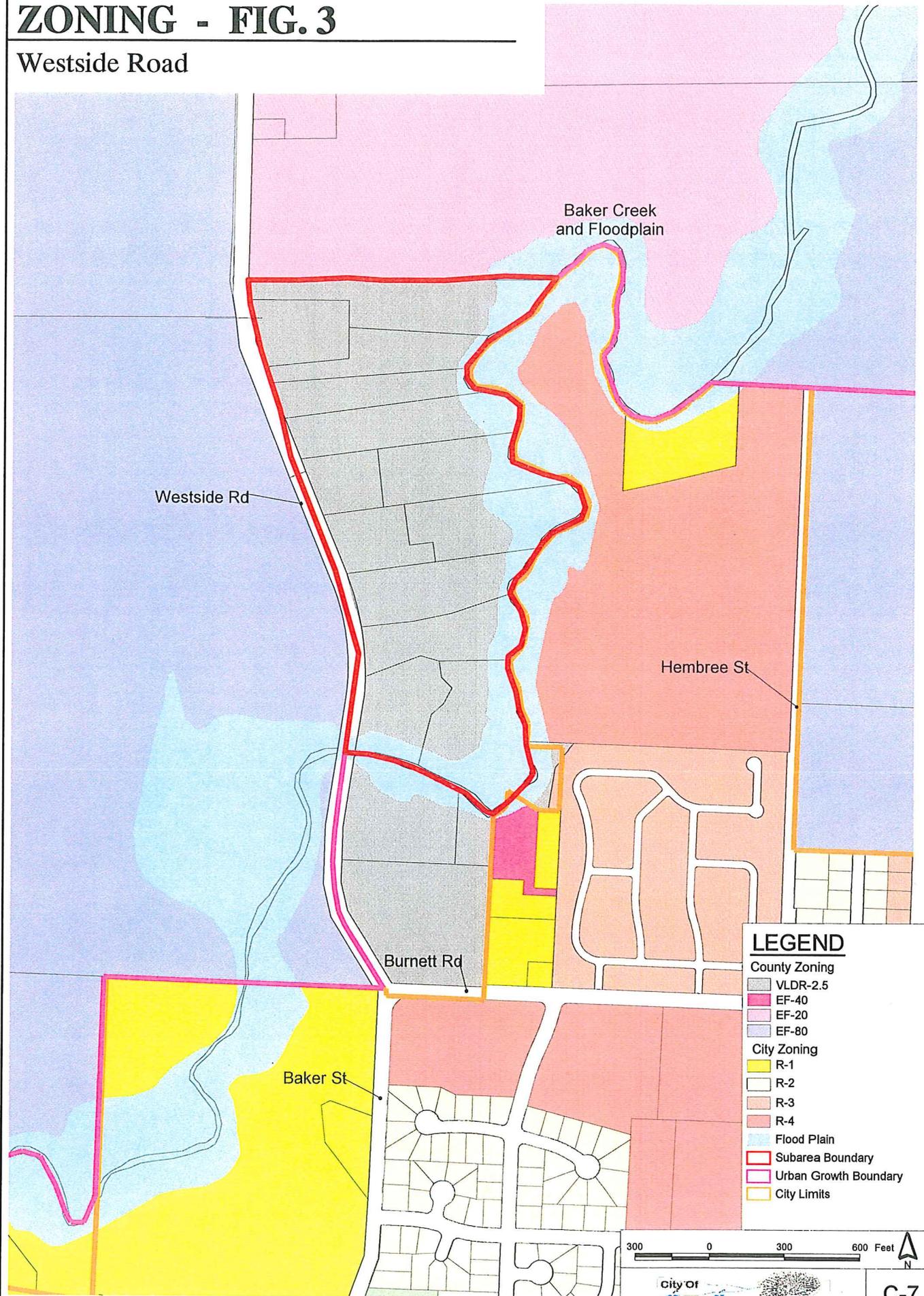
LEGEND

- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits



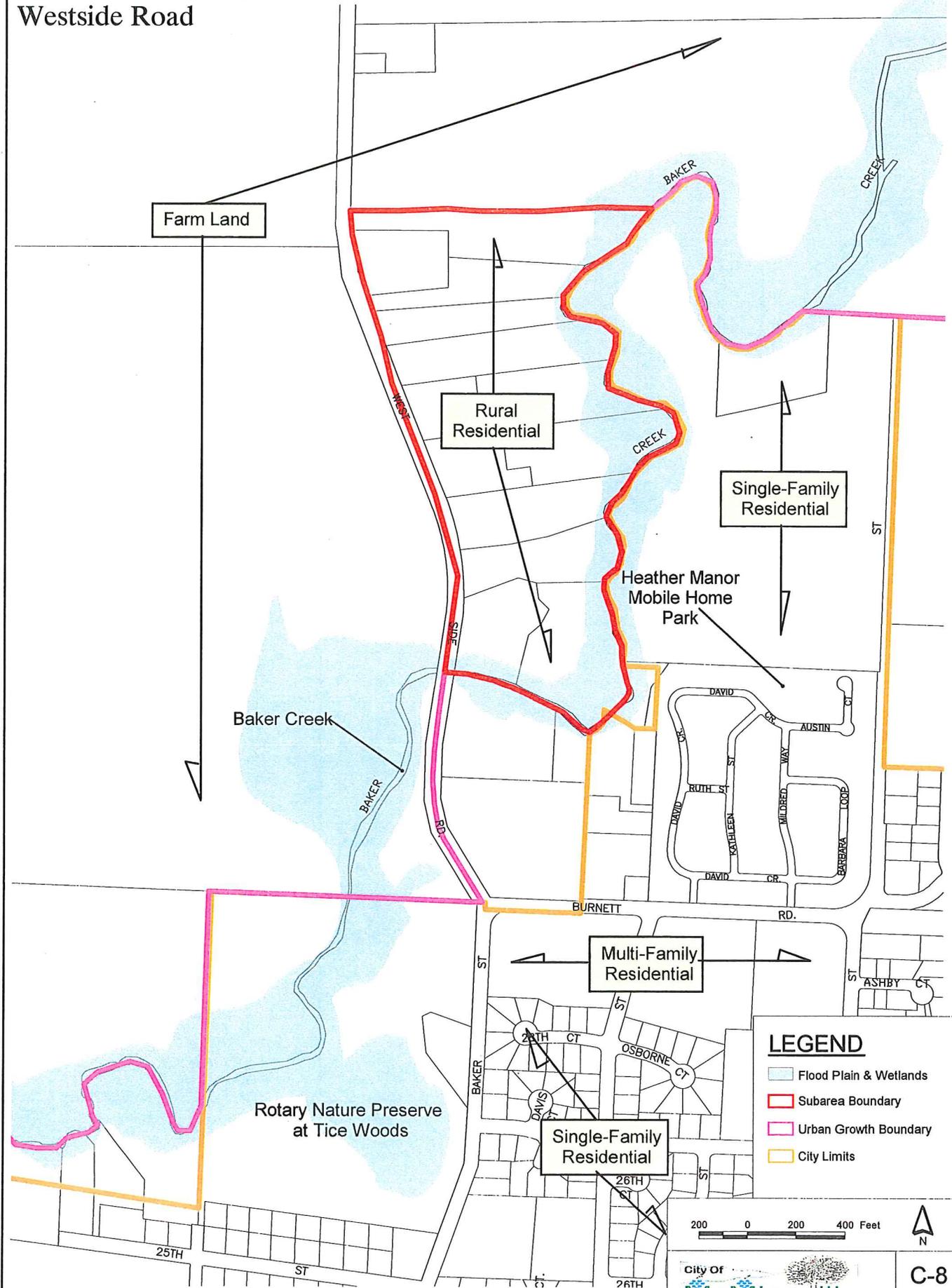
ZONING - FIG. 3

Westside Road



LAND USE PATTERNS - FIG. 4

Westside Road



Most of these rural homesites are improved with some combination of barns, storage buildings, in-ground pools, workshops, or other assorted outbuildings, as well as personal gardens or orchards. With 20.97 acres of the sub-area being accounted for by existing residences, floodplain, and slopes in excess of 25 percent, 13.93 gross acres within the sub-area remains as buildable land. The improvement value of these rural residential properties (exclusive of land value) ranges from \$113,725 to \$393,805, and averages \$225,514 per parcel. Of the 13 parcels within this sub-area, only one is vacant (Figure 5).

A summary of the Westside Road sub-area's buildable land inventory is provided in Table 1, below.

Table 1

Westside Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	34.90	100%
Plan Designation:		
<u>Residential:</u>	34.90	100%
Developed/constrained acres:	(20.97)	60%
Total Gross Vacant Buildable Residential Acres	13.93	40%
Vacant Residential Acres:	0.00	0%
Partially Residential Vacant Acres:	13.93	100%

Public Facilities – (Figure 6):

Sewer:

The Westside Road sub-area is served exclusively by private septic systems as it is beyond the urban service area. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. A comprehensive sewer master plan would need to be designed to ensure serviceability to the sub-area prior to approval.

There are two possible alternatives to connect this sub-area to the city's sanitary sewer system. One possible connection point is to an eight-inch line located in NE Burnett Road at its intersection with Burnett Road. Extension from this point would continue northward along Westside Road, crossing Baker Creek. The other option may be a westerly extension of the line currently being installed along the westernmost portion of the North Hembree Estates residential subdivision now under construction. However, if this option is feasible, it would not be as desirable from a public maintenance perspective as such an extension would require the

BUILDABLE LANDS - FIG. 5

Westside Road

Baker Creek
and Floodplain

Westside Rd

Burnett Rd

LEGEND

- Buildable Land
 - Vacant
 - Partially Vacant
 - Developed
 - Flood Plain & Wetlands
 - Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

UTILITIES - FIG. 6

Westside Road

Westside Rd

Existing Electrical Line

Baker Creek and Floodplain

Baker St

2000 Ft

2100 Ft

8"

8"

LEGEND

-  Electrical Lines
-  Water Main
-  Sewer main
-  Utility Line Terminus
-  Average Distance to Center of Subarea
-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary
-  City Limits



dedication of a rear-yard utility easement along the backs of the private properties for the entire length of the sub-area.

Pursuing either option would necessitate either boring under or trenching across Baker Creek, which would require the issuance of construction, and possibly wetland mitigation, permits from the Department of Environmental Quality, the Army Corps of Engineers, and/or the Oregon Division of State Lands.

In considering the option of extending the service northward along Westside Road, it is possible a portion of the cost of this improvement might be borne by some or all of the eleven acres of unincorporated property south of the sub-area and in front of which this improvement would be installed. However, as three of those four properties are currently improved with residences and functioning septic systems and the fourth is owned by a local church and used as a private recreational/special use area, there may not be much interest in further development of these properties for some time and therefore not much interest in financially participating in the cost of this improvement. Under any scenario, the McMinnville Collection System Facilities Plan indicates that a pump station would be necessary in Westside Road in order to move the effluent sufficiently into the Fairgrounds basin.

Based on the necessary service extension and pump station improvements, relative to the amount of developable land, sanitary sewer provision costs are determined to be high.

Water:

The Westside Road sub-area is served exclusively by private wells. The municipal water main that is closest to this sub-area is located in Burnett Road approximately 400 feet east of the intersection of Burnett Road and Westside Road. Service provision to this sub-area would require the extension of this 8-inch line west to the intersection of Burnett Road and Westside Road and then northward along Westside Road. This extension would necessitate trenching or boring across Baker Creek, or suspension of the trunk line along the underside of the Westside Road Bridge that spans the creek. While this could be engineered, it is problematic as ODOT has classified this bridge as "Functionally Obsolete"⁴ and adding this improvement may not be feasible.

Additionally, extending service to this area runs counter to the preferred design concept for a looped water system. Specifically, providing service to this area would result in the creation of a dead-end spur. Looped water

⁴ Source: Oregon Department of Transportation Bridge Inventory Database – Bridge #11640A. Improvement of this bridge is not listed in the adopted 2002-2005 ODOT State Transportation Improvement Program.

mains provide improved pressure and flow that would not be available to a dead-end system.

As mentioned in the discussion of extending sanitary sewer to this sub-area, a portion of the cost of providing water to these properties might be borne by some or all of the eleven acres of unincorporated property south of the sub-area and in front of which this improvement would be installed. However, three of those four properties are currently improved with residences and served by potable wells and the fourth is owned by a local church and used as a private recreational/special use area. As such, there may not be much interest in participating in the extension of this line or in the cost of this improvement. The additional cost would need to be considered by individual landowners within this sub-area when determining the feasibility of further developing their property.

McMinnville Water and Light estimates the cost for providing water service to this sub-area as high.

Electric:

Electrical service provision to the Riverside South sub-area is currently provided by McMinnville Water & Light. The closest electrical sub-station to this sub-area is the Baker Creek Road Substation located just east of the intersection of Baker Creek Road and Hill Road. The existing feeders presently serving this sub-area would need to be upgraded in order to sufficiently support future urban development of this area. McMinnville Water and Light estimates the costs of providing electric service to this sub-area as low (ranging from \$0 to \$200,000).

Transportation:

The Westside Road sub-area is provided access by Westside Road. Its elongated "S" shape forms the sub-area's western edge. This two-lane road, north of Baker Creek, is under the jurisdiction of Yamhill County and is identified as a major collector in the Yamhill County Transportation System Plan (1996). Westside Road functions as an alternative route to Highway 47 providing connection to the towns of Carlton and Yamhill. It also serves those travelers heading north to Highway 8 (Tualatin Valley Highway) and the cities of Forest Grove and Hillsboro.

Westside Road is improved with a 25-foot wide paved section providing two travel lanes; one in each direction. This improvement is situated within a 60-foot right-of-way and lacks curbs, gutters, bikelanes, sidewalks, lighting, and storm drainage. As part of further development of this sub-area, improvements to Westside Road to bring it up to City standards would be required. These costs would be borne by private landowners within the sub-area.

The Westside Road sub-area is physically connected to the McMinnville urban area by a two-lane bridge that crosses Baker Creek. This bridge marks the northern edge of the McMinnville urban area. As mentioned previously, ODOT has classified this bridge as "Functionally Obsolete."⁵ Staff notes that improvement of this bridge is not included in the draft 2004-2007 State Transportation Improvement Program (STIP).

Private driveways connecting directly to Westside Road serve each of the twelve residential properties within the Westside Road sub-area. Further development of this area would be limited in its ability to access directly to this road given traffic speeds and safety concerns. As such, construction of a public frontage road, or the creation of numerous private tracts or easements would be necessary to provide vehicular access to this sub-area, should it be further urbanized.

With regard to alternate transportation modes, the street section of Westside Road adjacent to the sub-area is currently lacking pedestrian or bicycle facilities as previously noted. Additionally, Westside Road is not identified as a future public transit route in the McMinnville Transit Feasibility Study as transit service to this small sub-area would not raise ridership sufficient to support the creation of a route serving these few acres.

Transportation improvements necessary to support urbanization of this sub-area, relative to the amount of developable land, are determined to be high.

Factors Affecting Urbanization:

Annexation –

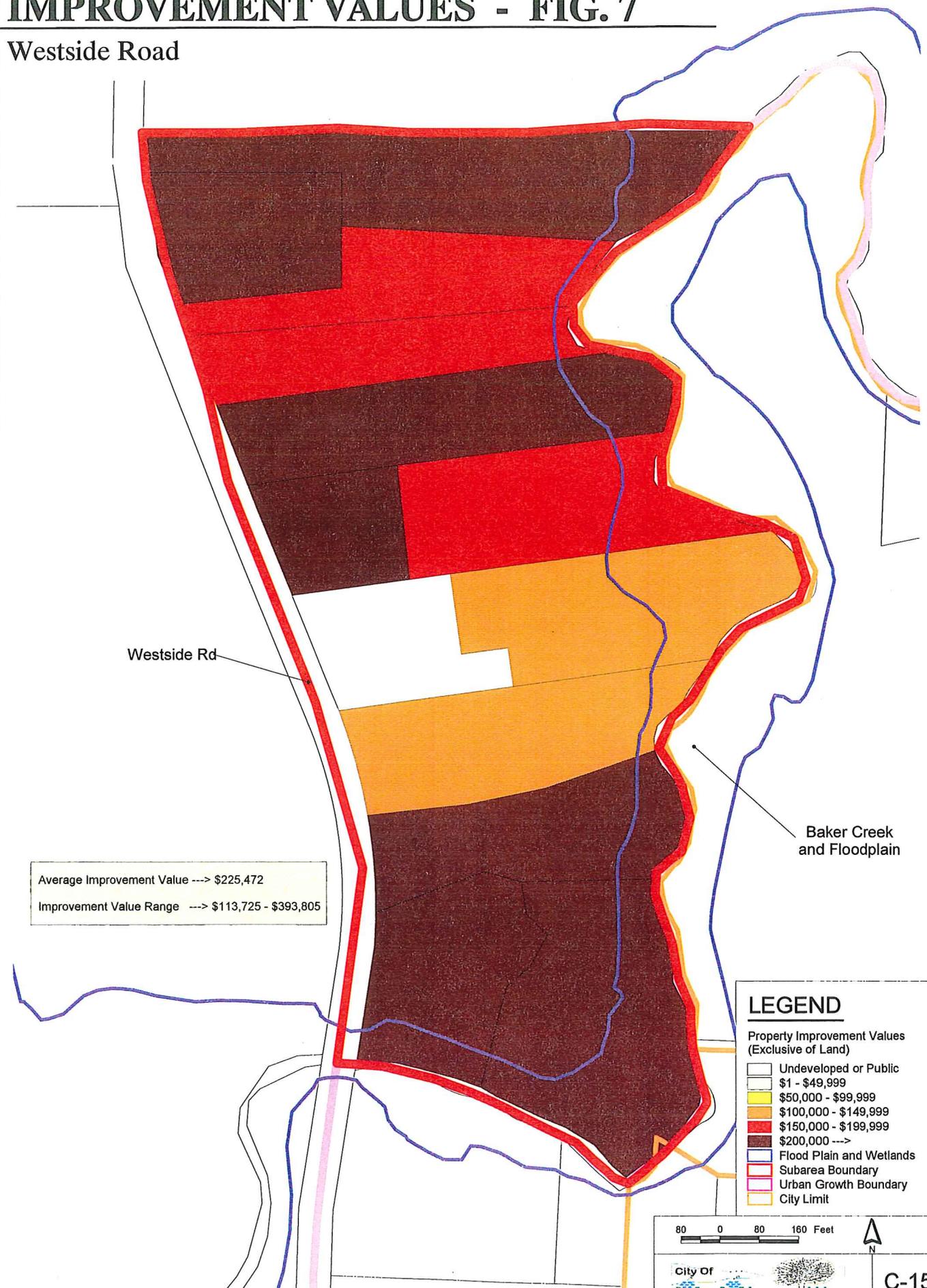
Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the city limit line generally forms this sub-area's eastern boundary. Consequently, and due to property line configurations, nine of the sub-area's 13 parcels are adjacent to the McMinnville city limits and yield an average improvement value of just over \$212,000 (Figure 7). These nine properties provide an average of 1.13 gross acres of buildable land each. With this relatively small average amount of acreage available for potential development on each of these parcels, and with

⁵ Source: Oregon Department of Transportation Bridge Inventory Database – Bridge #11640A. Improvement of this bridge is not listed in the adopted 2002-2005 ODOT State Transportation Improvement Program.

IMPROVEMENT VALUES - FIG. 7

Westside Road

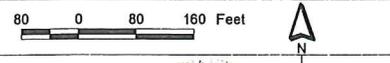


Average Improvement Value ----> \$225,472
 Improvement Value Range ----> \$113,725 - \$393,805

LEGEND

Property Improvement Values
(Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 ---->
- Flood Plain and Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit



Data Source: Yamhill County Assessor's Office

the demonstrated high current improvement values and pending public improvement costs, it is not anticipated that there would be much, if any, interest for those landowners to request annexation.

Transportation –

As previously described, Westside Road provides the only means of access from this sub-area, over Baker Creek, to the current McMinnville urban area. This road is currently not improved to urban standards, and access to it from properties within the sub-area would be limited due to safety concerns. As such, further urbanization of this sub-area would require the construction of a frontage or internal loop street, or the use of numerous private tracts and easements. As to the frontage or loop street, this would be unfeasible due to the combination of existing development and physical limitations of the site, and cost relative to the amount of developed land. For instance, most of the existing rural “estate-style” residences found in this sub-area are situated in the middle of their respective parcel. With an average market improvement value of over \$225,000 per parcel⁶ for all properties within this sub-area it is unlikely that any of these residences would be removed to allow for the construction of a public or private street to serve new residential construction on smaller lots adjacent to Westside Road. Additionally, given this development pattern and the sub-area’s relatively narrow width, there does not appear enough depth for an internal street to be constructed, in even a reasonable curvilinear fashion, to serve additional development within this sub-area. These observations, coupled with ODOT’s concerns regarding the Westside Road Bridge, make this sub-area problematic to develop as regard necessary vehicular access.

General observations as regard development constraints and opportunities are provided in Figure 8.

Urban Form –

Within this sub-area are found no commercial or industrial uses. The closest commercial location serving residents’ needs are located approximately one-mile to the southeast along Highway 99W. The nearest public schools, Grandhaven Elementary School and Patton Middle School, are situated about one-half and 1.25 miles, respectively, from the center of this sub-area (Figure 9).

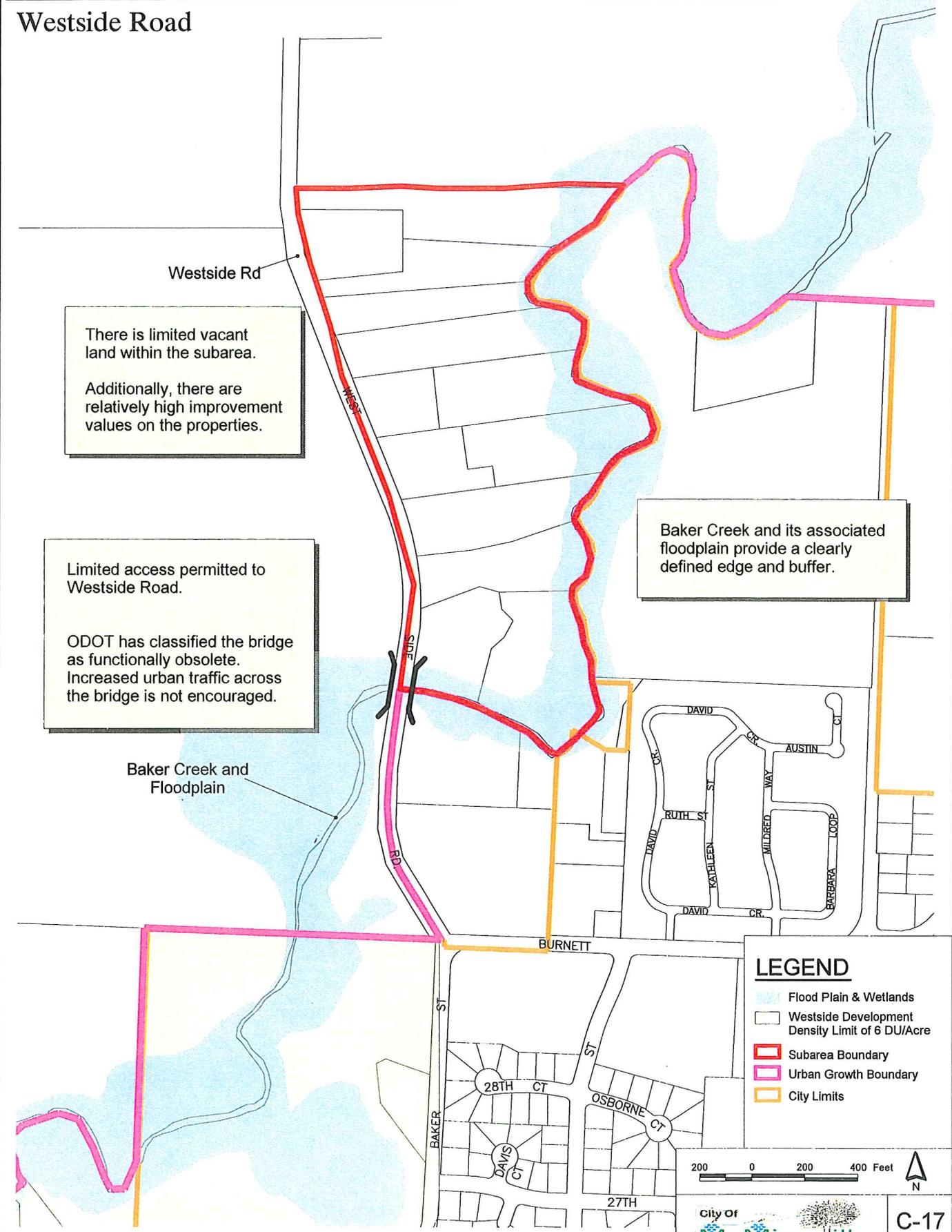
While inclusion of this sub-area into the urban area would not appreciably extend the UGB as it abuts farmland, it does distinctly change the urban edge.

However, expanding the current UGB to include the Westside Road sub-area would extend the boundary north of Baker Creek and allow the UGB to then directly abut resource land along the sub-area’s western and northern edges. At present, Baker Creek serves to buffer McMinnville’s urban development from the surrounding rural agricultural area.

⁶ Yamhill County Assessor’s Office

DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 8

Westside Road



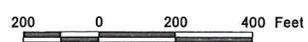
There is limited vacant land within the subarea. Additionally, there are relatively high improvement values on the properties.

Limited access permitted to Westside Road. ODOT has classified the bridge as functionally obsolete. Increased urban traffic across the bridge is not encouraged.

Baker Creek and its associated floodplain provide a clearly defined edge and buffer.

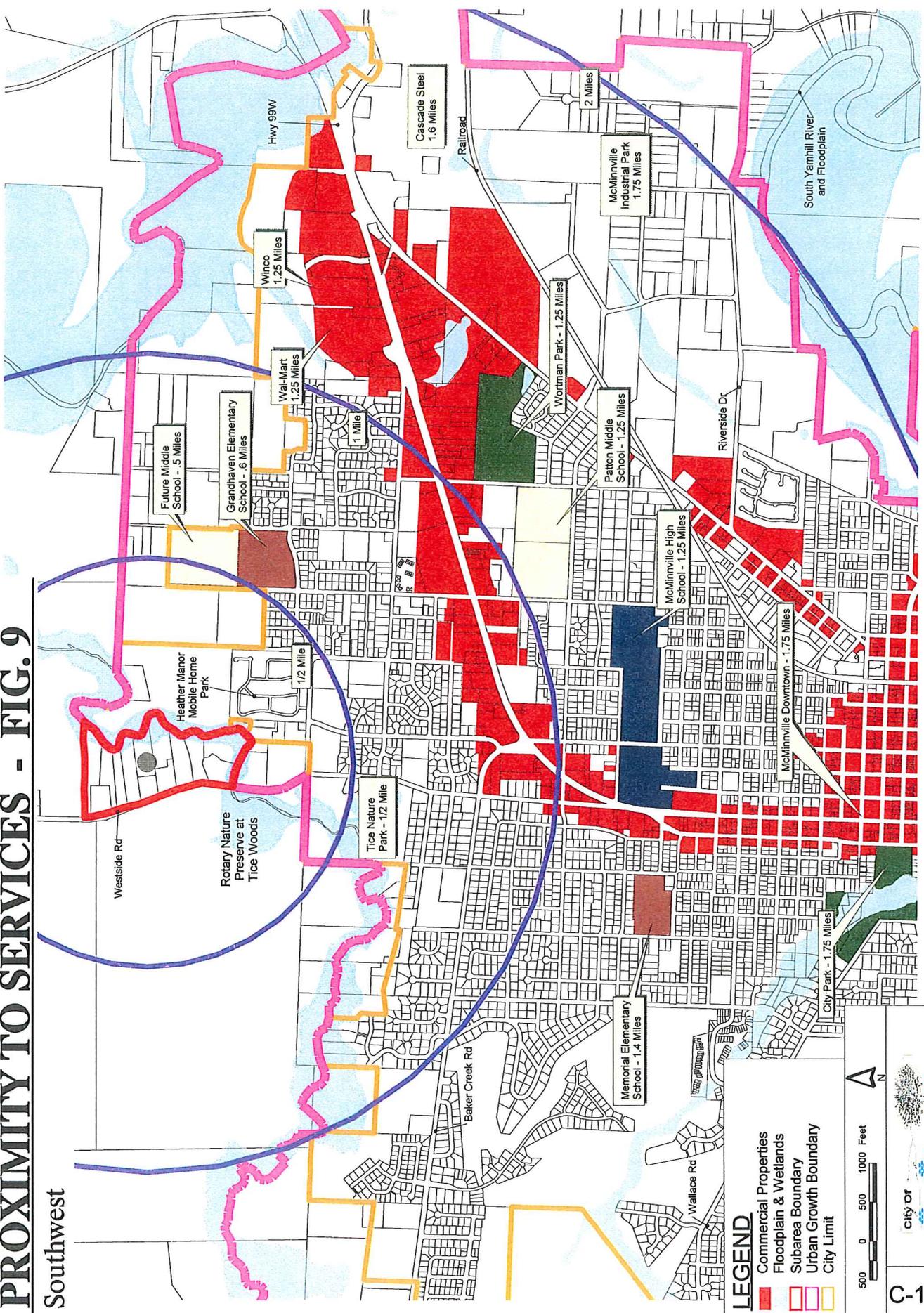
LEGEND

- Flood Plain & Wetlands
- Westside Development Density Limit of 6 DU/Acre
- Subarea Boundary
- Urban Growth Boundary
- City Limits



PROXIMITY TO SERVICES - FIG. 9

Southwest



- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Bunn's Village Sub-area

General Site Description:

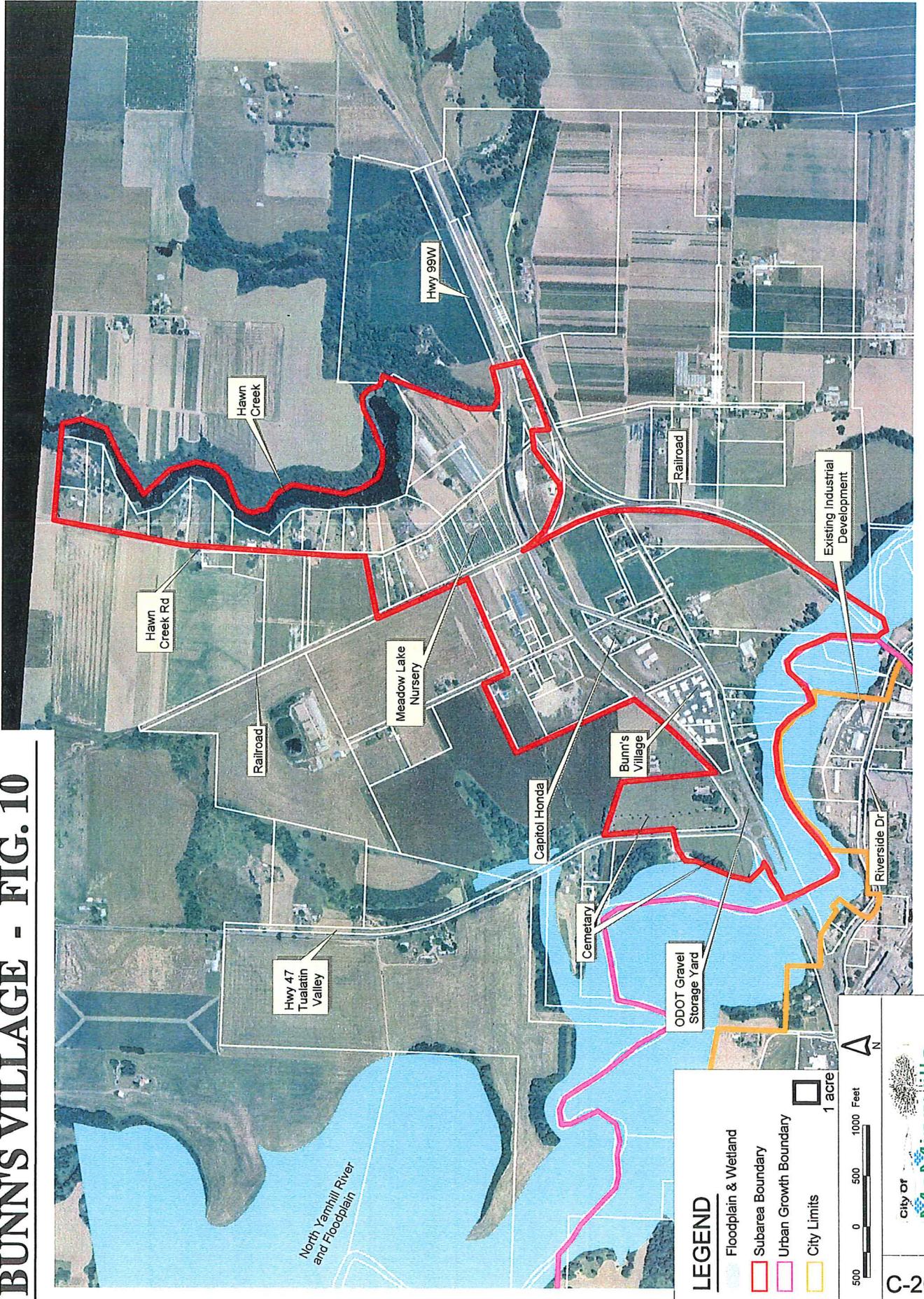
The Bunn's Village sub-area is a linear shaped, 261-acre finger of land that extends northeast of McMinnville, and is separated from the existing McMinnville urban area by the North Yamhill River and associated floodplain. The sub-area is surrounded by actively farmed resource lands on all sides but for a small portion of its border where it abuts the existing McMinnville urban growth boundary and North Yamhill River to the southwest. A Southern Pacific rail line completes the sub-area's southern boundary. The west and north edges of the sub-area are formed by a combination of property lines and public and private rights-of-way. Hawn Creek defines the sub-area's eastern boundary (Figure 10).

The area is further defined by its rolling topography; its low points being along the North Yamhill River and Hawn Creek, and its crest situated near the sub-area's midsection. The North Yamhill River, and the tandem bridges that cross it, visually mark McMinnville's existing urban edge.

Of the approximately 261 gross acres contained within this sub-area, 135.59 acres (52 percent) are developed, undevelopable, or constrained by the 100-year floodplain. Of the remaining 125.74 acres of vacant or partially vacant land, only 36.86 acres within this sub-area are classified as vacant (Figure 11). This vacant land which is comprised of nine parcels consists of one commercial parcel 0.87 acres in size and eight residential parcels ranging in size from 1.65 to 10.0 acres and averaging some 4.5 acres in size. The partially vacant land found within this sub-area exists within 36 parcels that average 2.53 acres of buildable area each. Of these parcels, one is commercially zoned and yields 3.72 acres of buildable land, and one parcel is industrially zoned yielding 0.13 acres of buildable land. The remaining 34 parcels are residentially zoned and provide 87.25 acres of buildable land with an average buildable acreage of 2.57 acres. The combined land and improvement value of these residentially zoned properties averages some \$235,400 each, with an average improvement value of \$138,032 each. While these properties are generally improved with rural residential uses, the five partially vacant properties containing the largest amount of buildable land (totaling 45.58 acres) are currently under agricultural use.

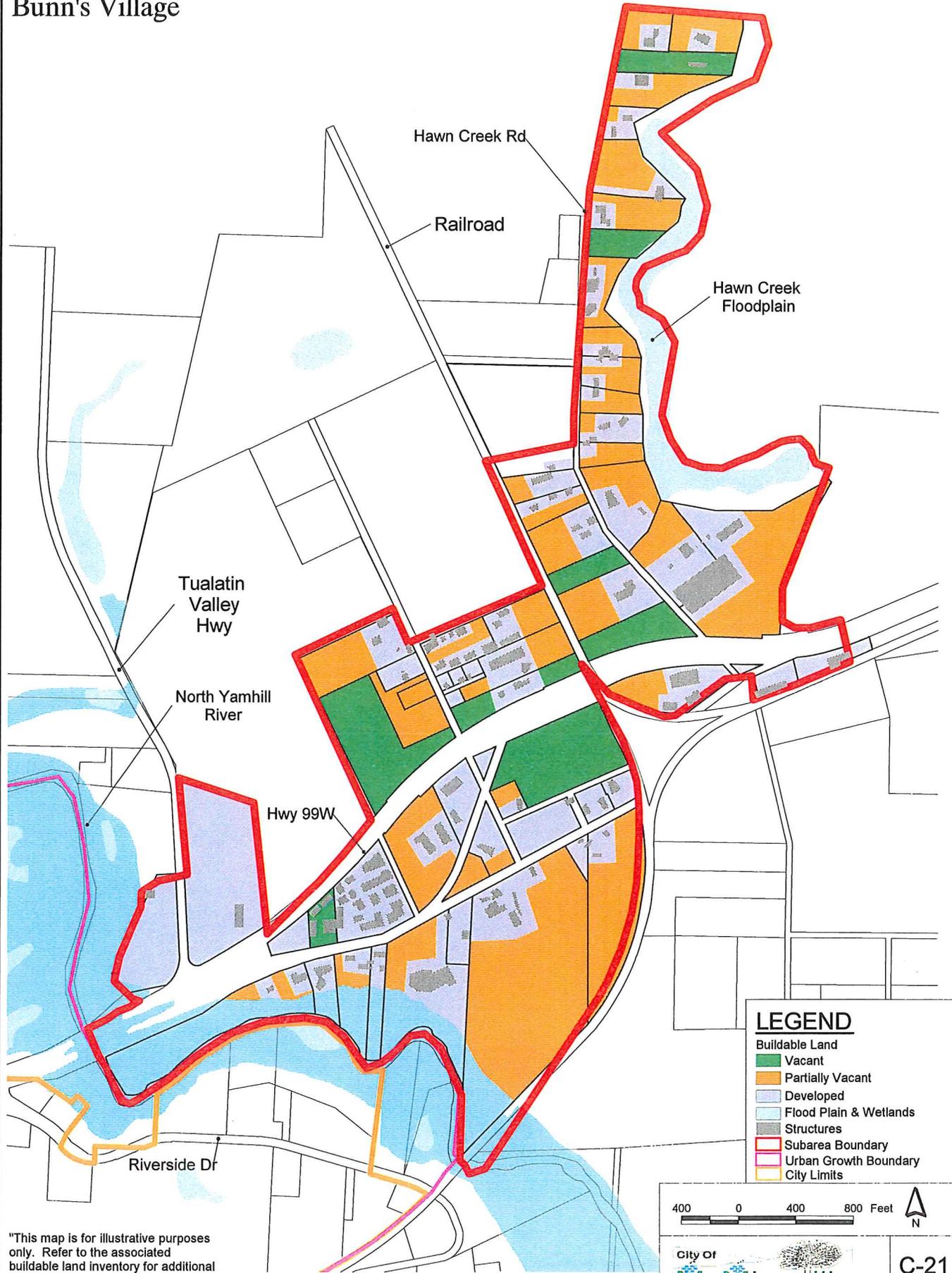
A summary of the Bunn's Village sub-area's buildable land inventory is provided in Table 2.

BUNN'S VILLAGE - FIG. 10



BUILDABLE LANDS - FIG. 11

Bunn's Village



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

LEGEND	
Buildable Land	
Vacant	Green
Partially Vacant	Orange
Developed	Light Blue
Flood Plain & Wetlands	Light Blue
Structures	Grey
Subarea Boundary	Red
Urban Growth Boundary	Pink
City Limits	Yellow

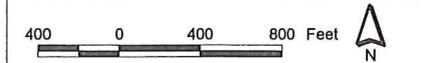


Table 2

Bunn's Village Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	261.33	100%
<u>Plan Designation:</u>		
<u>Residential:</u>	201.99	77%
Developed/constrained acres:	(80.97)	40%
Total Gross Vacant Buildable Residential Acres	121.02	60%
Vacant Residential Acres:	33.77	28%
Partially Residential Vacant Acres:	87.25	72%
<u>Commercial:</u>	14.79	6%
Developed/constrained acres:	(10.20)	69%
Total Gross Vacant Buildable Commercial Acres	4.59	31%
Vacant Commercial Acres:	0.87	19%
Partially Commercial Vacant Acres:	3.72	91%
<u>Industrial:</u>	7.67	3%
Developed/constrained acres:	(7.54)	98%
Total Gross Vacant Buildable Industrial Acres	0.13	2%
Vacant Industrial Acres:	0.00	0%
Partially Industrial Vacant Acres:	0.13	100%
<u>Public:</u>	36.88	14%
Developed/constrained acres:	(36.88)	100%
Total Gross Vacant Buildable Industrial Acres	0.00	0%
Vacant Industrial Acres:	0.00	0%
Partially Industrial Vacant Acres:	0.00	0%

Detailed Site Description:

For purposes of further describing this sub-area, it will be addressed in two parts: The portion west of the Southern Pacific rail line; and the balance of the area located east of this same rail line.

Western portion

Oregon State Highway 99W bisects this portion of the Bunn's Village sub-area in an east/west direction splitting the area in two. Near the western edge of the sub-area Highway 99W splits into a one-way couplet (two-lanes in each direction) for a distance of about 2,500 feet. On either end

of this couplet, Highway 99W is a four-lane section of road. Within the interior of this couplet lies some 15 acres of land that is largely developed with an assortment of commercial and industrial uses. Located in the westernmost portion of this commercial area are a retail lumber yard, used appliance store, muffler shop, transmission shop and other automotive repair services, a beauty parlor, karate and ballet schools, a commercial towing company, a screen printer, and a hair salon among other uses. The eastern portion is home to World Class Technology Corporation and the Capitol Honda automobile dealership and a single-family residence. Two local roads provide interior connection to businesses and to Highway 99W.

Immediately west of this couplet is land owned by the Oregon Department of Transportation that is used to stockpile gravel for road construction purposes. Adjacent to this ODOT owned property lies the intersection of Highways 99W and 47. Highway 47 provides a northerly connection between McMinnville and the cities of Yamhill, Carlton, Gaston, and Forest Grove. Located along both sides of Highway 47, and adjacent to the north side of Highway 99W, are two cemeteries; Saint James Cemetery on the west and Evergreen Memorial Park on the east. Further to the east is Lone Oak Road which extends north from its intersection with Highway 99W. West of Lone Oak Road and adjacent to the north side of Highway 99W is located the CC Meisel industrial rock operation. Where this was once an active industrial site, the buildings are now dilapidated and the property is currently used for the storage of industrial road and excavating equipment. East of this intersection lies an abandoned wood mill complete with an antiquated wood burner. The Big Toy Storage warehouse facility is located due north of this old mill and provides storage opportunities tailored to assorted large recreational, four-wheel drive and racing vehicles. All remaining land within this western half of the sub-area, both north and south of Highway 99W, is developed with rural home sites; most of which also contain barns, stables, personal gardens, storage buildings, workshops, other assorted outbuildings, and/or commercial agricultural enterprises. The largest concentration of rural residential properties within this portion of the sub-area are located south of Highway 99W, on a narrow strip of land adjacent to the North Yamhill River and directly across from heavy industrial uses (e.g., excavating, pressure treated lumber manufacturing, and the Cascade Steel Rolling Mill).

Eastern portion

Located south of Highway 99W and west of the Western Pacific rail line are the Oregon Vineyard Supply Company, and Bi-Lo Heating and Air Conditioning. There is also one single-family residence located within this industrially planned and zoned area.

The area north of Highway 99W is dominated by large-lot, rural residential development. Most of these parcels enjoy views of the banks and waterway of Hawn Creek, and are rectangular in shape resembling French Long Lots⁷. The parcels within this area total 35 acres and average approximately 2.4 acres in size. While not all properties within this area exhibit this type of lot configuration, the average parcel depth to width ratio within this area is more than 3:1. [Typically, to achieve efficient development patterns, parcel depth to width ratios are no more than 2:1, as is reflected by the McMinnville Land Division Ordinance.] Most of these homesites are improved with some combination of barns, storage buildings, workshops, or other assorted outbuildings, as well as personal gardens or orchards. In total, the sub-area contains some 40 rural-residential homesites. All of the residences in this sub-area take access directly from Hawn Creek Road, a County road that extends north through this portion of the sub-area from its intersection with Highway 99W. Within the northern half of this site, Hawn Creek Road forms the western boundary of this sub-area boundary separating rural residential development to the east from farm and resource lands to the west.

Located adjacent to the north side of Highway 99W and on both sides of Hawn Creek Road is land under commercial agricultural nursery use by Meadow Lake Nursery.

Surrounding Land Uses:

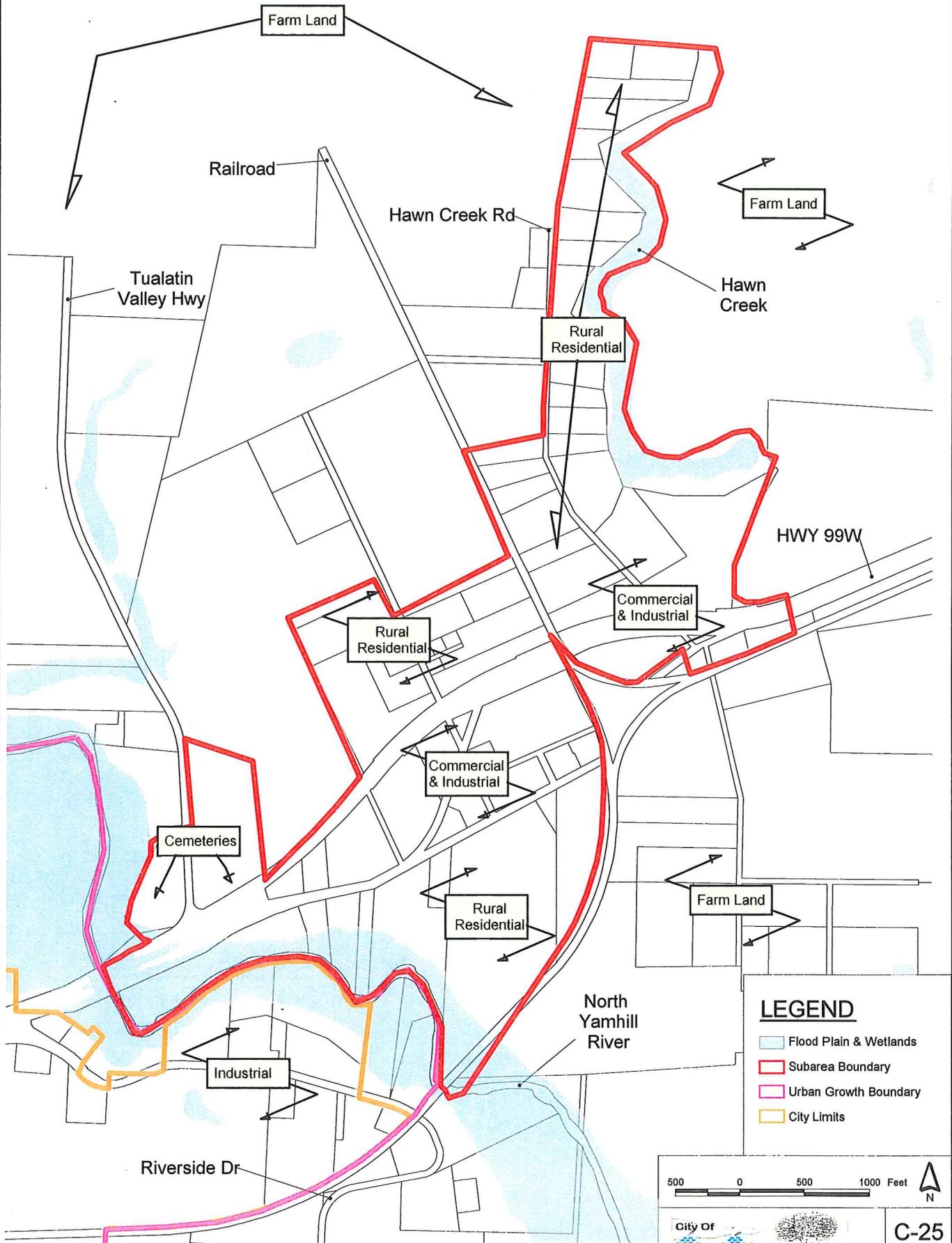
This sub-area is surrounded to the west, north, east, and southeast by resource land largely in active farm use and zoned EF-40 (Exclusive Farm Use – 40-acre minimum), EF-80 (Exclusive Farm Use – 80-acre minimum), and AF-20 (Agriculture/Forestry – 20-acre minimum). Southwest of the sub-area, across the North Yamhill River, is land within the current UGB and city limit of McMinnville (Figure 12). This land is developed with a range of heavy industrial uses including Kizer Excavating Company, CC Meisel industrial rock operation, Royal Pacific (a pressure treated lumber manufacturer), a commercial venture (U-Haul Rental), and the Yamhill County Sportsman's Association (local "gun club"). Farther to the west, across Riverside Drive lies the Cascade Steel Rolling Mill, which is clearly visible from the western portion of the sub-area.

A map depicting the zoning of this sub-area and surrounding area is also provided (Figure 13).

⁷ Historically, French owners of large estates in Canada, or wherever the French settled in North America, often divided their land grants into narrow strips that they sold or rented to individual French settler families (circa 1700 – 1800). These new parcels often extended from the front of the estate, back to the local waterway marking the edge of the land holding. Later roads were often improved along the fronts of these "French Long Lots."

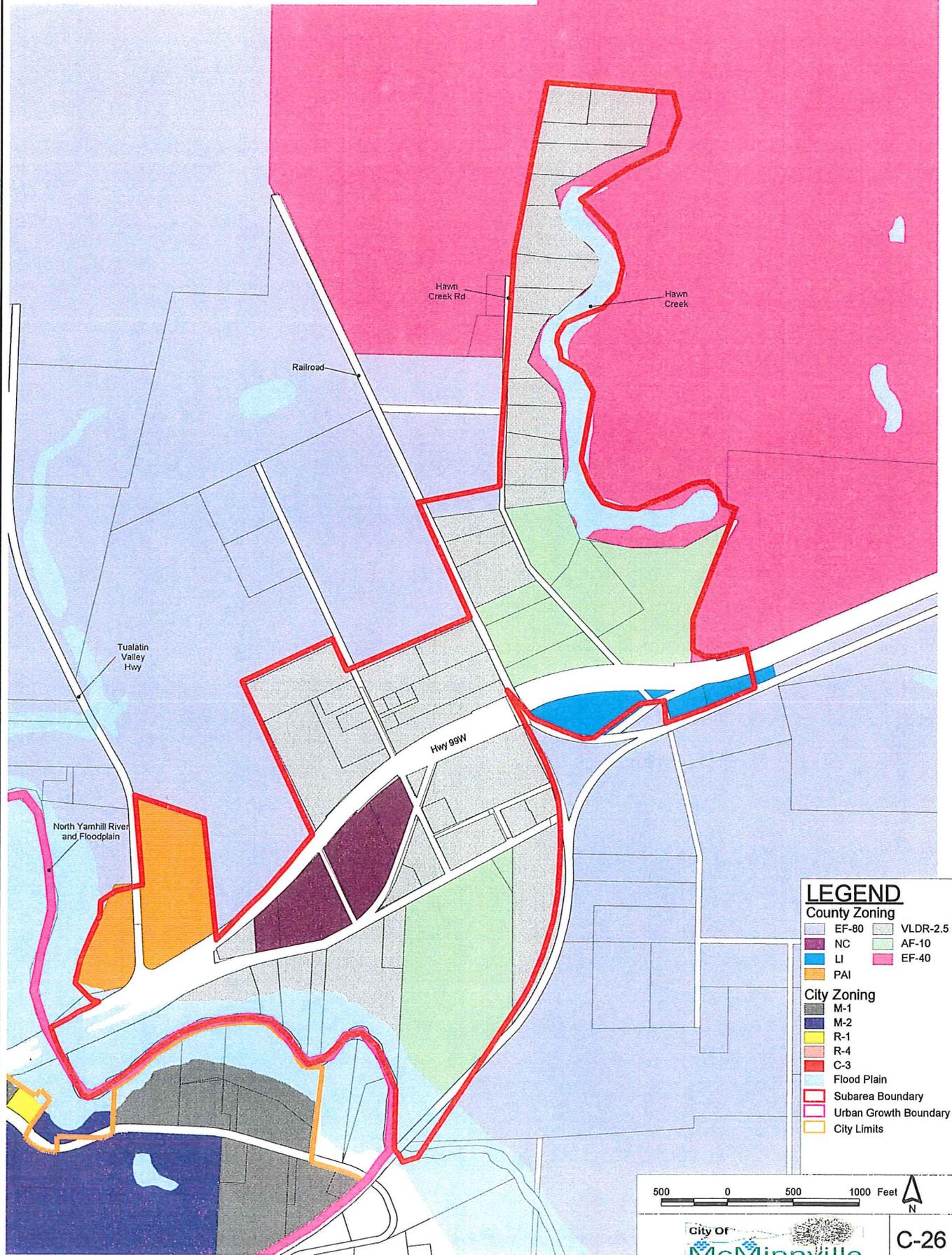
LAND USE PATTERNS - FIG. 12

Bunn's Village



ZONING - FIG. 13

Bunn's Village



LEGEND

County Zoning

EF-80	VLDR-2.5
NC	AF-10
LI	EF-40
PAI	

City Zoning

M-1
M-2
R-1
R-4
C-3
Flood Plain
Subarea Boundary
Urban Growth Boundary
City Limits

500 0 500 1000 Feet

City of McMinnville

C-26

Public Facilities - (Figure 14):

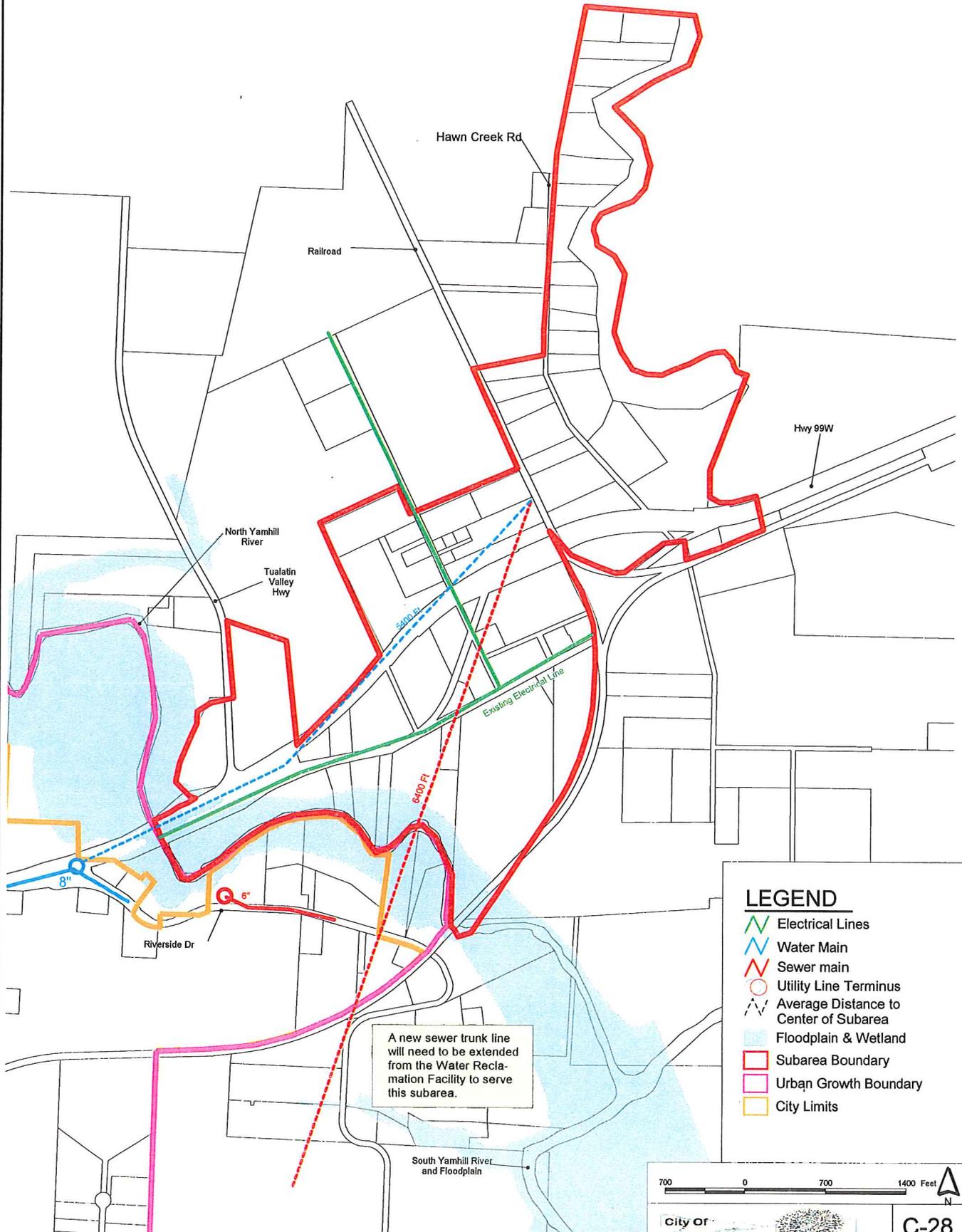
While urban services can be extended to serve this sub-area, they come at a higher cost relative to other urbanizable areas due to topographical constraints and the need for these utilities to cross the North Yamhill River. Further, the physical shape of the sub-area, being linear in form, makes "looping" of the public water system in this area problematic. Absent such ability, water pressures needed for domestic and fire suppression purposes, will be unavailable to some portions of this sub-area (those at the end of the line will experience lower water pressure). This is a similar situation that now exists within the Three Mile Lane area of McMinnville. Existing development patterns and the lack of access controls, easements, and sufficient right-of-way serve further to constrain the ability of this sub-area to support urban levels of development. Further discussion of the utility service issues relevant to this sub-area is provided in the following paragraphs.

Sewer:

The Bunn's Village sub-area is served exclusively by individual private septic systems. Development of this sub-area to urban residential densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. The provision of such a system would require the construction of a force main line extending from a point east of the McMinnville Wastewater Reclamation Facility a distance of some 6,400 feet (1.21 miles) to the sub-area's western edge. This extension would likely parallel (and cross) the North Yamhill and South Yamhill Rivers and require extensive environmental study and mitigation. The Army Corps of Engineering would limit work in these environmentally sensitive areas, or the Oregon Division of State Lands as to the time construction could occur, therein increasing the cost of constructing this main line. To physically connect to this sub-area, the line would have to also be extended under and across the Highway 99W right-of-way. In addition, due to topography, one or two pump stations would be required to make the system functional. This, plus land acquisition costs (which would be significant), would greatly increase the cost of construction of this line. It is important to note that this investment would bring this trunk line to that portion of the sub-area that is planned, and currently developed, for commercial and industrial use. Extension of this line to serve the northern, residential planned areas would require another 8,500 feet (about 1.65 miles) of line, property acquisition (or condemnation), and boring under the State highway. All of this cost would be borne by the existing and future residents of this sub-area, and others that may directly benefit by its construction. However, given that the future

UTILITIES - FIG. 14

Bunn's Village



LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits



alignment of this line would cross primarily through lands outside the current urban growth boundary, few, if any, other properties would realize benefit from this extension that would total some 2.8 linear miles.

Improvement costs have not been calculated although it could be safely assumed to be high.

Water:

The Bunn's Village sub-area is served exclusively by individual private wells. The municipal water main that is closest to this sub-area is located in Highway 99W approximately 1,000 feet west of the sub-area and about one mile from the center of the sub-area. The provision of municipal water service to this sub-area would require the northeasterly extension of this 12-inch line west from its current location. Such an extension would require crossing the North Yamhill River. Alternative means of accomplishing this crossing include: 1) suspending the water trunk line along the underside of one of the bridges spanning the North Yamhill River. While this could be engineered, it raises an additional concern and that is that ODOT has classified the northerly of these two bridges as "Functionally Obsolete"⁸; 2) boring under the river; or, 3) trenching across the river and its floodplain. All of these alternatives would add significant cost to such an extension; constructing a new bridge on which to suspend the line would be cost prohibitive.

A further challenge in providing water service relates directly to the linear shape of the sub-area. Specifically, the lack of other existing service lines to this sub-area, other than from the line to the southwest, limits the ability to "loop" the water system within this area, thereby making it improbable to ensure adequate water flow and pressure to meet domestic and fire, life, safety demands called for in the Uniform Fire Code. With the city's water reservoirs located on the far opposite end of the city, and this trunk line "dead-ending," there exists a high probability that development of the majority of this area to densities other than those that currently exist, would not be feasible or permitted.

McMinnville Water and Light have not determined the improvement costs for serving this sub-area, which could safely be assumed to be high.

⁸ Source: Oregon Department of Transportation Bridge Inventory Database – Bridge #00441. Improvement of this bridge is not listed in the adopted 2002-2005 ODOT State Transportation Improvement Program.

Electric:

Electrical service provision to the Bunn's Village sub-area is jointly provided by McMinnville Water & Light (MW&L) and Portland General Electric (PGE). Generally, McMinnville Water & Light serves the industrial and commercial portions of the sub-area within the Highway 99W couplet, and PGE provides service to the balance of the sub-area. The closest MW&L electrical sub-station to this sub-area is the Cascade Substation located along the Riverside Drive frontage of the Cascade Steel Rolling Mill, approximately 2,500 feet from the west end of the Highway 99W couplet. Existing feeders provided by both electric utility providers presently serve the area and would need to be upgraded in order to sufficiently support future urban development of this land.

McMinnville Water and Light estimates the costs for providing electric service to their portion of this sub-area as *low* (ranging from \$0 to \$200,000). Existing feeders provided by both electric utility providers presently serve the area and are generally determined to be adequate to accommodate the existing within this sub-area.

Future urbanization of this sub-area however will cause a need for additional feeder upgrades. A large future load however (such as industrial), may be beyond the capacities of the existing infrastructure, thereby requiring additional feeders and possibly an additional substation.

Transportation:

Roadways - The Bunn's Village sub-area is provided access to the McMinnville urban area solely by Highway 99W as it crosses the North Yamhill River. This four-lane highway traverses the midsection of this sub-area in, generally, an east-west direction; with a portion being split into a one-way couplet as previously described. The highway is under the jurisdiction of the State of Oregon and is classified as a Major Arterial in the Yamhill County Transportation System Plan (1996). Highway 99W functions as the most direct route to the cities of Dundee, Newberg, and Tigard, as well as to the rest of the Portland metropolitan region. There are no traffic signals along this highway, or within this sub-area.

Highway 99W is currently accessed at several locations within this sub-area, the most significant of which is its intersection with Highway 47 in the far eastern portion of the sub-area. While this County controlled highway is within the boundary of the sub-area for only a distance of some 1,300 feet, traffic volume is fairly heavy as this highway offers the most direct connection between McMinnville and the cities of Yamhill, Carlton, Gaston, and to reach Highway 8 (Tualatin Valley Highway) and the cities of Forest Grove

and Hillsboro. High traffic speeds, topography, traffic volume, and desire to keep private access points along this highway to a minimum makes residential development of those properties that lay adjacent to this highway problematic. As noted previously, there exists some rural residential development abutting the eastern side of this highway. These homes are set back from the highway a considerable distance most likely to aid in minimizing noise, dust, and other objectionable impacts from this well-traveled highway.

Due to the rolling topography typical of this sub-area, travel speeds, and angle of some intersection roads, sight distances for those vehicles trying to enter onto Highway 99W are extremely short in many locations along this corridor. To maintain highway mobility standards, as addressed in the "1999 Oregon Highway Plan," and maintain safe travel, additional access onto this highway from adjacent properties would be severely restricted by ODOT. This would further limit the ability of this area to urbanize and provide needed commercial or residential land. Should this area urbanize, ODOT strongly recommends that an overlay, or conditions of approval, be adopted that require the City and ODOT adopt an access management plan for this portion of Highway 99W prior to the development or redevelopment of any parcels within this sub-area. This plan will identify highway improvements required as a result of future development that will ensure that safety and traffic operations on Highway 99W are maintained at an acceptable level.⁹

Alternative Transportation (Pedestrian, Bicycle, and Transit) - There are currently no bike lanes or sidewalks within the subject sub-area. Public lighting along Highway 99W is very limited and is nonexistent along local streets. As regard the two bridges that cross the North Yamhill Rivers, they each provide only one, albeit narrow, sidewalk per bridge. There are no railings or other barriers separating pedestrians from vehicles. The narrow width of the bridge does not permit room for future bike lanes or to improve the existing "shy" distance from the already narrow vehicle travel lanes to the sidewalk. Pedestrian and bike improvements, consistent with urbanization of the sub-area, would require reconstruction of the existing bridge(s) or construction of a pedestrian bridge elsewhere across the North Yamhill River in order to connect to the existing McMinnville urban area.

⁹ January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of McMinnville - (Attachment 1).

There are no existing or planned public transit routes within this sub-area identified in the McMinnville Transit Feasibility Study (1997).

As briefly mentioned in the section discussing potential future municipal water provision to this sub-area, ODOT has classified this bridge as "Functionally Obsolete."¹⁰ Adding an urbanizable area to the McMinnville UGB that would rely solely on this bridge crossing to reach all supportive urban services (save those present in the Bunn's Village area and surrounding industrial development) would not alleviate, but rather would exacerbate this problem as identified by ODOT. It is also relevant to note that improvement of this bridge is not included in the draft 2004-2007 State Transportation Improvement Program (STIP).

None of the public streets are constructed to City standards as to right-of-way width, travel width, curbs, gutters, or sidewalks. The current condition of these streets, as regard their paved surface, range from fair to poor (gravel with potholes). All local streets within this sub-area are in need of substantial improvement, to include additional right-of-way for some, in order to bring them up to standards required to permit urban density development. Hawn Creek Road and Lone Oak Road, for example, have platted right-of-way widths of 40 feet and 50 feet, respectively, and improved travel widths of approximately 25 feet each. These dimensions are substandard to City urban street section requirements that call for right-of-way distance of 70 feet and a travel of 36 feet (minor collector with bikeway standards).

Transportation improvements necessary to support urbanization of this sub-area are determined to be high.

Factors Affecting Urbanization:

Annexation –

Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

¹⁰ Source: Oregon Department of Transportation Bridge Inventory Database – Bridge #00441. Improvement of this bridge is not listed in the adopted 2002-2005 ODOT State Transportation Improvement Program.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the city limit line forms this sub-area's southern boundary and a piece of the western boundary. However, it is important to note that occupying this length of the western boundary is the Evergreen Memorial Park cemetery. Given that the cemetery is developed, and that there is no conceivable benefit that would accrue to this property from annexation to the City, it is reasonable to assume that the owners of the cemetery property would not take such action in the future. That being the case, urbanization of this sub-area rests entirely upon at least one of the six properties located along the sub-area's southern border to seek, and gain, approval from the electorate, to annex to the city.

Specifically, those six properties are comprised of two developed and four partially vacant parcels. The following brief description of these parcels will proceed west to east. Tax lot R4410-900, while 10.0 acres in size, is currently improved with a single-family rural residence whose improvement value is slightly in excess of \$100,000, yields only 0.49 acres of buildable land due to the footprint of the existing development and the amount of the site that lies within the 100-year floodplain and is therefore unbuildable. Additionally, this property fronts solely along Highway 99W and, given future highway improvements as may be envisioned by ODOT, the developable area of this property may be further reduced. Any further densification of this site would also need to directly access Highway 99W.

The next property to the east, R4411-3000, is developed. The next property, R4411-3100, is 3.55 acres in size and is identified as partially vacant and yields 0.93 acres of buildable land. The same observations offered for the westernmost property can be applied here with the exception that the improvement value on this parcel is just under \$172,000. Adjacent to the east side of this parcel is another rural residential property identified as developed. The remaining two parcels that abut the McMinnville city limit and thereby could afford annexation opportunities to other land within this sub-area are identified as R4411-3300 and R4411-3500 each yielding 2.54 and 21.75 acres of buildable land with improvement values of just under \$311,000 and \$77,000, respectively. Because of their remaining developable acreages, annexation of these two properties would then seem to be the most logical toward opening the possibility of annexation of other properties within this sub-area. Both of these properties have frontage along Youngman Road, a substandard rural county road, and would therefore not need to directly access Highway 99W.

These annexations, however, do not solve the problem for other properties in the sub-area to urbanize. Properties containing some further development potential are generally those that are most likely to request annexation. With that understanding, there are only two properties that realistically hold the key to all future annexation opportunities within this sub-area (see the Bunn's Village buildable lands map for a graphic representation of this observation). The two

properties are the easternmost two previously described with the first one containing a rural residential improvement of almost \$311,000 and the other being a viable 28-acre rural farming operation. Even if annexation was requested, this larger parcel remains some 3,200 linear feet from the current UGB across which utilities would need to still be extended and rights-of-way would need to be improved.

Water Service –

McMinnville's current water service distribution is designed as a single-level pressure system providing service to those properties situated between 100 feet and 275 feet in elevation. This sub-area falls within those elevation parameters, however its location and separation from the current urban area necessitate construction of an extension across the North Yamhill River to provide service to an area that cannot be looped back into the existing system. Construction of such a "dead-end" system also creates low water pressurization issues similar to that currently experienced by properties along Three Mile Lane. Beyond the radial system design concern, construction of a system to serve this sub-area will be fairly costly. In 1996, water service to this sub-area was estimated by McMinnville Water & Light to be in the neighborhood of \$450,000. At that time, this sub-area was defined as an area one-half to one-third the current size. In addition, a good comparison of cost can be made by reviewing the current proposal to extend a water line from Riverside Drive, across the South Yamhill River, and southward along Norton Lane to connect to the existing radial system currently feeding the Three Mile Lane area. This will alleviate the pressurization concern within this development corridor, but at a cost believed to be clearly above one-million dollars. Creation of a new dead-end system to serve the Bunn's Village sub-area will require engineering and construction of a larger system at a cost that would exceed that of the Norton Lane water line extension.

Transportation –

Highway 99W, where it crosses the North Yamhill River, provides the only access to this sub-area from the adjacent urban area. As noted in the January 27, 2003, letter from ODOT¹¹, Highway 99W is designated as a regional level of importance highway by the 1999 Oregon Highway Plan. In this area, the highway is generally four travel lanes and includes a "couplet" section for approximately 2,500 feet. Through most of the area, the posted speed is 55 mph, however, it is slower in the couplet section where the road is relatively narrow. Additionally, a railroad line that has a grade-separated crossing of the highway bisects the area. Inclusion of this expansion area in the UGB will increase the potential for urbanization, which could adversely affect the highway. This area is wholly dependent on OR 99W for access to urban services in the

¹¹ January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of McMinnville – (Attachment 1).

City. The couplet section includes two bridges over the South Yamhill River, one of which has been designated "functionally obsolete."

As noted previously, none of the public streets within this sub-area are constructed to City standards as to right-of-way width, travel width, curbs, gutters, or sidewalks. The current condition of these streets, as regard their paved surface, range from fair to poor (gravel with potholes). All local streets within this sub-area are in need of substantial improvement, to include additional right-of-way for some, in order to bring them up to standards required to permit urban density development. Hawn Creek Road and Lone Oak Road, as examples, have platted right-of-way widths of 40 feet and 50 feet, respectively, and improved travel widths of approximately 25 feet each. These dimensions are substandard to City urban street section requirements that call for right-of-way distance of 70 feet and a travel of 36 feet (minor collector with bikeway standards to include sidewalks at the curb, and no planting strip). In addition, there are also intersection alignments within this sub-area that lack sufficient design and will need to either be realigned or closed. A full analysis of these options would detailed in a transportation master plan for this area, incorporating design elements as specified by ODOT, that would be required prior to urbanization.

Rolling topography in conjunction with substandard intersection alignment angles, obsolete river crossing, existing development patterns, lack of additional public rights-or-way, and future transportation master planning obligation combine to make traffic circulation within this sub-area problematic.

Urban Form –

Within this sub-area are found no commercial uses save the wide mix of businesses located within the interior of the Highway 99W couplet listed in the front portion of this sub-area description. With the exception of the redevelopment of the existing commercial site and construction of improvements previously described, the closest commercial location serving residents' daily needs are located well over one mile to the west along Highway 99W. Other closest supporting uses are Grandhaven Elementary School and Patton Middle School both located about two miles away. Part of the significance of the location of local schools in relation to this sub-area would be the need for students to be bussed across the tandem Highway 99W bridges (one of which as been identified as functionally obsolete by ODOT), or, for elementary school children, being bussed eastward to Wascher Elementary School located in the city of Lafayette. The inclusion of this sub-area into the McMinnville UGB either places the obligation on the citizens and the city to allow urban development in a location separated from urban social services and employment opportunities, or to create these opportunities within this sub-area; a sub-area that, except for the short distance that abuts the current urban edge across the North Yamhill River, is surrounded by largely Class II resource land that is currently in agricultural use.

Property Values, Existing Development Patterns –

There are some 126 gross vacant buildable acres within this sub-area, of which 121.02 acres are planned for residential use, 4.59 acres for commercial use, and 0.13 acres are planned for industrial use. The physical configuration of current lots, adjacent roadways and existing development, and cost to extend needed urban infrastructure, combine to severely limit the ability of this sub-area to redevelop such that it could accommodate identified land needs, as described in the City's "Buildable Land Needs Analysis" study. Specifically:

- Further development of the residential "leg" of Hawn Creek Road, would involve the northernmost 14 parcels that yield a total of 16.52 buildable acres with an average developable acreage size of 1.18 acres. The improvement value of these rural residential properties totals \$1,757,872 (or just over 1.75 million dollars) yielding an average improvement value of \$125,562 per parcel. Gaining land use approval to partition any of these lots would require the extension of public facilities (sewer and water) a distance of approximately 2.8 and 2.2 linear miles as previously described, and acquisition of easements and/or public rights-of-way for these trunk line extensions. Given the magnitude of these extensions, the cost of providing this service would be high in relation to the relatively small amount of developable land in this area. This possibility also assumes successful annexation of a minimum of eight other properties to the west and south across Highway 99W in order to be provided with the opportunity to annex any of these residential properties; although with the current improvement values (seven of which are well over \$130,000) it is unlikely that further partitioning would occur.
- The other notable area of potential residential urbanization lies north of Highway 99W and between the CC Meisel Rock Quarry equipment yard and the separated grade Willamette & Pacific railroad overpass. This area is comprised of 14 parcels. Five of these parcels are already identified as developed leaving nine parcels that together yield 28.34 acres of developable land with an average developable acreage size of 3.15 acres. The combined improvement value of these properties totals \$1,127,843 yielding an average improvement value of \$93,987 per non-vacant parcel. Gaining land use approval to partition any of these lots would require the extension of public facilities (sewer and water) for the majority of the distances already noted and acquisition of easements and/or public rights-of-way for these trunk line extensions. Given the magnitude of these extensions, the cost of providing this service would be high in relation to the relatively small amount of developable land in this area. The possibility of urbanizing these properties also assumes its successful annexation and the successful annexation of a minimum of three other properties to the west and south across Highway 99W. However, with one

of those properties being the currently developed Bunn's Village commercial area residing on the interior of the Highway 99W couplet, subsequent highway improvements prior to urban redevelopment would be determined through a transportation master plan in cooperation with ODOT¹². It is understood that these improvements would not be minimal and therefore the incentive to annex somewhat lessened.

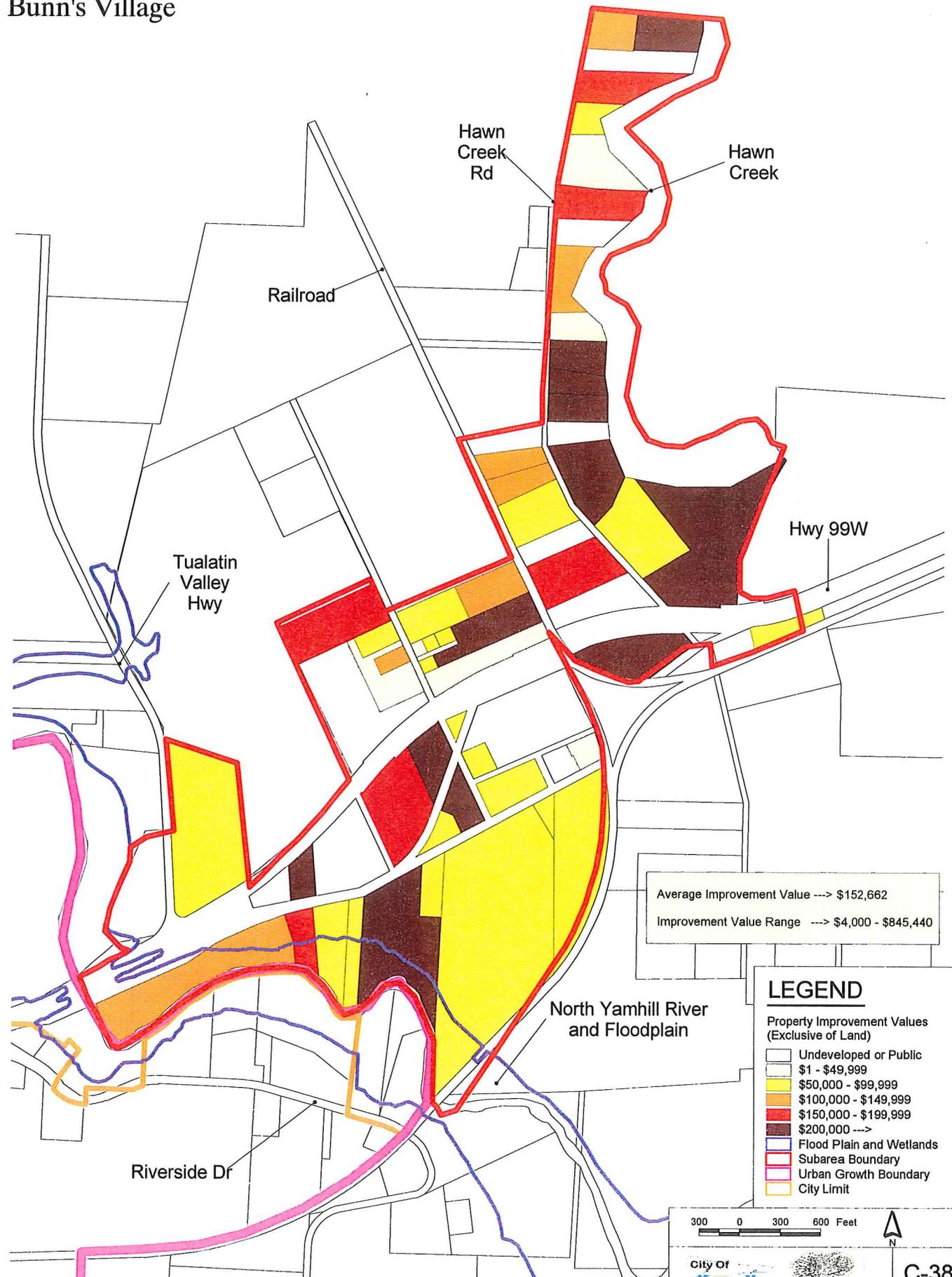
- As regard the projected commercial and industrial needs identified in McMinnville's Economic Opportunities Analysis, this sub-area offers very little to meet that need under existing zoning and current land use patterns. Only 4.72 acres of developable land (comprised of three separate tax lots) is identified to meet those Goal 9 needs. This land lies within the Highway 99W couplet and would, as previously described, be accompanied by a host of transportation and access issues.

Maps depicting development improvement values, constraints and opportunities, and proximity to services are provided below (Figures 15, 16 and 17, respectively).

¹² January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of McMinnville.

IMPROVEMENT VALUES - FIG. 15

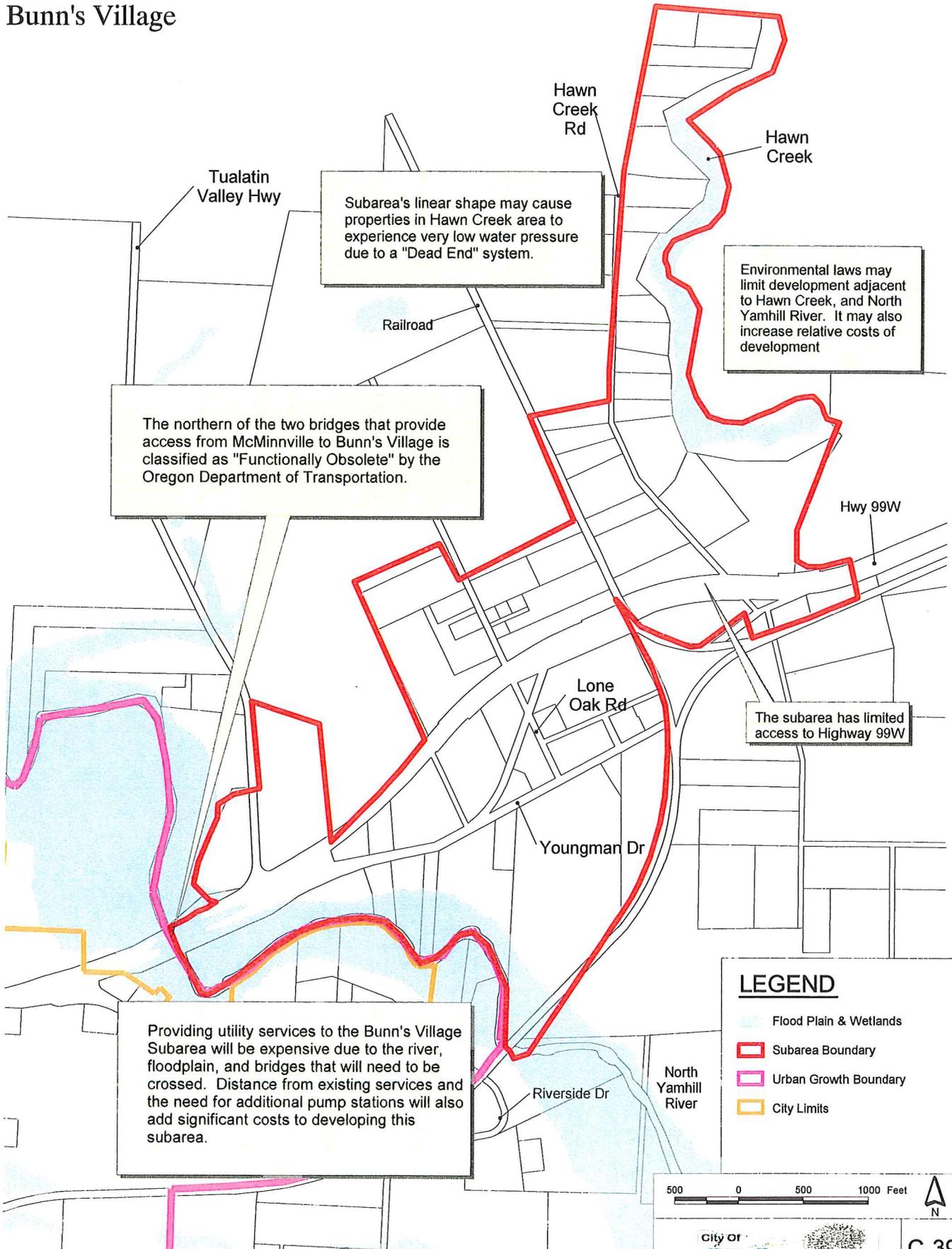
Bunn's Village



Data Source: Yamhill County Assessor's Office

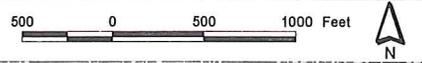
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 16

Bunn's Village



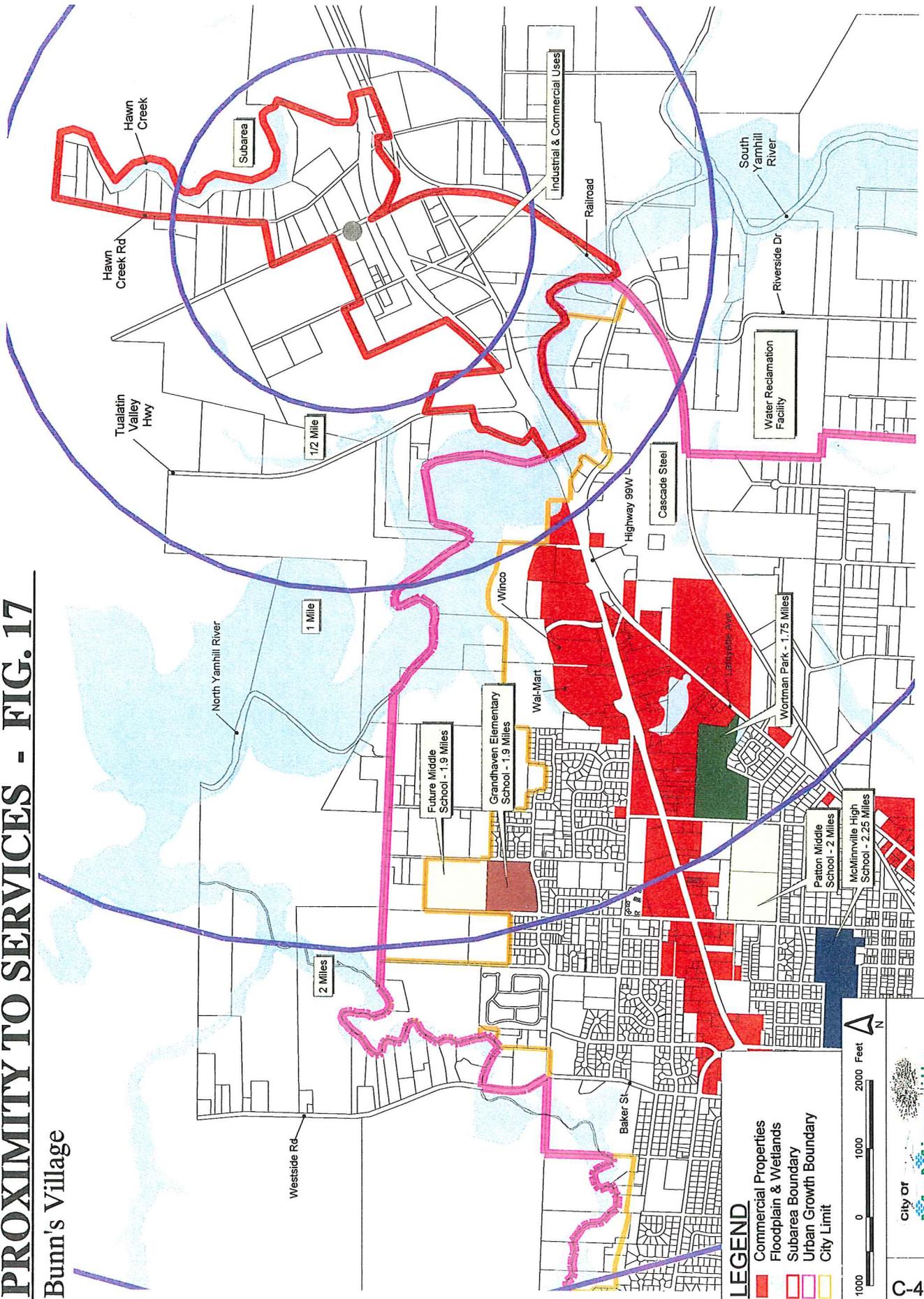
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits

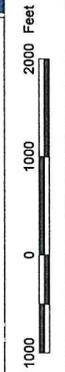


PROXIMITY TO SERVICES - FIG. 17

Bunn's Village



- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Riverside North Sub-area

General Site Description:

The Riverside North sub-area is located northeast of McMinnville, west of the confluence of the North and South Yamhill Rivers, and south of the Southern Pacific rail line that forms most of the sub-area's northern edge. The northern edge of this sub-area abuts the current city limits and urban growth boundary, while the southern edge of the sub-area borders land owned by the City of McMinnville on which is planned the future expansion of the McMinnville Water Reclamation Facility (Figure 18).

Topographically, this sub-area is characterized by predominately flat to gently rolling terrain; a wide ravine traverses the sub-area from east to west near the sub-area's southern border, however. Much of the land within this ravine is within the 100-year floodplain of the South Yamhill River. Some portions of this floodplain appear to be around 250 feet in width.

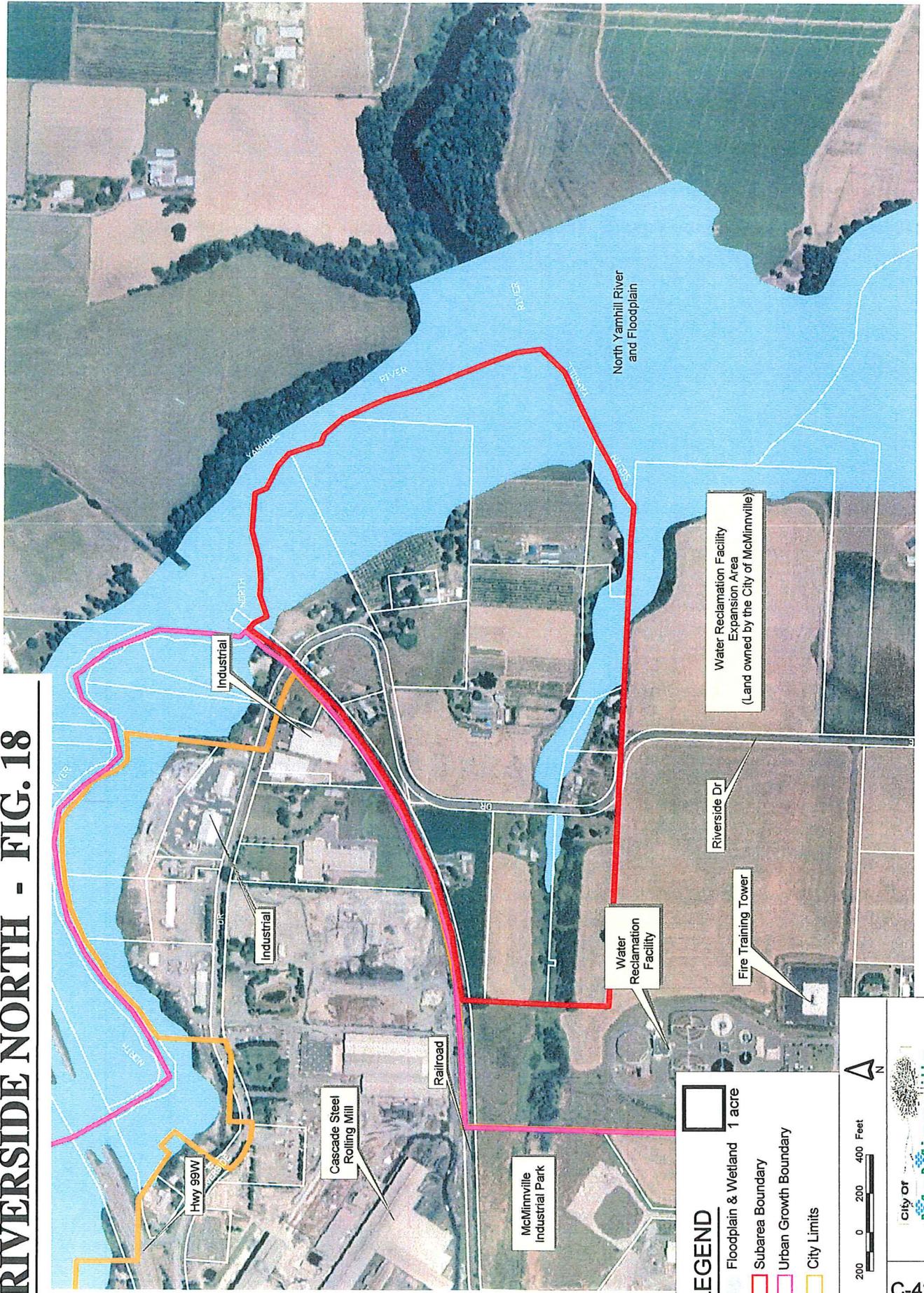
Land uses in the vicinity of the Riverside North sub-area consist of farmland to the west and south that is owned by the City of McMinnville and upon which is located the municipal water reclamation facility and fire training tower. To the north, across the Willamette & Pacific Railroad right-of-way is land zoned for and developed with industrial uses including Cascade Steel Rolling Mills, Spartech Plastics, Royal Pacific Industries (pressure treated lumber manufacturing facility), Kizer Excavating, and the CC Meisel excavating and crushed rock operation, in addition to the Yamhill County Sportsman's Association (local firing range). To the west lies the South Yamhill River and associated floodplain, beyond which is land zoned EF-80 that is currently under agricultural use (Figure 19).

Development Patterns / Buildable Lands:

The Riverside North sub-area contains approximately 101 gross acres of land, 78 acres of which is zoned by Yamhill County for small-scale agricultural use (AF-10, Agriculture/Forestry – 10-acre minimum). The remaining 23 acres are zoned VLDR-2.5 (Very Low Density Residential – 2.5-acre minimum) as shown in Figure 20. The 16 parcels that comprise this sub-area range in size from one to twenty acres with the average gross parcel size being 6.3 acres. Twelve of these parcels are improved with single-family residences; many with some combination of barns, storage buildings, workshops, or other assorted outbuildings, as well as personal gardens. Other uses found within this sub-area include an auto body repair facility, livestock and private equestrian uses, and commercial nursery and farming operations. All properties within the sub-area take access from Riverside Drive; a "resource" road¹³ that extends east and south from Highway 99W

¹³ A local county road with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

RIVERSIDE NORTH - FIG. 18



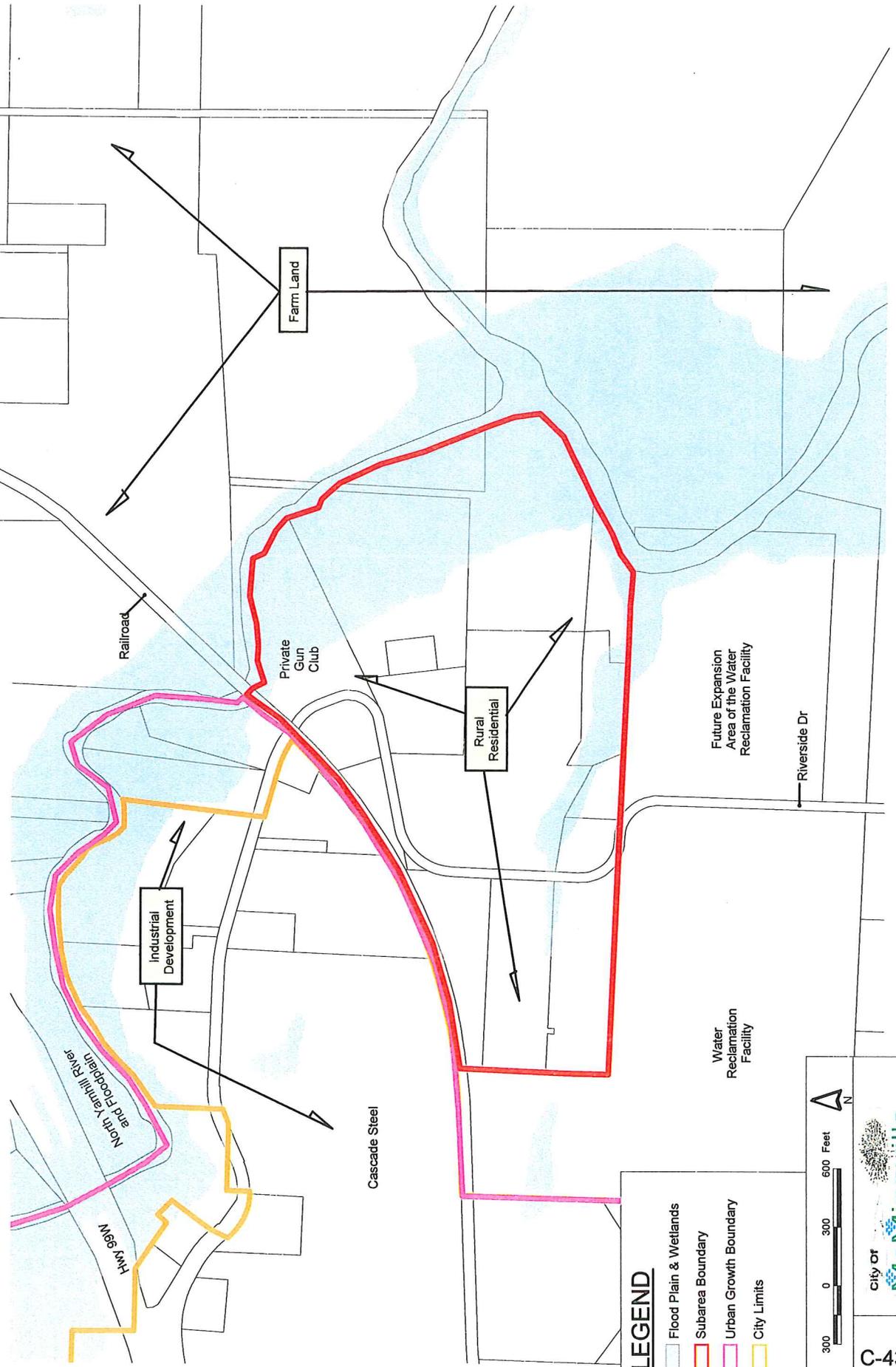
LEGEND

- Floodplain & Wetland 1 acre
- Subarea Boundary
- Urban Growth Boundary
- City Limits



LAND USE PATTERNS - FIG. 19

Riverside North



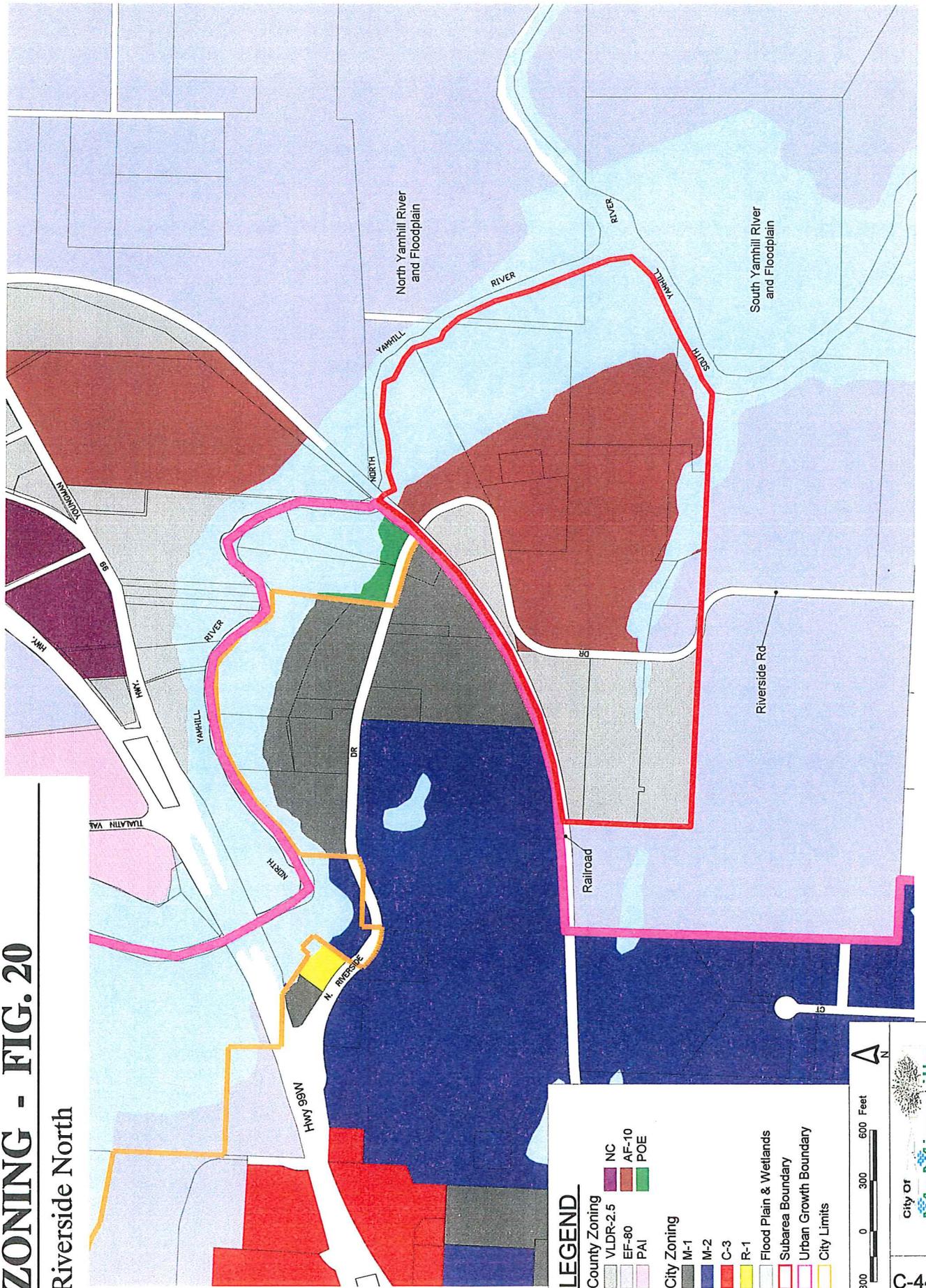
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



ZONING - FIG. 20

Riverside North

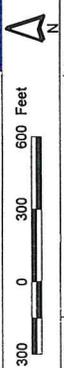


LEGEND

- County Zoning
- VLDR-2.5
 - EF-80
 - PAI
 - NC
 - AF-10
 - POE

City Zoning

- M-1
- M-2
- C-3
- R-1
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



through the industrial area occupied by Cascade Steel, then west and south through the subject sub-area, other rural residential lands to the south (see Riverside South description), and finally turning west through other existing and planned industrial lands to its terminus with Lafayette Avenue. The value of these residentially improved properties (exclusive of land value) ranges from \$25,578 to \$250,512, and average \$97,248.

Of the 16 parcels within this sub-area, three are identified as vacant and average 1.98 buildable acres in size as the balance of these properties are physically constrained by slopes greater than 25 percent and the 100-year floodplain. The 62.93 gross acres of partially vacant land is contained within nine parcels ranging in size from one to twenty acres. These properties yield 30.39 gross acres of buildable land averaging 3.38 acres in size.

A summary of the Riverside North Sub-area's buildable land inventory is provided in Table 3, below, and depicted in Figure 21.

Table 3

Riverside North Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	100.82	100%
Plan Designation:		
<u>Residential:</u>	100.82	100%
Developed/constrained acres:	(64.48)	64%
Total Gross Vacant Buildable Residential Acres	36.34	36%
Vacant Residential Acres:	5.95	16%
Partially Residential Vacant Acres:	30.39	84%

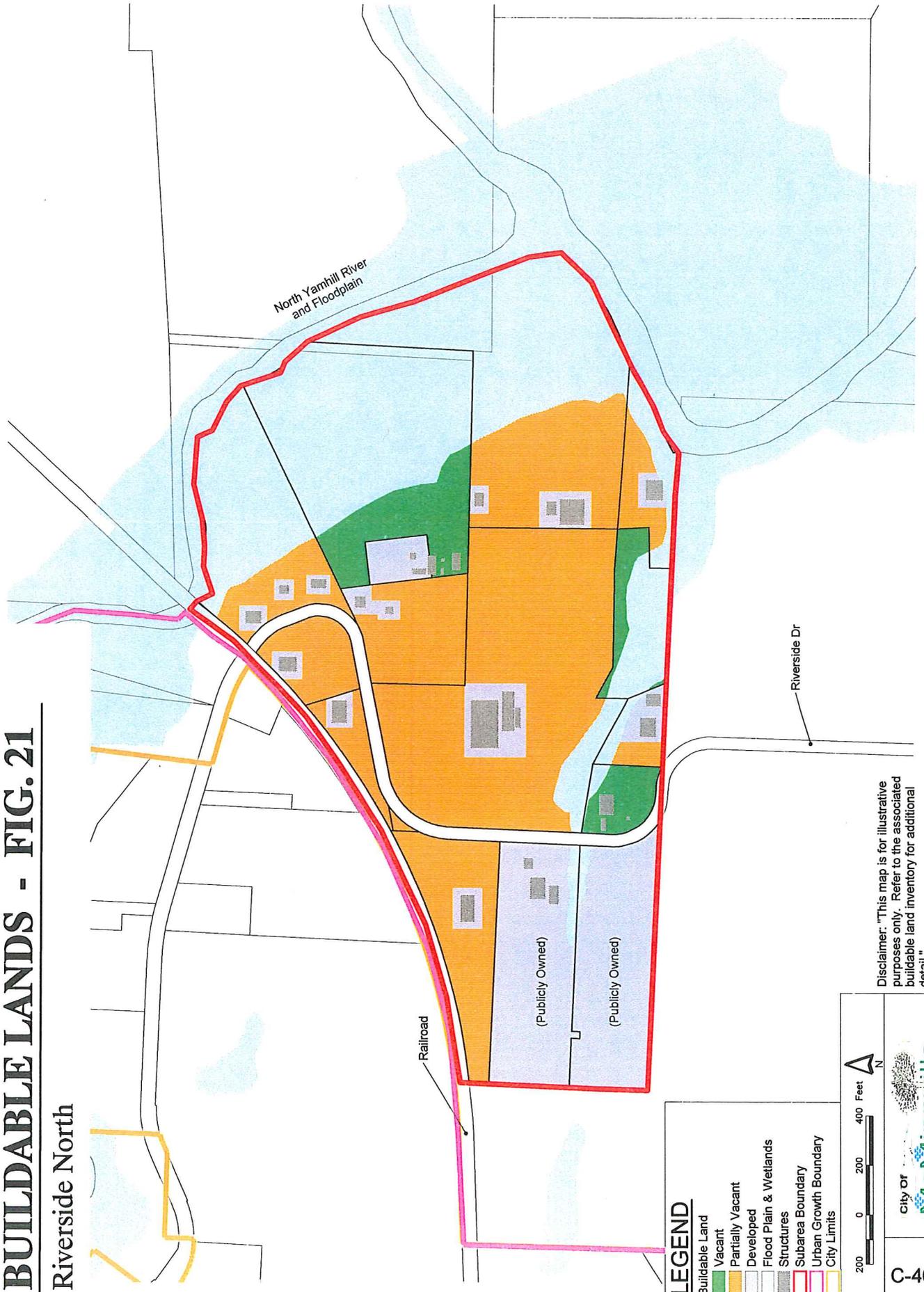
Public Facilities (Figure 22):

Sewer:

Although located adjacent to the Water Reclamation Facility to the west and south, the Riverside North sub-area is served exclusively by private septic systems as it is beyond the urban service area. Due in part to topography, parcelization, and ownership patterns a comprehensive sewer master plan would need to be designed to ensure serviceability to the sub-area. This system would include one or more pump stations; the design of which may be influenced by the inclusion or non-inclusion of the Bunn's Village sub-area into the UGB. Cost related to the extension of sanitary sewer service to this sub-area is estimated to be high.

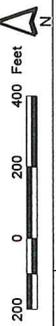
BUILDABLE LANDS - FIG. 21

Riverside North



LEGEND

Buildable Land
Vacant
Partially Vacant
Developed
Flood Plain & Wetlands
Structures
Subarea Boundary
Urban Growth Boundary
City Limits

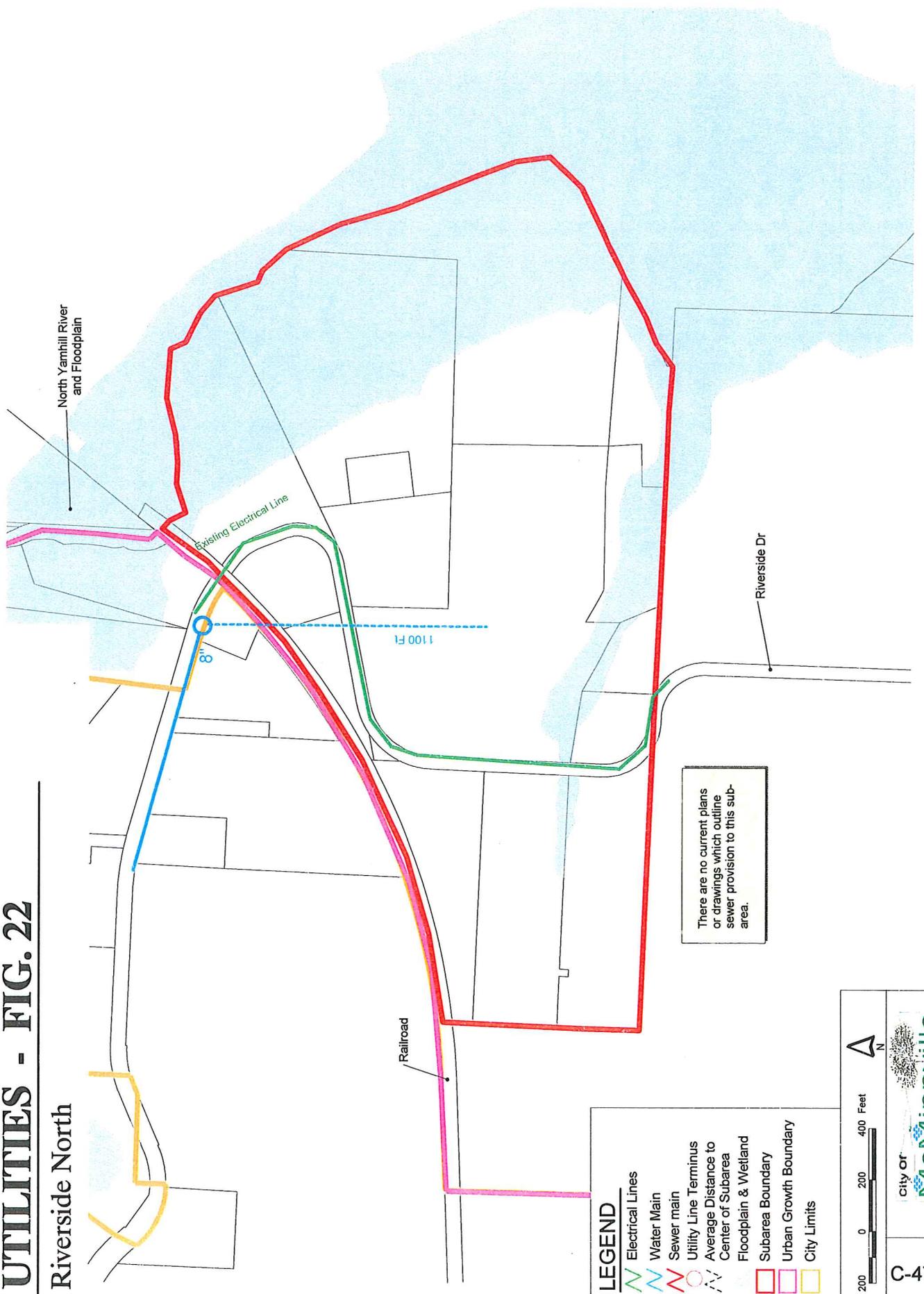


Disclaimer: "This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



UTILITIES - FIG. 22

Riverside North



There are no current plans or drawings which outline sewer provision to this sub-area.

LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- - - Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits

200 0 200 400 Feet

N

City of **McMinnville**

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Water:

This area is served exclusively by private wells. The municipal water main that is closest to this sub-area is a ten-inch line located in Riverside Drive approximately 250 feet northwest of the intersection of Riverside Drive and the Willamette & Pacific Railroad right-of-way. Providing sufficient service to this sub-area would require the enlargement and the southerly extension of this feeder line. McMinnville Water and Light estimates the cost of providing water service to this sub-area as moderate.

Electric:

Electrical service provision to the Riverside North sub-area is provided by McMinnville Water & Light (MW&L). There are two MW&L electrical sub-stations available to serve this sub-area. Those substations are the Cascade Substation located along the Riverside Drive frontage of the Cascade Steel Rolling Mill, some 3,000 feet to the northwest, and the Windishar Substation, located some 2,000 feet to the west at the southwestern portion of the Cascade Steel site. Existing feeders and substation capacities are sufficient to support urbanization of this sub-area. McMinnville Water and Light estimates the costs for providing electric service to this sub-area as low (ranging from \$0 to \$200,000).

Transportation:

Riverside Drive is the only public roadway within the Riverside North sub-area. This roadway provides local access for all properties within the sub-area and is used as an alternate connection between Highway 99W at the north end of McMinnville and the MIP industrial park southwest of the sub-area, and the rural residential development that is contained between these industrial areas. The portion of Riverside Drive that is within this sub-area is some 1.4 miles in length. This length of roadway though has a fairly circuitous alignment and the current improvements are substandard to meet the needs of future urban development. In addition, the grade and alignment of this road, in some locations, do not meet current urban road design standards, specifically in the vicinity of the ravine. Riverside Drive is improved with an approximately 25-foot wide paved section providing two travel lanes; one in each direction within a 50-foot wide right-way. Riverside Drive is also devoid of curbs, gutters, bike lanes, sidewalks, lighting, and storm drainage.

Urban development of this sub-area would likely require a realignment of portions of Riverside Drive to soften, or straighten, the existing curves such that the roadway would be improved to

major collector standards consistent with the McMinnville Transportation Master Plan (major collector with bikeway standards require a 48-foot wide paved section within a 78-foot right-of-way). This would not be a low-cost improvement and, at a minimum, would require the purchase of additional right-of-way from private landowners to enable the improvement. In addition, reconstruction of the subgrade along some, or all, of this length may be necessary. In addition to this transportation improvement, the balance of the sub-area would need to be master planned to identify opportunities for additional local street access in order to achieve a reasonable level of urban development opportunities. This is important in this particular case due to the presence of the ravine, which, because of its environmentally sensitive nature, poses difficulties in extending additional rights-of-way across it.

As regard alternative transportation modes, Riverside Drive currently lacks pedestrian and bicycle facilities as previously noted. In addition, Riverside Drive is not identified as a future public transit route in the McMinnville Transit Feasibility Study.

The Willamette & Pacific rail line that forms most of the northern edge of the sub-area is a freight line often carrying heavy products in the form of scrap metal delivery to or removal of slag by-product from the Cascade Steel Rolling Mill. Urbanization within the Riverside North sub-area would likely require that safety improvements be made to the existing rail crossing, similar to those recently installed in the downtown area.

Transportation improvements necessary to support urbanization of this sub-area are estimated to be high.

Factors Affecting Urbanization:

Annexation –

Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the city limit line forms this sub-area's northern boundary. However, it is important to note that occupying this length of this boundary is Willamette and Pacific railroad right-of-way, beyond which is located the Cascade Steel Rolling Mill and other heavy industrial manufacturing uses that are all within the current city limits.

There are four parcels within this sub-area that are adjacent to the current city limits, all of which are identified as partially vacant. These parcels provide a total of 6.56 acres of buildable land averaging 1.64 acres per parcel with an average improvement value of \$69,292 per parcel. What is key about these four parcels is that the possibility of annexing and urbanizing the balance of the Riverside North sub-area rests with them (i.e., the remaining 29.49 buildable acres). Notably, only the three westernmost of these parcels are adjacent to the single largest development opportunity within the sub-area; the site of the agricultural commercial nursery stock operation located across Riverside Drive (R44-1600), yielding 16.56 developable acres. Also, of these three adjacent parcels, the easternmost parcel is contiguous to the large partially vacant nursery site by a distance of only some 11 linear feet. The most central of these parcels (R4414-601) is a one-acre property with an improvement value of \$138,212, and yields only 0.38 acres of developable land; this figure is prior to a future right-of-way dedication that would likely be necessary. It is not likely that this property would have much, if any, incentive to annex to the City given the cost of improvements necessary for that site to urbanize. As in any annexation proposal, it will be incumbent upon the applicant(s) to seek, and gain, approval from the City Council and the electorate. Critical to that request would be public improvement plans demonstrating the ability to provide sufficient services and transportation to support and serve urban development (Figure 23).

Water Service –

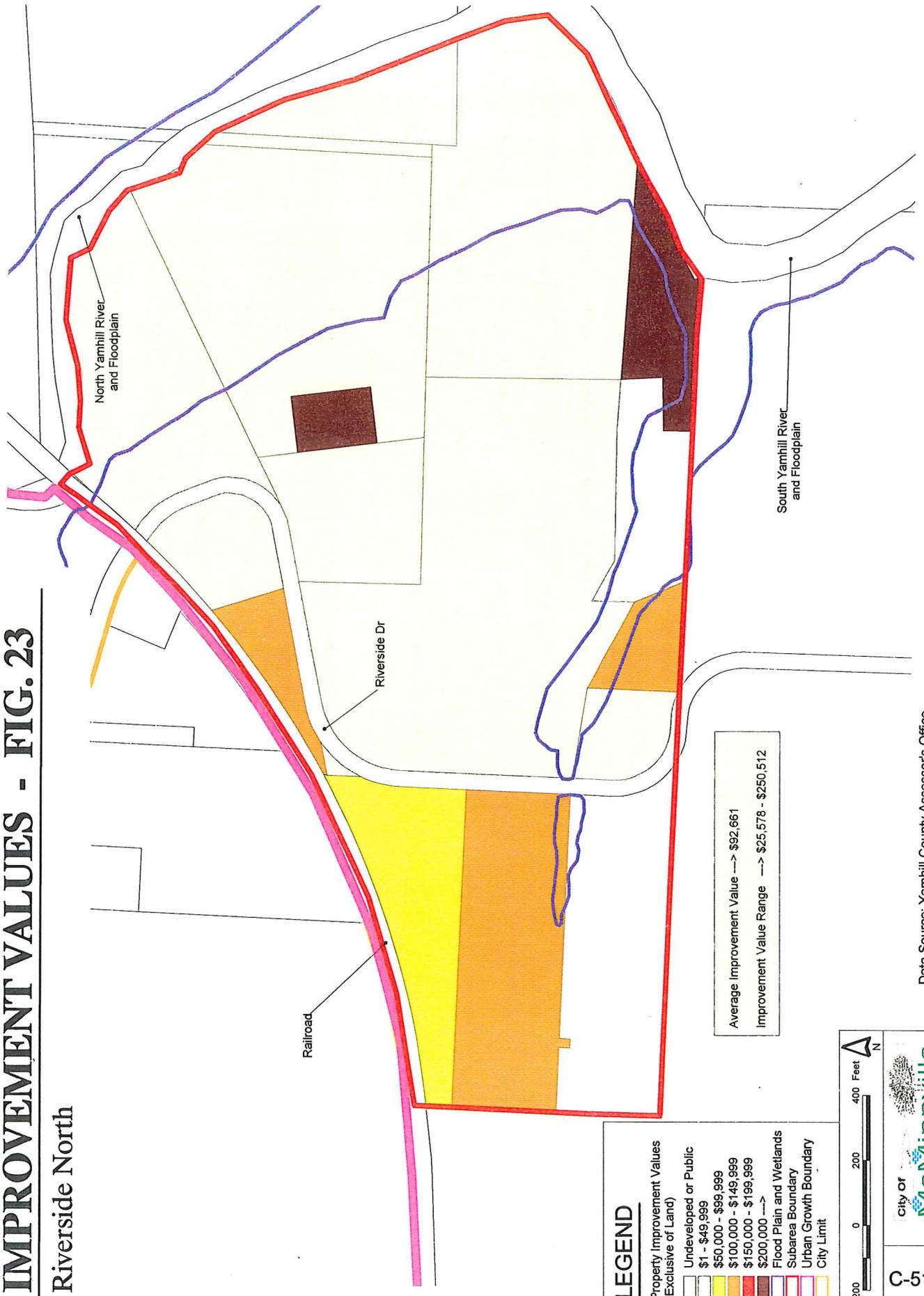
Individual, private wells currently serve as the source of domestic water for the lands within this sub-area. Such wells would be abandoned over time either commensurate with urban development on the affected site or as triggered by failure of an individual well to generate sufficient potable water. McMinnville Water and Light estimates the costs for providing water to the Riverside North sub-area as *moderate* (ranging from \$200,000 to \$800,000). Affected lines would be enlarged and extended dependent upon the type and intensity of use proposed.

Transportation –

Riverside Drive is the only public means of vehicular access within this sub-area. As described previously, the right-of-way dimension for this Yamhill County road measures 50-feet in width. As a prerequisite to allow urban density development, the road would need to be improved to City standards. As such, this would require an additional 28-feet of right-of-way width, removal and reconstruction of the existing subgrade (and/or possible realignment), construction of a paved travel surface a minimum of 48-feet in width, sidewalks on both sides of the street, and curbs and gutters.

IMPROVEMENT VALUES - FIG. 23

Riverside North



LEGEND

Property Improvement Values
(Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 ---->
- Flood Plain and Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

Average Improvement Value ----> \$92,661
 Improvement Value Range ----> \$25,578 - \$250,512



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Data Source: Yamhill County Assessor's Office

In sum, slope, existing road alignment, and lack of public rights-of-way, and a future transportation master planning obligation combine to make traffic circulation within and through this sub-area problematic.

Urban Form –

The development of this sub-area for urban density residential use would be difficult to achieve, and contrary to good planning. This is due in no small part to the adjacent industrial uses previously described which generally do not make visually or environmentally pleasing or otherwise compatible neighbors to residential uses. These industrial activities, which generate considerable noise, dust, and light, will have a marked negative effect upon the quality of life for future residents of the sub-area.

With the exception of the commercial agricultural nursery and a small auto body repair shop, all other uses within the sub-area are rural residential and small-scale farming. The closest commercial services to this sub-area are located some 2.0 miles to the west along Highway 99W. The nearest public schools, Grandhaven Elementary School and Patton Middle School, are located some 2.75 miles west of the center of this sub-area. Allowing the urbanization of an area that is situated some distance from essential commercial and public services is contrary to good transportation and land use planning.

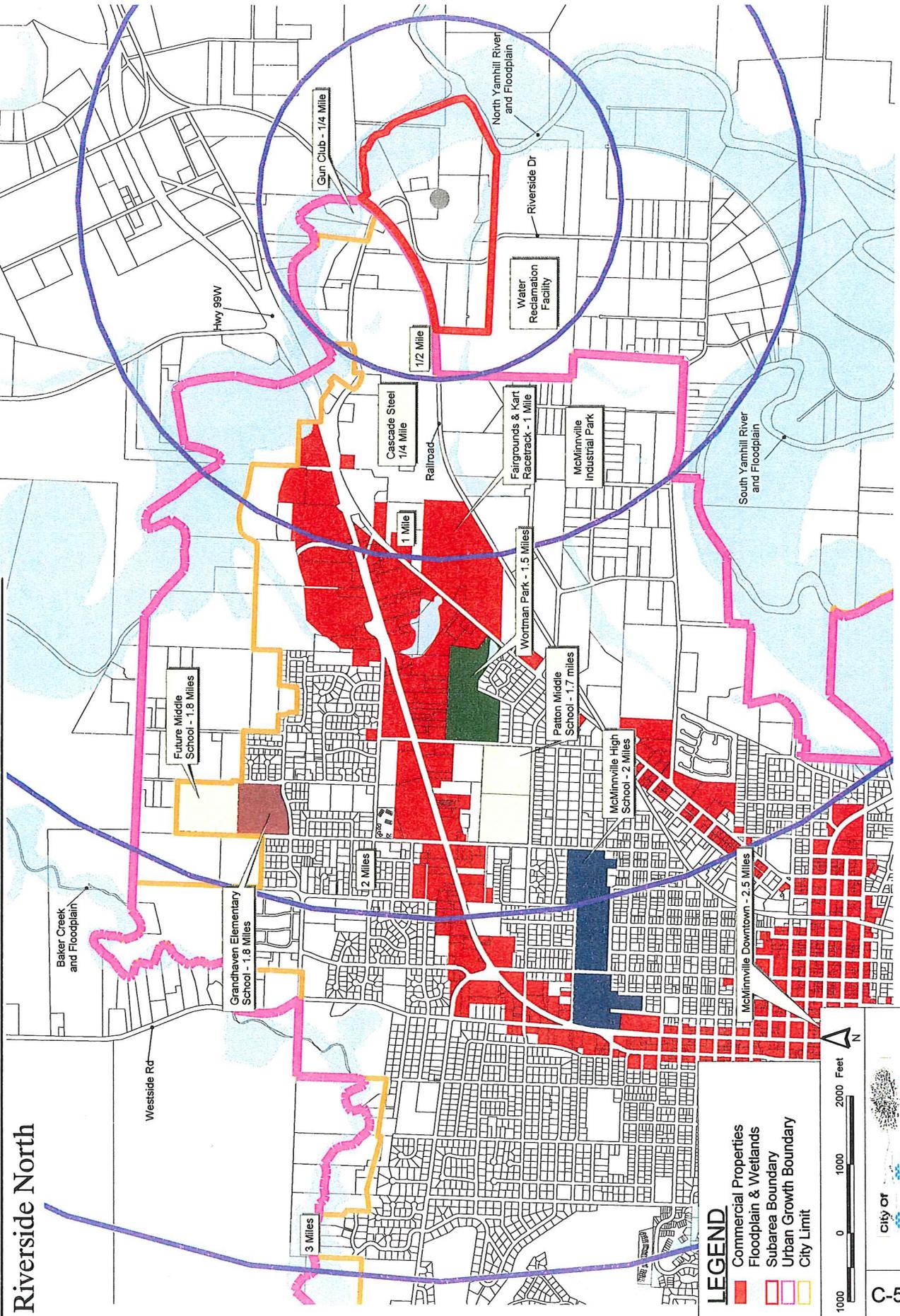
Entrance into this sub-area from either available direction requires travel through established heavy industrial areas. Specifically, entering from the south first requires travel through the Riverside Drive industrial area within which is found a transport company, concrete batch plant operation, printing business, and the City's wastewater treatment facility, amongst several other heavy and light industrial uses. Entering the sub-area from the north requires travel through an industrial area dominated by the Cascade Steel Rolling Mill and its slag storage and shipping operation, and Kizer Excavating. These industrial uses effectively wrap the sub-area on three of its four borders (the North Yamhill River floodplain forms the remaining, or eastern, edge). Given this adjacent development pattern, the presence of the rail line, and isolated location (if planned for urban residential development) this area would appear to be best suited for future industrial development (Figure 24).

Adjacent Land Uses –

The open side of the Cascade Steel Rolling Mill blast furnace faces southeasterly, and directly at the southwest corner of this sub-area. This blast furnace is located some 2,700 feet from the central portion of the sub-area; and some 1,300 feet from the sub-area's closest point. Additionally, the adjacent heavy rail line that runs along the northern edge of this sub-area provides transport of scrap metal to the mill as well as the exporting of processed slag for use in other locations. This slag bi-product is stored in large piles located

PROXIMITY TO SERVICES - FIG. 24

Riverside North



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

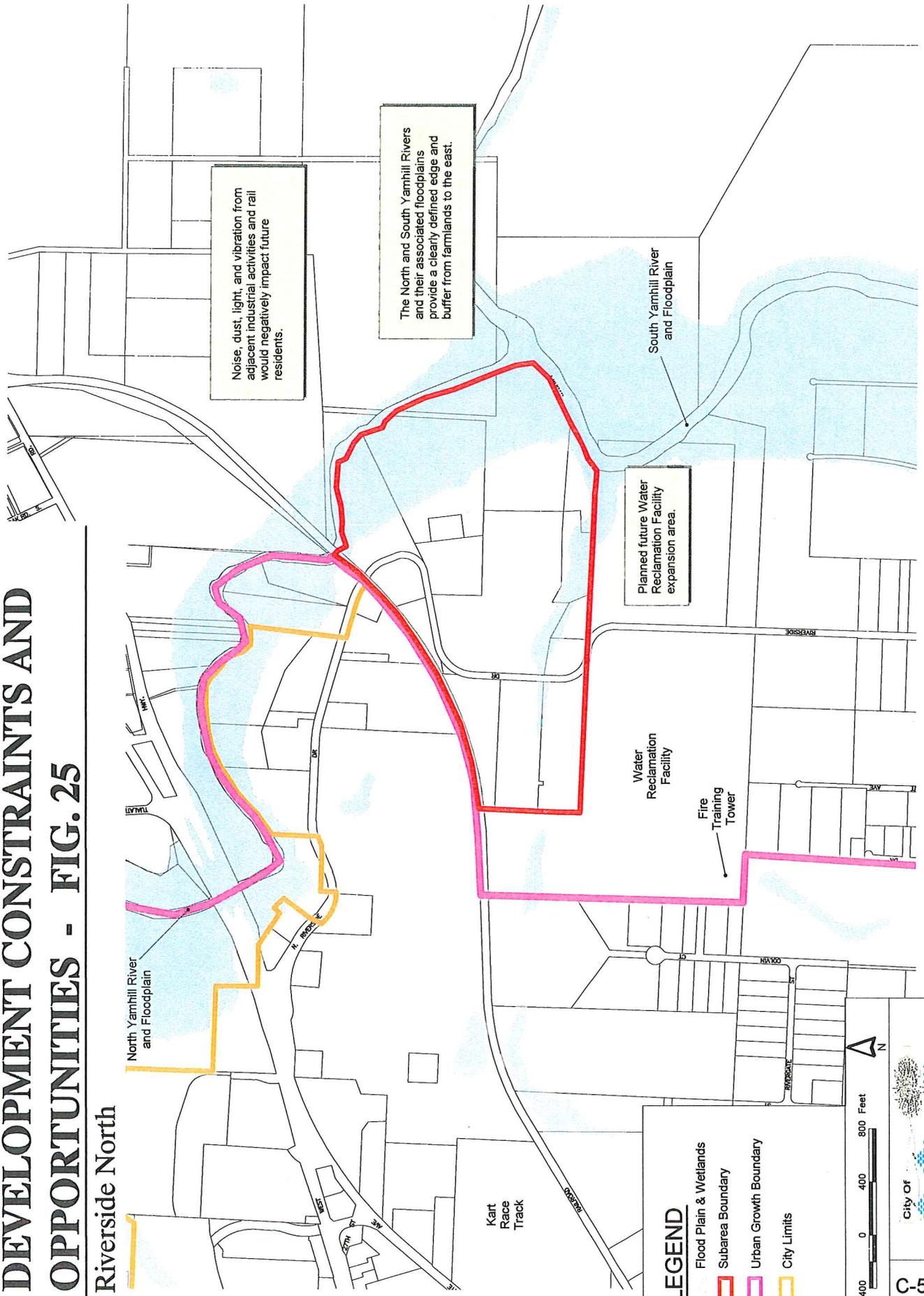


between the sub-area and the blast furnace for convenience in loading the rail cars and tractor-trailers that move the slag for use in other locations. These heavy industrial uses produce significant amounts of noise and dust that is either adjacent to and/or aimed at this sub-area.

Other environmental concerns regard the proximity of this sub-area to the municipal Water Reclamation Facility (some 1,600 feet from the center of the sub-area). Additionally, the Yamhill County Sportsman's Association firing range is located adjacent to the northeast corner of this sub-area on land that has not been annexed to the City. The use of live ammunition at this site does create a noise impact to the sub-area. Further urbanization would likely conflict with this use and create an increased public safety risk. These two uses, with their close proximity to the sub-area, would create a negative environmental impact upon this sub-area in terms of odor and noise (Figure 25).

DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 25

Riverside North



- LEGEND**
- Flood Plain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limits



Riverside South Sub-area

General Site Description:

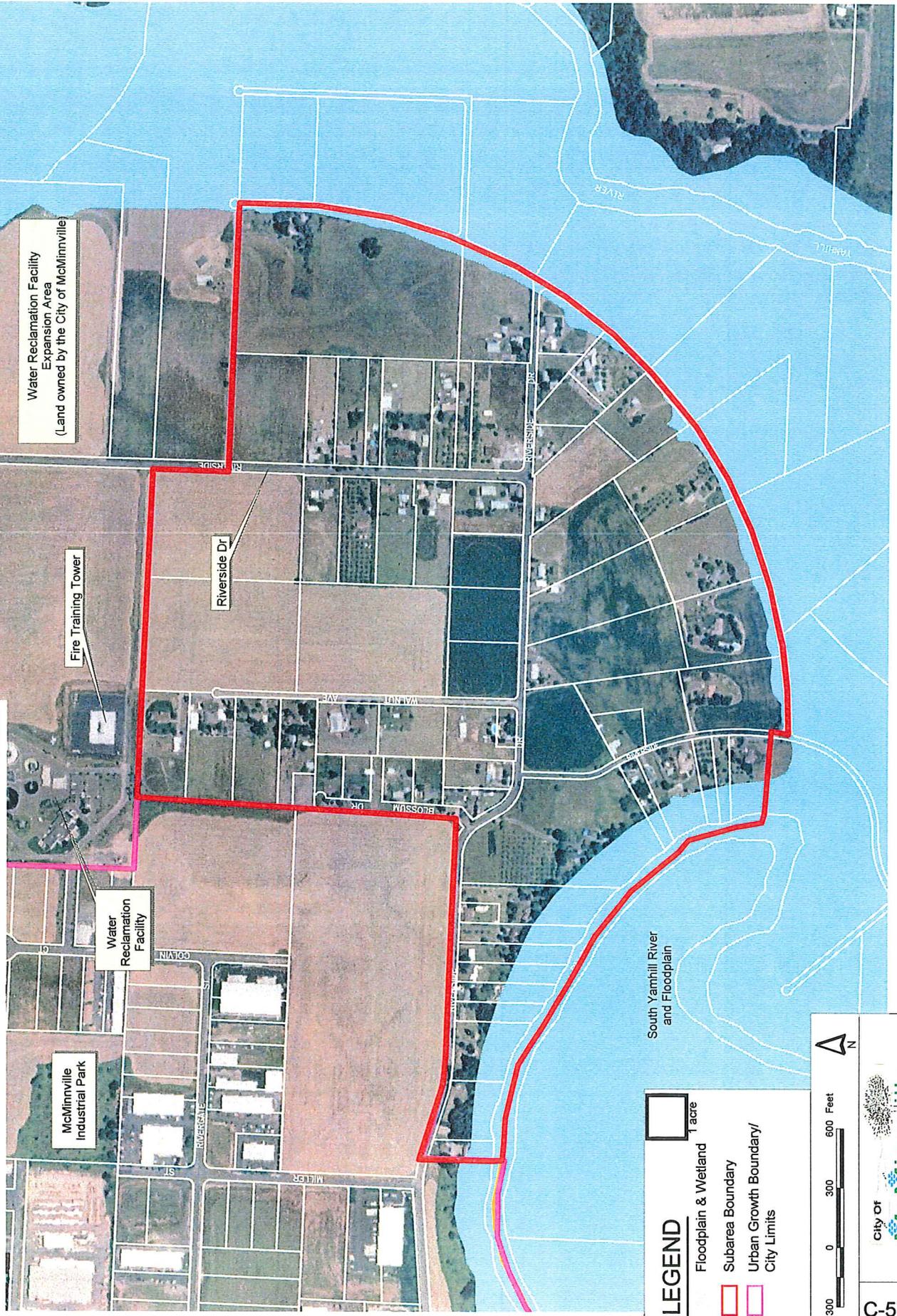
The Riverside South sub-area is a somewhat crescent shaped area located east of the McMinnville city limits and lands planned and zoned for heavy industrial use. The sub-area contains approximately 193 gross acres of land within its boundary. Topographically, the northern portion of this area is fairly flat, with the southern portion characterized by lands that slope gently downward to the floodplain of the South Yamhill River. Single-family homes, and numerous accessory buildings and large barns occupy 57 of the 71 individual parcels that make up this sub-area. Vehicular access through this sub-area is provided by Riverside Drive, a paved two-lane County road within a right-of-way that varies between 55 feet and 45 feet in width. Two cul-de-sac roads and one loop road are also present within the sub-area to provide additional access to these parcels (Figure 26).

The sub-area is surrounded by actively farmed agricultural lands to the east and south; the McMinnville Water Reclamation Facility and fire training tower, and vacant land owned by the City of McMinnville that is planned to accommodate the future expansion of the water reclamation facility abut the sub-area to the north. Farther to the north lies the Cascade Steel Rolling Mill. West of the sub-area is land within the current UGB and city limit of McMinnville that is developed with a range of heavy industrial uses including Oregon Lithoprint, International Knife and Saw, Coilhose Pneumatics, and a number of other manufacturing facilities. The South Yamhill River defines the southwestern edge of the sub-area. The sub-area abuts the McMinnville urban growth boundary on its western perimeter (Figure 27).

Development Patterns / Buildable Lands:

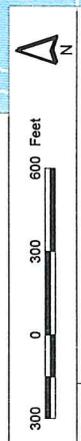
Land uses within this 193-acre sub-area are comprised primarily of 57 rural, single-family homes situated on parcels averaging approximately 2.5 gross acres in size (a density of approximately 0.40 dwelling units per gross acre). However, as two of these properties show improvement values of less than \$10,000, they have been considered as "vacant" for the purposes of this inventory. This adjustment then results in a total count of 55 rural residences situated on individual parcels that still average 2.5 acres in size. The majority of the home sites are improved with small-scale farming or livestock operations. Many of the home sites, all of which are single-family dwellings, contain one or more barns or outbuildings serving agricultural, livestock, equestrian, or storage needs. Most of these structures are located in the middle of the residential parcels; many are also "staggered" or "offset" from the adjoining property thereby creating additional separation and privacy between neighbors. With 63.98 acres of the sub-area being accounted for by existing residences and associated ancillary buildings,

RIVERSIDE SOUTH - FIG. 26



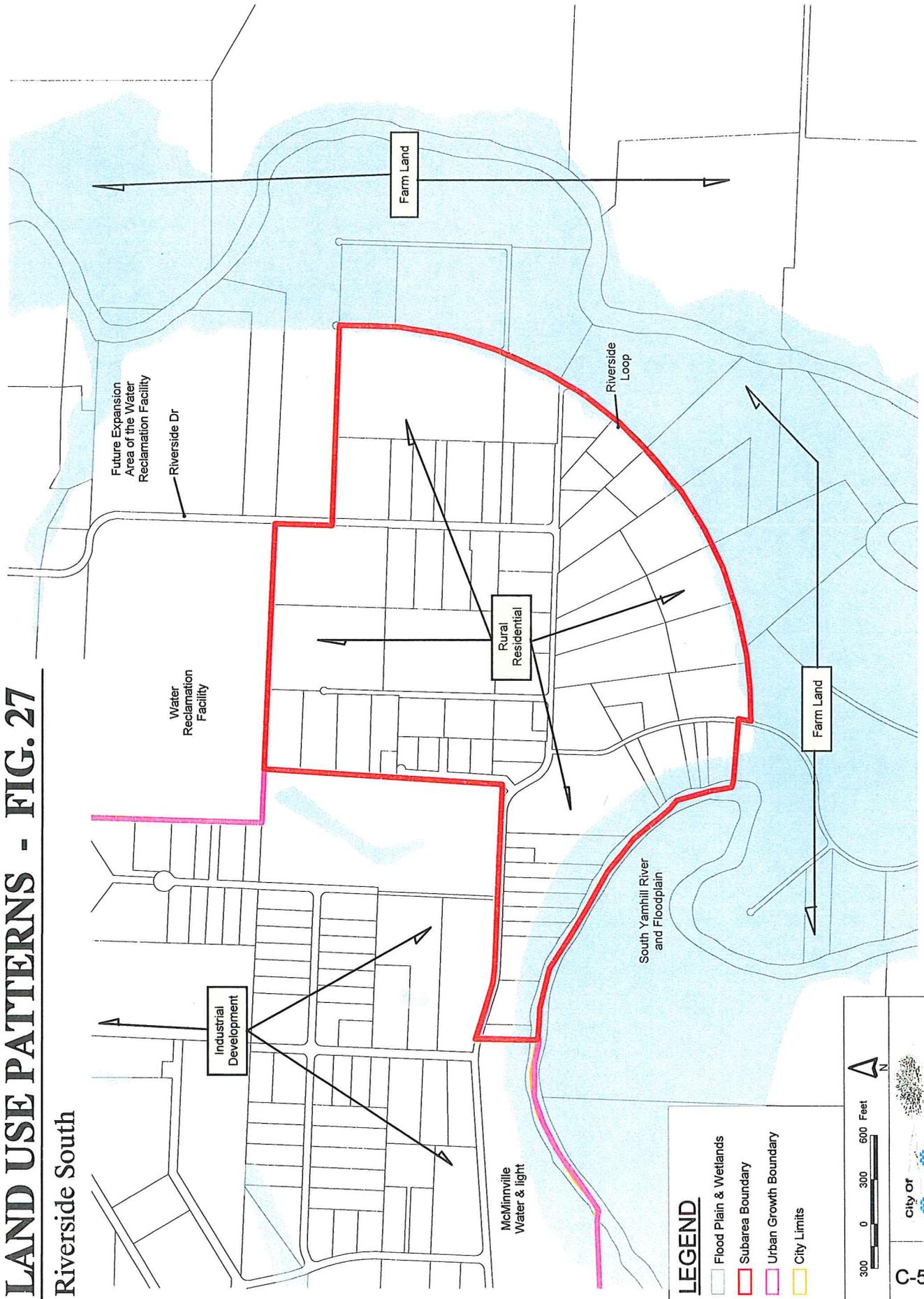
LEGEND

- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary/ City Limits



LAND USE PATTERNS - FIG. 27

Riverside South



land within the 100-floodplain, unbuildable land, and slopes in excess of 25 percent, 128.6 acres of the sub-area exists as vacant, buildable land. This sub-area contains no commercial or industrial development. Additionally, all uses within this sub-area appear to be rural residential with the exception of the agricultural uses occurring on the larger parcels and, in some instances, the joint use of several smaller, contiguous parcels (Figure 28).

The parcels within this sub-area are provided access by Riverside Drive, a County resource road¹⁴ that provides the only access through the sub-area. This road, which connects to Lafayette Avenue on the west and Highway 99W to the north, also serves as a truck and auto access to the industrial development located within and adjacent to the McMinnville Industrial Promotions and Cascade Steel Rolling Mill industrial areas. In addition to Riverside Drive, Blossum Drive and Walnut Avenue, which are rural cul-de-sac style roads, and Riverside Loop, provide vehicular access. With the exception of Blossum Drive, rural residential development is generally found along both sides of each of these roads. Much of the road improvement within the sub-area is currently below minimum Yamhill County road improvement standards in terms of both right-of-way dimension and construction, and all are below City of McMinnville standards. Additionally, some of the roads lack any form of paved surface, and the two cul-de-sac streets exceed the City's maximum length for such streets.

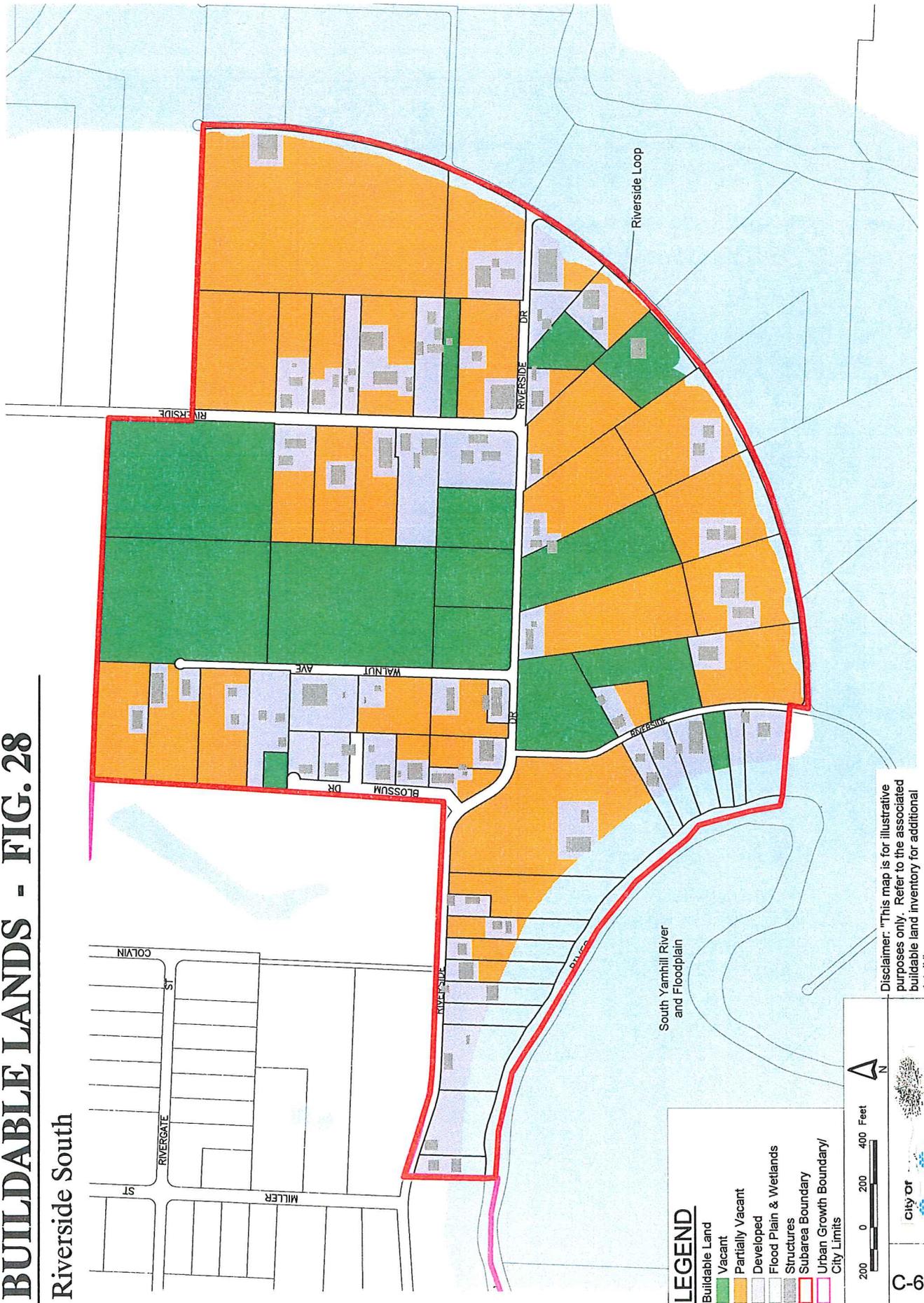
Of the 71 parcels within this sub-area, 15 are identified as vacant, yielding 53.92 gross acres of buildable land. Thirty-five of the remaining parcels are identified as "partially vacant" and contain a total of 74.68 gross vacant buildable acres of land, and yield an average of 2.13 buildable acres per parcel. The improvement value of these rural residential properties (exclusive of land value) ranges from \$12,479 to over \$234,369, and averages \$88,219. Additionally, there are ten partially vacant parcels in this sub-area with improvement values over \$100,000, and averaging almost \$169,000 each (Figure 29).

The largest concentration of vacant land within this sub-area is located west of Riverside Drive and east of Walnut Avenue. This land totals approximately 29.4 acres in area and is comprised of three parcels of roughly equal sizes (two of which are held by the same landowner). Another smaller undeveloped area is located to the south, across Riverside Drive and within the interior portion of the Riverside Loop area. This approximately 19-acre area is comprised of the combined rear "yards" of some ten separate rural home sites. A sizable portion of this land currently appears to be communally farmed.

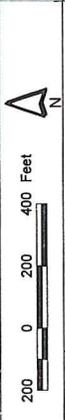
¹⁴ A local county road with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

BUILDABLE LANDS - FIG. 28

Riverside South



- LEGEND**
- Buildable Land
 - Vacant
 - Partially Vacant
 - Developed
 - Flood Plain & Wetlands
 - Structures
 - Subarea Boundary
 - Urban Growth Boundary/ City Limits



Disclaimer: "This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



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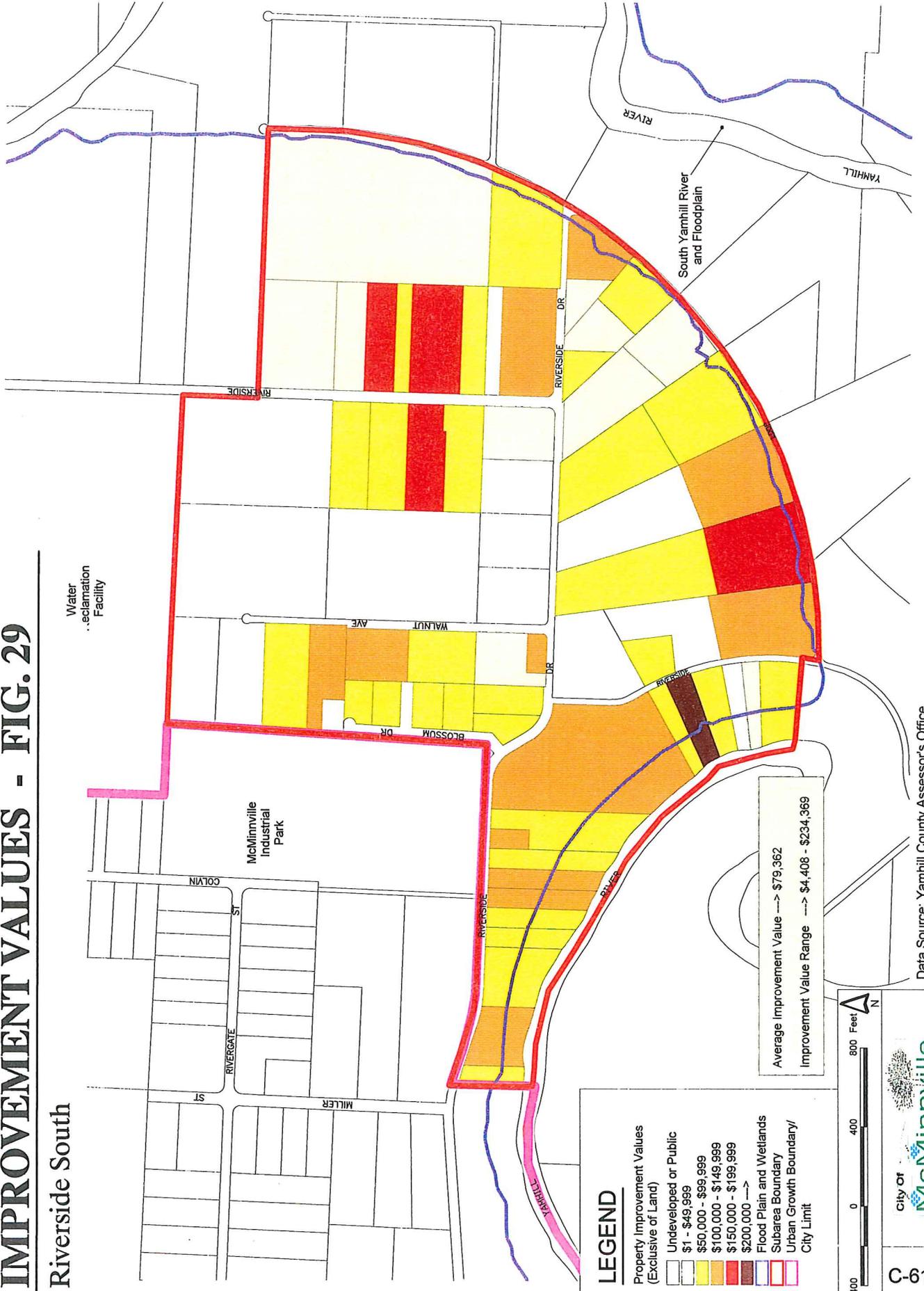
IMPROVEMENT VALUES - FIG. 29

Riverside South

Water Reclamation Facility

McMinnville Industrial Park

South Yamhill River and Floodplain



LEGEND

Property Improvement Values (Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 →
- Flood Plain and Wetlands
- Subarea Boundary
- Urban Growth Boundary/
- City Limit

Average Improvement Value → \$79,362
 Improvement Value Range → \$4,408 - \$234,369



A summary of the Riverside South sub-area's buildable land inventory is provided in Table 4, below.

Table 4

Riverside South Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	192.58	100%
Plan Designation:		
Residential:	192.58	100%
Developed/constrained acres:	(63.98)	33%
Total Gross Vacant Buildable Residential Acres	128.60	67%
Vacant Residential Acres:	53.92	42%
Partially Residential Vacant Acres:	74.68	58%

Public Facilities (Figure 30):

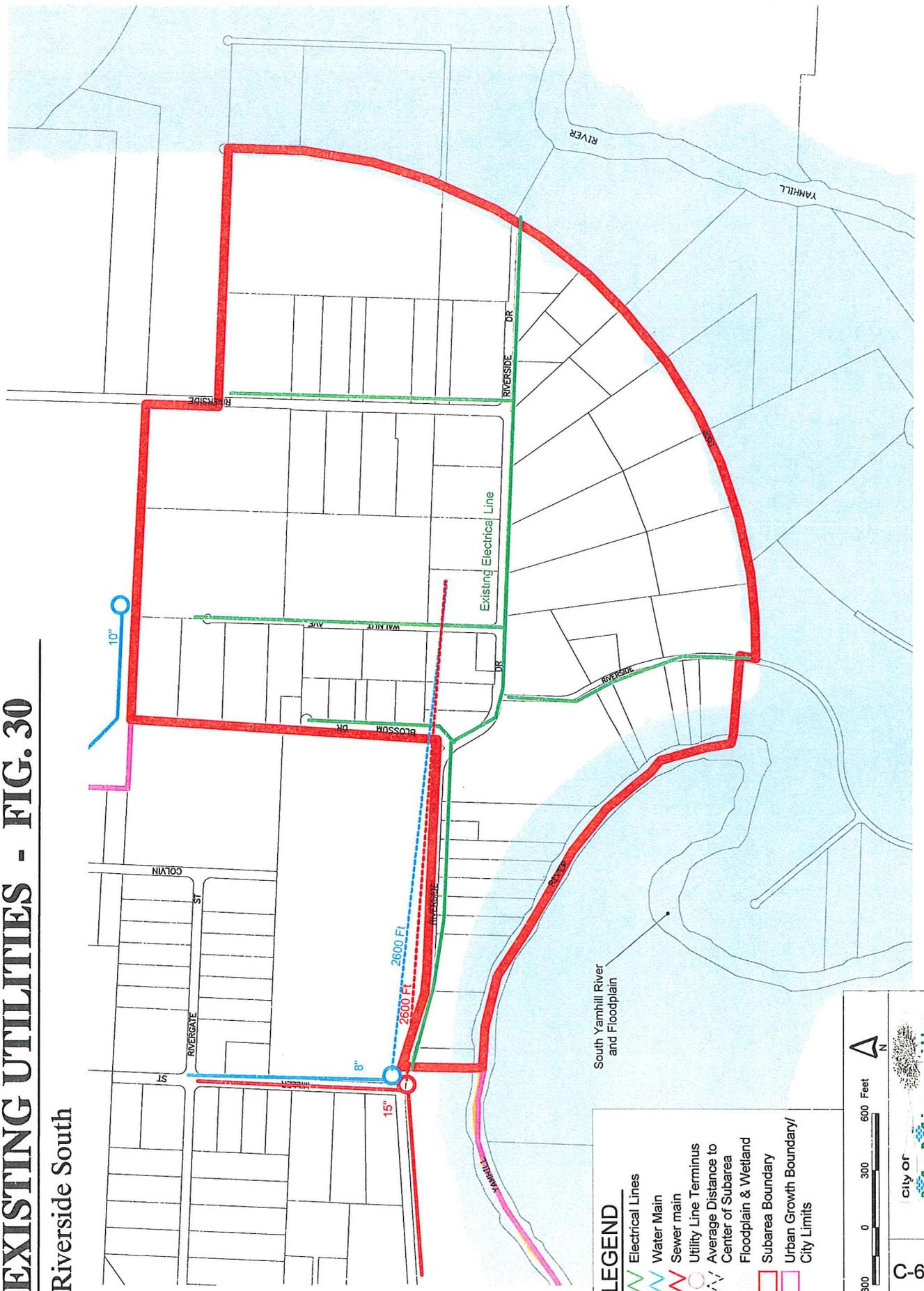
Sewer:

Although located adjacent to the Water Reclamation Facility to the north, the Riverside South sub-area is served exclusively by private septic systems as it is beyond the current urban service area. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system.

While sanitary sewer service could be extended to adequately serve this sub-area, the distance of that extension to reach most of the developable area is lengthy. Specifically, the two largest concentrations of buildable land each lie near the center of the sub-area; one to the north of Riverside Drive and one to the south within the interior of Riverside Loop. Reaching either of these areas from the system's current terminus at the intersection of Riverside Drive and Miller Street requires improvement along a distance of approximately 4,000 feet (about 3/4 mile). Such an extension of this 12-inch trunk line along the frontage of the fifteen, or so, rural residential properties within this corridor would, in most cases, provide only the possibility of partitioning land to create one or two new residential parcels each. The cost of adequate sanitary sewer service per developable acre may, therefore, be categorized as high. Additionally, due to the sloping topography within the sub-area, one or more pump stations would be required in order for the system to be functional. A critical issue in providing service to this sub-area is the need to develop and implement a comprehensive public utility strategy to efficiently serve the additional development in this heavily parceled area.

EXISTING UTILITIES - FIG. 30

Riverside South



- LEGEND**
- Electrical Lines
 - Water Main
 - Sewer main
 - Utility Line Terminus
 - - - Average Distance to Center of Subarea
 - █ Floodplain & Wetland
 - ▭ Subarea Boundary
 - ▭ Urban Growth Boundary/ City Limits

300 0 300 600 Feet

N

City of **McMinnville**

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Water:

The Riverside South sub-area is served exclusively by individual private wells. Such wells would be abandoned over time commensurate with urban development. The municipal water main that is closest to this sub-area is a ten-inch line that is located in Riverside Drive at its intersection with Miller Street. According to McMinnville Water and Light, enlargement and extension of existing lines located both northwest and west of the sub-area would be necessary to create a loop system capable of serving urban density development.

McMinnville Water and Light estimates the cost for providing municipal water to this sub-area as moderate (ranging from \$200,000 to \$800,000).

Electric:

Electrical service to the Riverside South sub-area is currently provided by McMinnville Water & Light. The closest electrical substations to this sub-area are the Windishar Substation located at the southwest corner of the Cascade Steel Rolling Mill site, and the Cascade Substation located along the Riverside Drive frontage of the Cascade Steel Rolling Mill near its intersection with Highway 99W. The existing feeders presently serving this sub-area would need to be upgraded in order to sufficiently support future urban development of this area.

McMinnville Water and Light estimates the cost for providing electric service to this sub-area as low (\$0 to \$200,000).

Transportation:

The Riverside South sub-area is provided access to the McMinnville urban area solely by Riverside Drive. This roadway extends through the sub-area and connects to Lafayette Avenue farther to the west, and to Highway 99W to the north. In so doing, the road travels through areas planned and currently developed for heavy industrial use. Within the urban growth boundary, Riverside Drive is designated as a major collector and is improved to those standards. Within this sub-area, Riverside Drive is a narrow, two-lane paved County road situated within a 50-foot wide right-of-way.

Blossum Drive, an 800-foot long gravel cul-de-sac road forms part of the sub-area's western edge. Some 550 feet to the east is the Walnut Avenue cul-de-sac road that extends northward from Riverside Drive a distance of some 1,500 feet. Approximately midway between the intersections of Blossum Drive and Walnut

Avenue with Riverside Drive, another local rural road, Riverside Loop, extends to the south some 1,400 feet before turning to the east in a long, sweeping curve to again intersect with Riverside Drive. No other public roads or rights-of-way exist within this sub-area. Also, there are currently no bike lanes or sidewalks within the Riverside South sub-area.

Factors Affecting Urbanization:

Annexation –

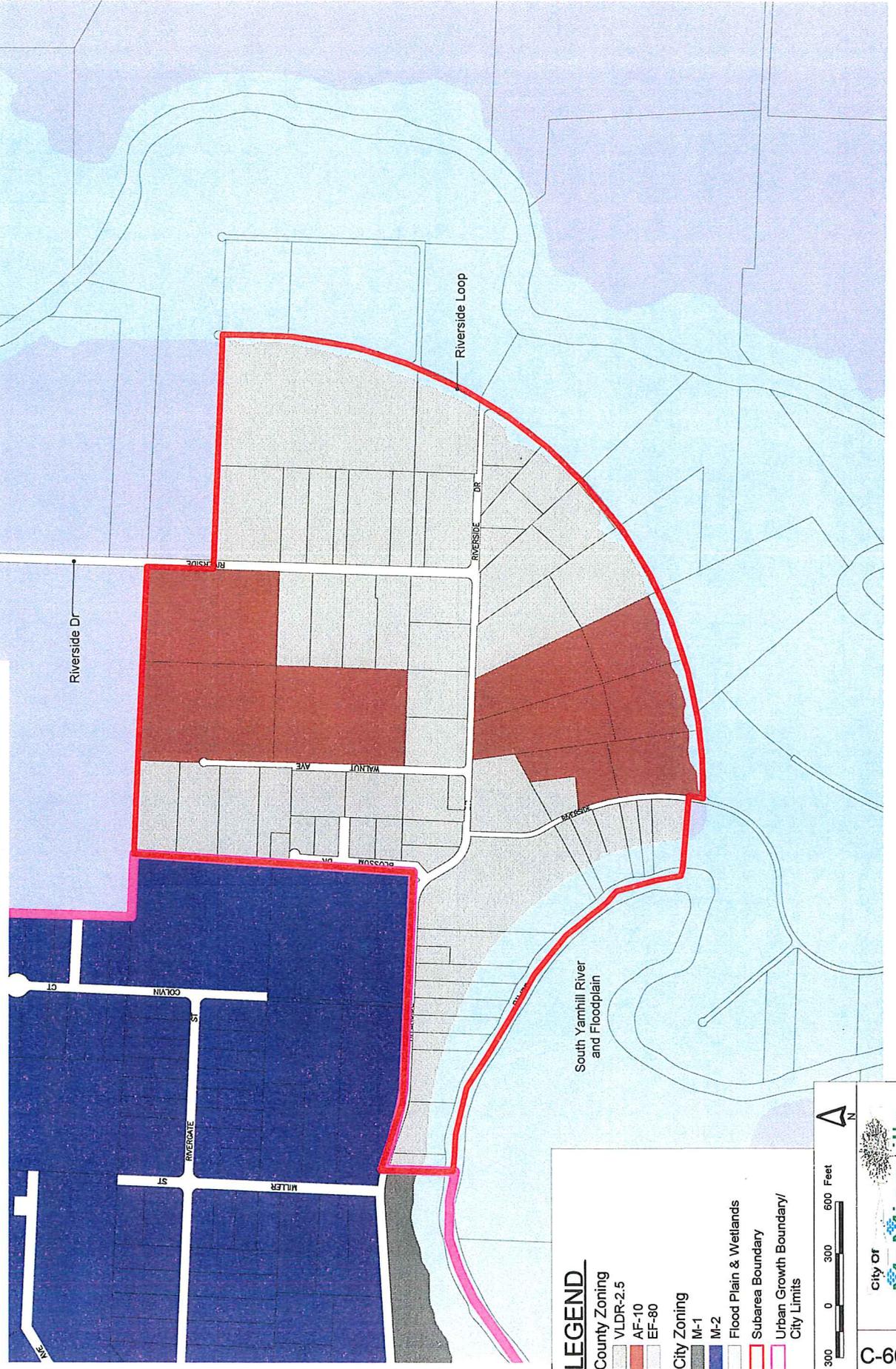
Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the McMinnville city limit line generally forms this sub-area's western boundary. However, occupying this length of this portion of the sub-area's boundary is the McMinnville Industrial Promotions industrial park property on which exist, or are planned to exist, heavy industrial uses; the land is zoned M-2, General Industrial (Figure 31).

There are 13 partially vacant or vacant parcels within this sub-area that are contiguous to the current city limits. These parcels are located along Riverside Drive and Blossum Drive, 11 of which are identified as partially vacant, and two as vacant. The vacant parcels are 0.44 and 1.36 acres in size, and the remaining 11 parcels provide a total of 16.14 acres of buildable land averaging 1.24 buildable acres per parcel with an average improvement value of \$67,337 per parcel. Successful annexation of either of the two largest areas of buildable land, as previously identified, are dependant upon successful annexation of one or more of these partially vacant or vacant properties. The largest of these parcels yields 7.02 gross acres of buildable land, while the others average only 0.76 acres of buildable land each and are generally not contiguous. Given the road and utility improvements necessary to provide urban services to these sites, and the small amount of developable land within which to recoup such improvement costs, it is not likely that these properties would individually request annexation. A series of parcels including one of the larger development opportunity areas seeking annexation together would make necessary improvements more economical per developable acre. As in any annexation proposal, it will be incumbent upon the applicant(s) to seek, and gain, approval from the City Council and the electorate, to annex to the city. Critical to that request would be public improvement plans demonstrating the ability to provide sufficient services and transportation opportunities to support and serve urban development.

ZONING - FIG. 31

Riverside South



LEGEND

- County Zoning
 - VLDR-2.5
 - AF-10
 - EF-80
- City Zoning
 - M-1
 - M-2
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits

300 0 300 600 Feet

City Of McMinnville

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Transportation –

Upon entering the sub-area from the west, Riverside Drive extends easterly some 1,900 feet and then turns 90-degrees to the north and extends an additional 1,900 feet before exiting the sub-area across resource zoned land. Connecting to Riverside Drive and creating a large rural loop road to the south is Riverside Loop. While Riverside Loop has been platted to continue northward an additional 1,650 feet to terminate in another cul-de-sac, these improvements have never been put in place and this land is currently being farmed. Riverside Loop forms the majority of the southern and eastern edges of the sub-area. Additionally, Blossum Drive and Walnut Avenue extend northerly from Riverside Drive as previously described. All roads within the Riverside South sub-area are classified as rural roads¹⁵ by Yamhill County.

Most roads within the sub-area are currently below minimum Yamhill County road improvement standards in terms of both right-of-way dimensions and construction, and all are below City of McMinnville standards. Riverside Drive, along this length, is improved with an approximately 25-foot wide paved section providing two travel lanes; one in each direction. All of the roads within this sub-area are devoid of curbs, gutters, bike lanes, sidewalks, lighting and storm drainage. Some of the other more notable deficiencies include streets lacking any form of paved surface and all of the cul-de-sac streets greatly exceed the maximum length as per the local standard. Residences are arranged along all of these roads.

Additionally, the eastern intersection of Riverside Drive and Riverside Loop is characterized by a sharp, more than 90 degree, sweeping turn and a steep grade change. Any urbanization of this area would, at a minimum, require the realignment of this intersection and softening of this grade change.

In addition, reconstruction of the subgrade of certain portions of the remaining alignment would also likely be necessary. As the entire eastern and southern portions of Riverside Loop exist within the 100-year floodplain, permits would be necessary from the Department of Environmental Quality, the Army Corps of Engineers, and the Oregon Division of State Lands to allow necessary landform modifications and improvements. The cost of these permits and atypical engineering and surveying costs would be added to the typical cost of such improvements. More importantly, development along this road would only be permitted to occur on the north side, the area outside of the floodplain. By allowing development to occur on only one side of the street it will likely be economically unfeasible to develop further those properties adjacent to Riverside Loop. As such, to serve the nineteen or so acres of developable land within the interior of Riverside Loop, a new series of local streets, all connecting directly to

¹⁵ A local county road designation with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

Riverside Drive, would need to be constructed. This would require the cooperation of the ten or so affected property owners. The affected property owners would pay this street improvement, and all others required to support further urbanization within the sub-area, as part of their development, through a local improvement district, or other financing means.

In addition to this transportation improvement, all streets within this sub-area are in need of substantial improvement, including additional right-of-way, in order to bring them up to standards required to permit urban density development. In addition, the sub-area would need to be master planned to identify opportunities for additional local street access (for example, local connecting streets between Blossum Drive and Walnut Avenue) in order to achieve a reasonable level of urban development opportunities.

Urban Form –

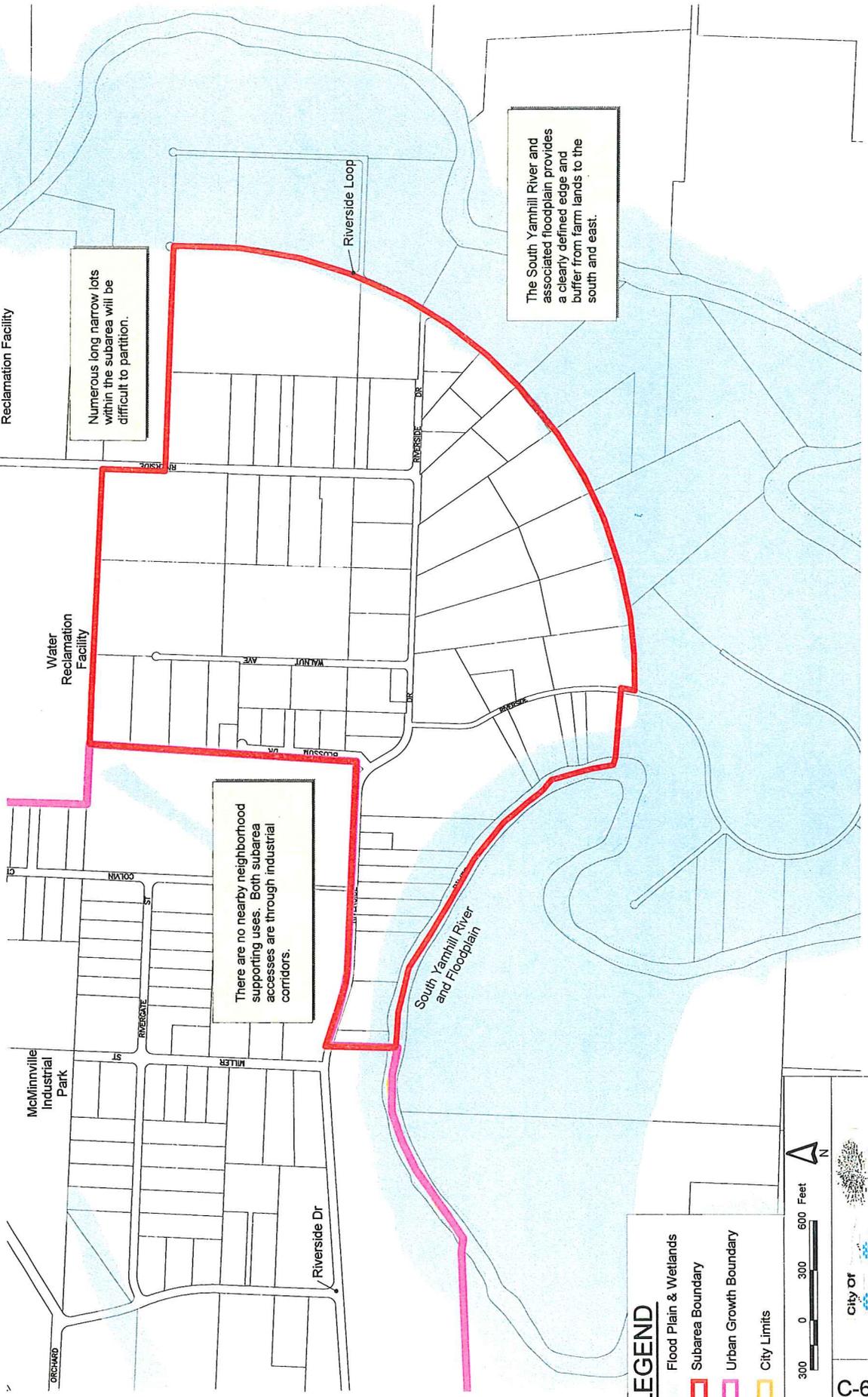
While the clustering of housing types and costs in a pedestrian friendly environment promotes interaction among a variety of socio-economic groups and creates an overall greater sense of community, this will be difficult to achieve within this sub-area. As with the Riverside North sub-area, this is due in no small part to the adjacent and nearby industrial uses previously described which generally do not make visually pleasing or otherwise compatible or preferred neighbors to residential uses. These uses will have a negative effect upon the quality of life for future residents of the sub-area (Figure 32).

In addition to these considerations, it is important to note the distance from the centroid of this sub-area to other supportive urban services. Notably, the nearest elementary and middle schools are located some two miles away. Similarly, the nearest general commercial area where daily goods and services could be obtained is also located about two miles away from the center of this sub-area as is the nearest place of worship. In sum, there are no supportive services within a reasonable proximity to this sub-area given the travel distances as described (Figure 33).

As with the Riverside North sub-area, entrance into this sub-area from either available direction requires travel through established heavy industrial areas. Specifically, entering from the south first requires travel through the Riverside Drive industrial area within which is found the McMinnville Industrial Promotions industrial subdivision and other industrial sites. Entering the sub-area from the north requires travel through an industrial area dominated by the Cascade Steel Rolling Mill, Kizer Excavating, and the slag storage and shipping operation of the Cascade Steel mill, and travel alongside the gray watering fields of the municipal Water Reclamation Facility. With this sub-area being bordered on all sides by land zoned for either industrial or resource use, it is possible to consider that land within this sub-area, if urbanized, may be better suited for non-residential development.

DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 32

Riverside South



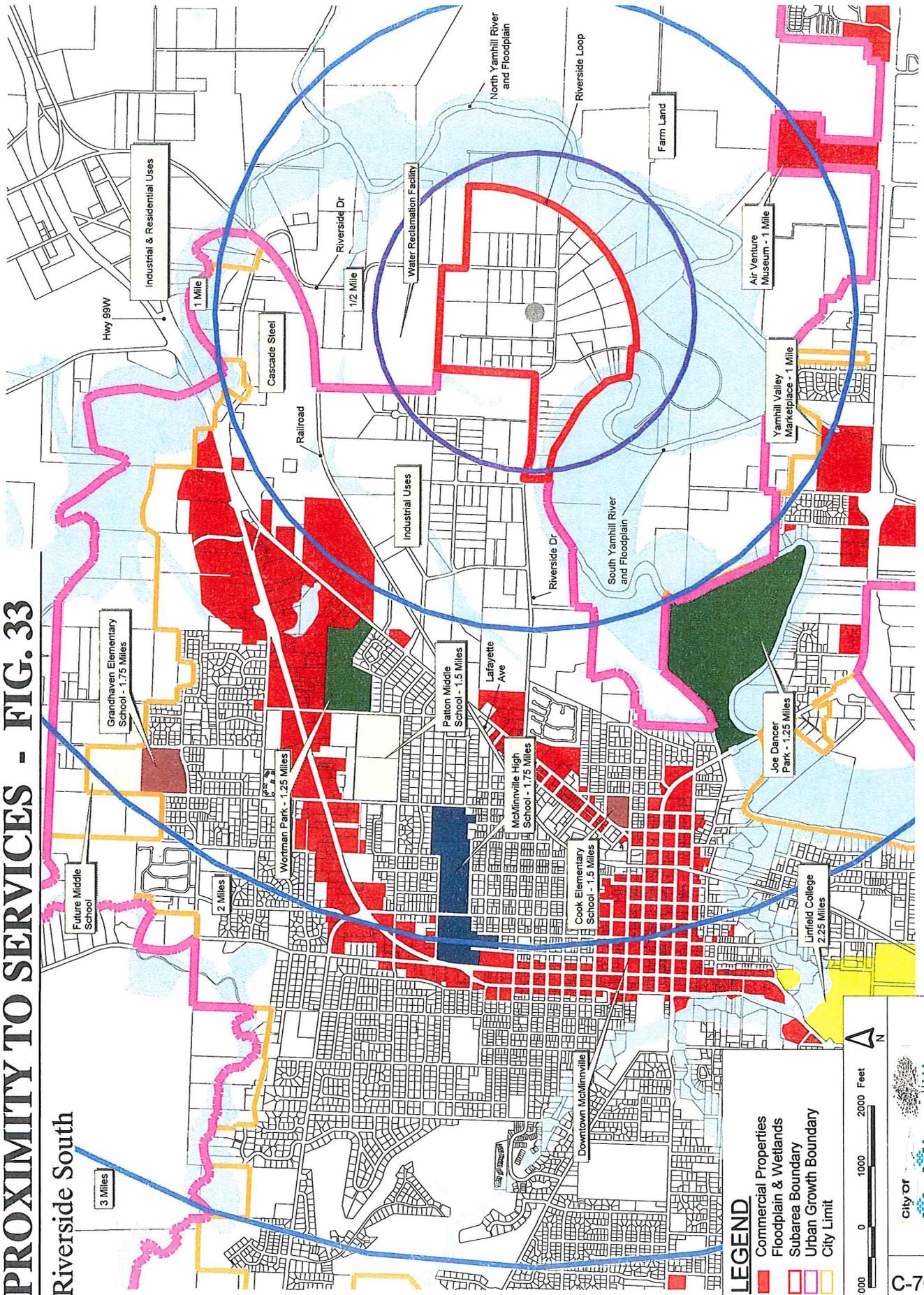
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



PROXIMITY TO SERVICES - FIG. 33

Riverside South



- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Lawson Lane Sub-area

General Site Description:

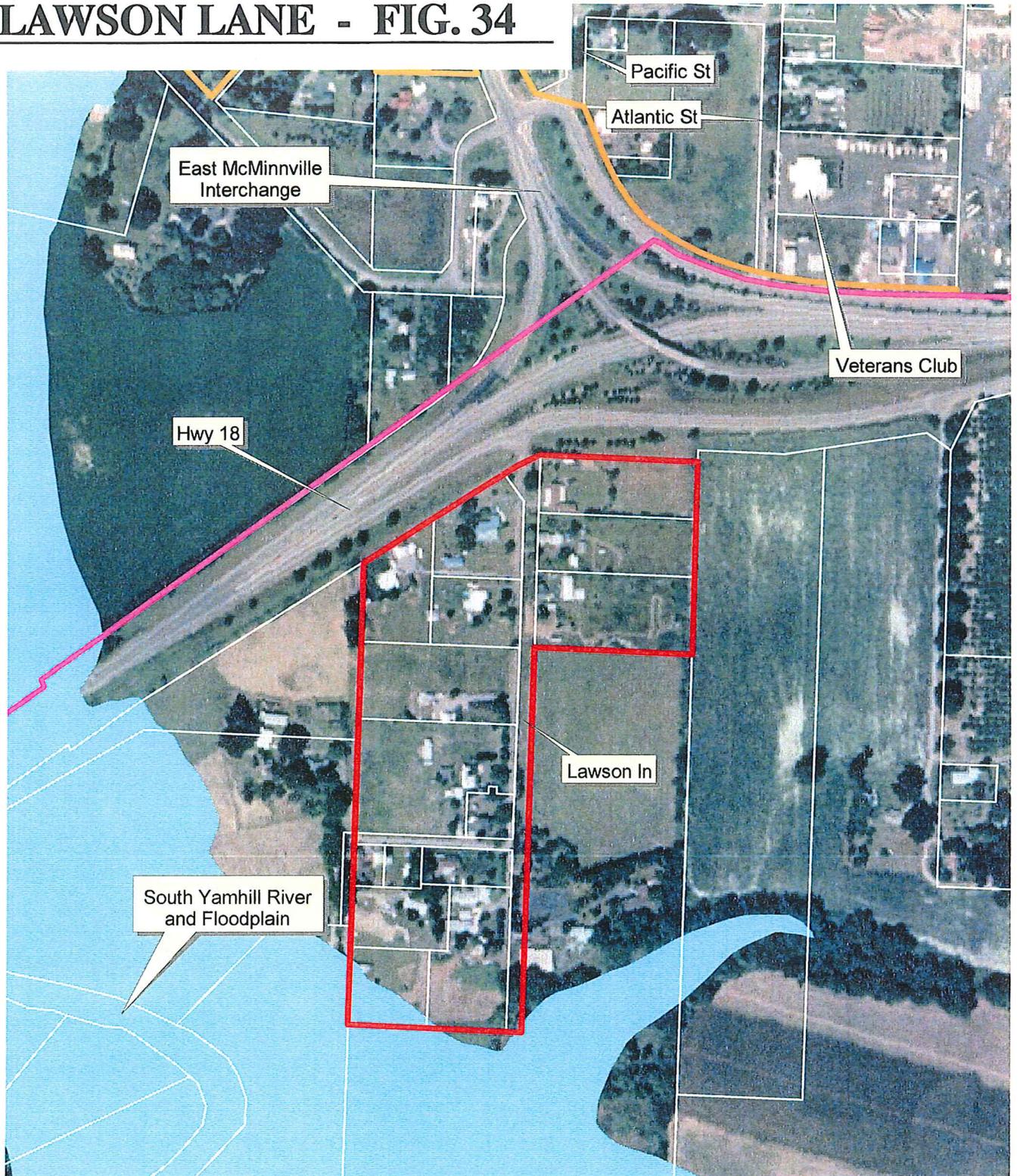
The Lawson Lane sub-area is located south of McMinnville across Oregon State Highway 18 and is aligned directly south of the East McMinnville Interchange. This sub-area contains approximately 18 gross acres of land within its rectangular shaped boundary. Topographically, this sub-area is fairly flat with the southwestern corner sloping downward to the 100-year floodplain of the South Yamhill River. Single-family homes, accessory buildings, and barns occupy 14 of the 15 individual parcels that make up this sub-area. Vehicular access is provided to all properties within the sub-area by Lawson Lane and Noble Lane; rural roads within 40-foot and 30-foot public rights-of-way, respectively. Vehicular access to this sub-area is provided by Stratus Avenue; a local access frontage road that parallels the south side of Highway 18 (Figure 34). All development within the Lawson Lane sub-area is rural residential (Figure 35).

Actively farmed lands are found to the immediate west, south and east of the sub-area. To the east, some 1,100 feet away, is land within the McMinnville urban growth boundary and city limits that is developed with a mix of urban uses including Northwest Logging Supply, and Ed's Auto Service specializing in servicing truck transmissions. Continuing east is the Evergreen mobile home park and RV storage lot, and an outpatient medical office complex. This medical complex abuts Norton Lane, across which is located the Willamette Valley Medical Center. North of the sub-area, across Oregon Highway 18, is land within the McMinnville UGB that is developed largely with residential uses and, further to the northeast, a mix of commercial and industrial uses; all of this development is provided access by Cirrus Avenue, the northern Highway 18 frontage road (Figure 36).

Development Patterns / Buildable Lands:

Land uses within this 18-acre sub-area are comprised of 15 rural, single-family home sites situated on individual parcels averaging approximately 1.22 acres in size. The majority of the home sites contain one or more barns or outbuildings serving livestock, or storage needs. The majority of residences within this sub-area appear to have been constructed toward the center of their respective parcel, and "staggered" from adjacent residents so as to create space between neighbors. With 7.48 acres of the sub-area being accounted for by existing residences and accessory buildings, rights-of-way, and floodplain, 10.76 acres of the sub-area exists as vacant, and partially vacant buildable land. This sub-area contains no commercial or industrial development. Additionally, all uses within this sub-area appear to be rural residential.

LAWSON LANE - FIG. 34



East McMinnville Interchange

Pacific St

Atlantic St

Veterans Club

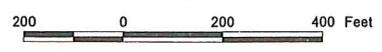
Hwy 18

Lawson In

South Yamhill River and Floodplain

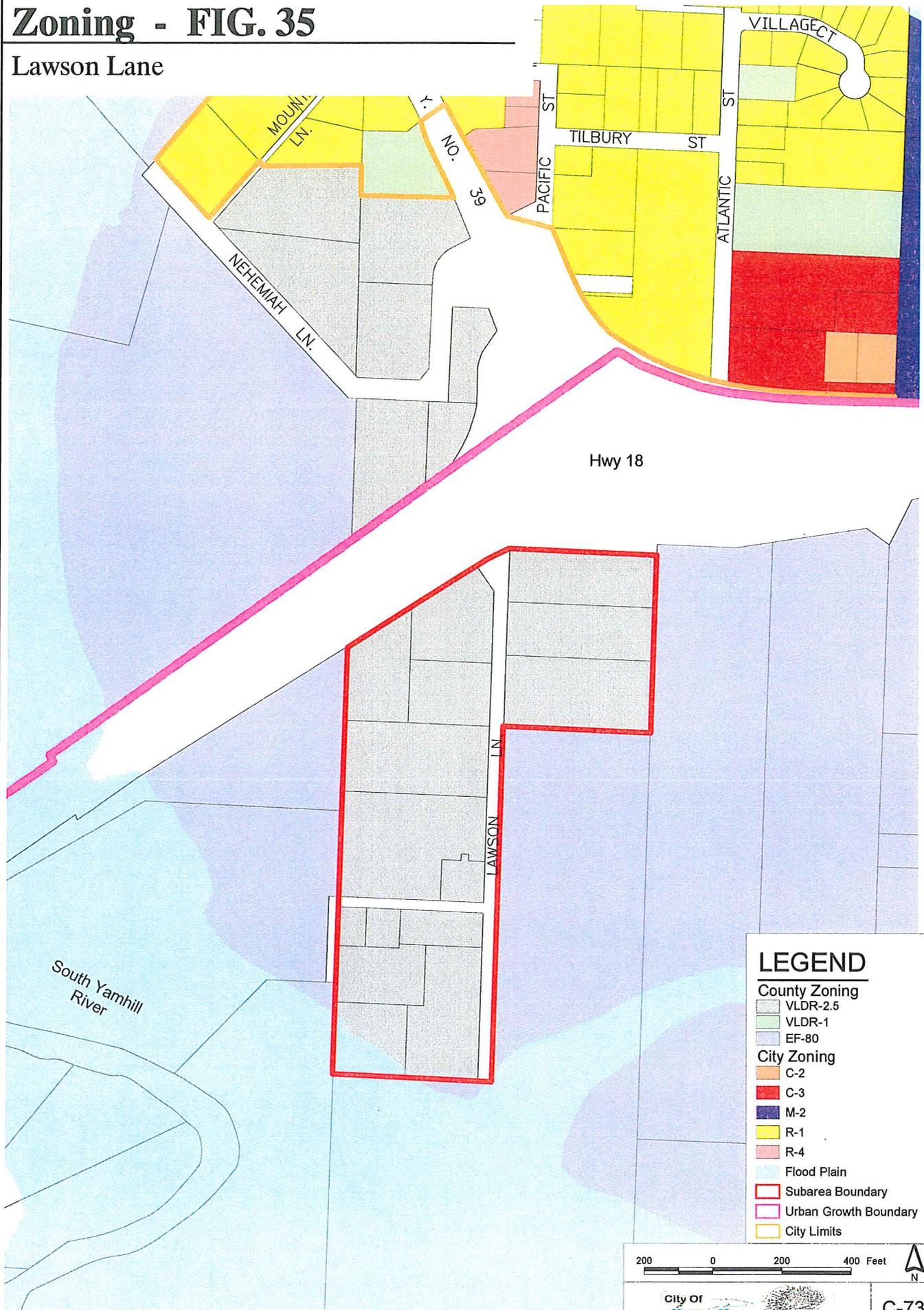
LEGEND

- Floodplain & Wetland
- Subarea Boundary 1 acre
- Urban Growth Boundary
- City Limits



Zoning - FIG. 35

Lawson Lane

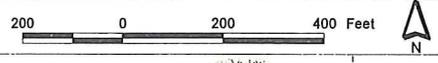


Hwy 18

South Yamhill River

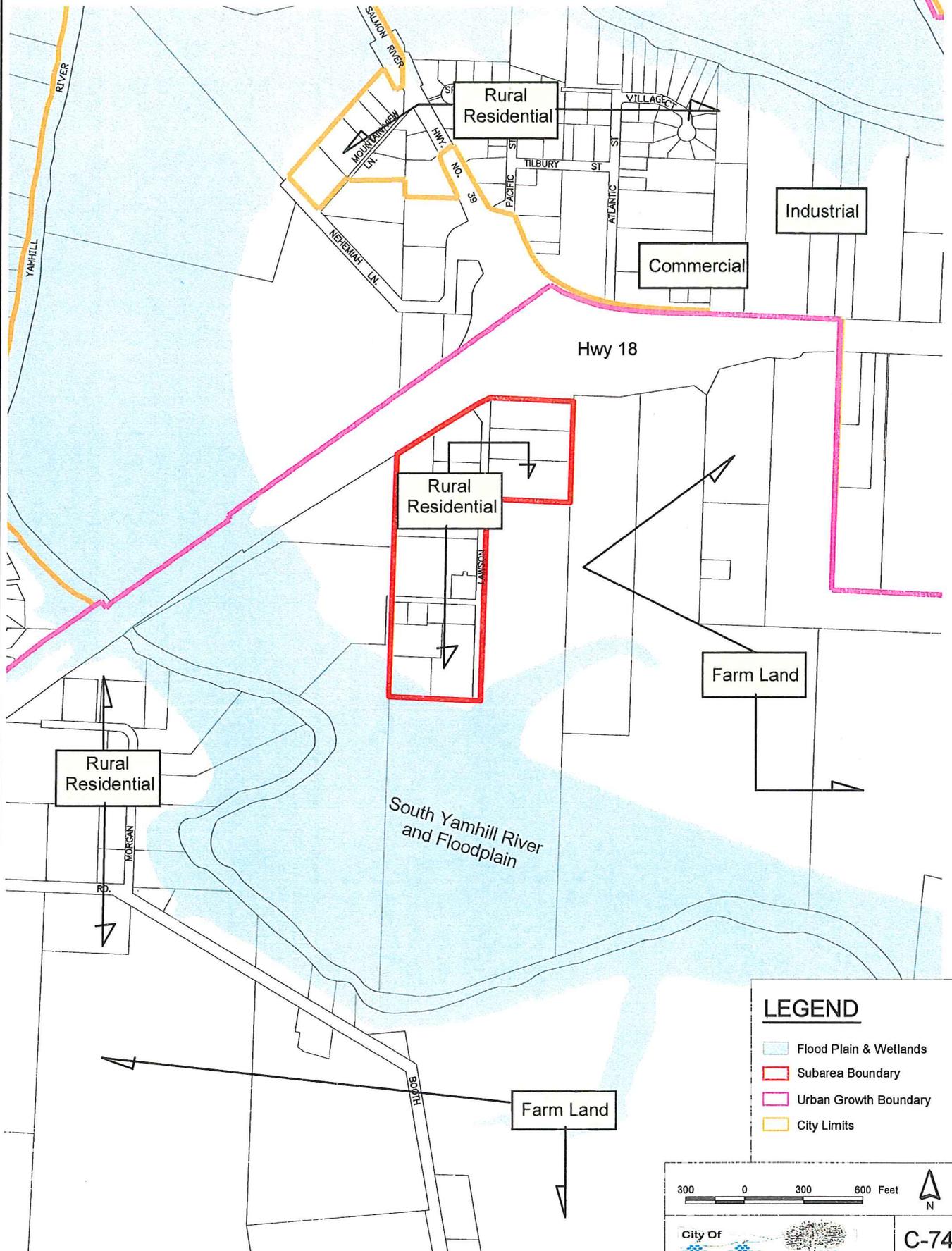
LEGEND

- County Zoning**
- VLDR-2.5
- VLDR-1
- EF-80
- City Zoning**
- C-2
- C-3
- M-2
- R-1
- R-4
- Flood Plain
- Subarea Boundary
- Urban Growth Boundary
- City Limits



LAND USE PATTERNS - FIG. 36

Lawson Lane



LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



Lawson Lane provides access to nine of these residences, with the remaining four being provided access by Noble Lane.¹⁶ Rural residential development is generally found along both sides of each of these roads. Only two of the parcels' improvement values within this sub-area are listed as being over \$100,000.

Of the 15 parcels within this sub-area, two are considered to be vacant. These parcels are 1.00 and 1.01 acres in size and yield a total of 1.59 acres of developable land (the balance is within the 100-year floodplain of the South Yamhill River). Within this sub-area, there are three developed parcels and ten identified as partially vacant (Figure 37). The partially vacant parcels total 15.26 acres, yield 9.17 acres of buildable land, and average 0.92 buildable acres per parcel as identified in Table 5, below.

The current road standards within the sub-area range from 20-feet of pavement within a 40-foot right-of-way along most of Lawson Lane, to about 15-feet of pavement within a 30-foot right-of-way along most of Noble Lane. Additionally, a lesser portion of both roads remains unpaved and exhibit potholes and ruts. These roads are clearly below minimum City of McMinnville urban street standards.

Table 5

Lawson Lane Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	18.24	100%
Plan Designation:		
<u>Residential:</u>	18.24	100%
Developed/constrained acres:	(7.48)	41%
Total Gross Vacant Buildable Residential Acres	10.76	59%
Vacant Residential Acres:	1.59	15%
Partially Residential Vacant Acres:	9.17	85%

Public Facilities (Figure 38):

Sewer:

The Lawson Lane sub-area is served exclusively by private septic systems as it is beyond the urban service area. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system.

¹⁶ A local county road with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

BUILDABLE LANDS - FIG. 37

Lawson Lane



LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits

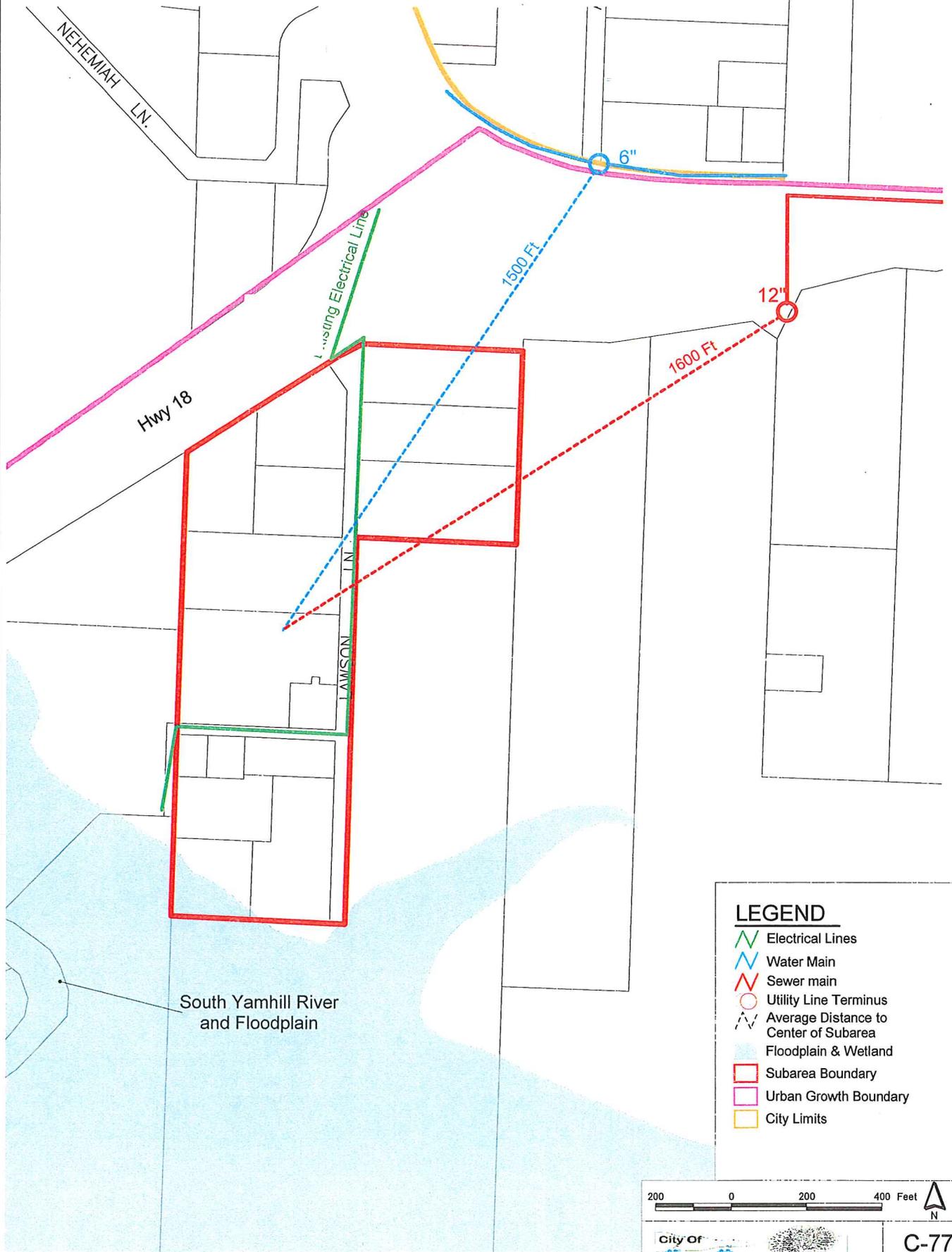
100 0 100 200 Feet

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Disclaimer: "This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

UTILITIES - FIG. 38

Lawson Lane



While sanitary sewer service can be extended to adequately serve this sub-area, the distance of that easterly extension to reach the closest public point, the intersection of Stratus and Lawson Lane, is about 1,000 feet. Urban services cannot be provided to adjacent land along this length as this land is identified as farmland that is outside the current McMinnville urban growth boundary. This fact substantially increases the average cost of sanitary sewer to the developable acreage within this sub-area. Additionally, an extension of this 12-inch trunk line an additional 1,500 feet or so to the southern extent of the sub-area would, in most if not all cases, provide only the possibility of partitioning the twelve buildable parcels to create one or two new residential parcels each.

Cost for providing sanitary sewer service to this sub-area is estimated as medium.

Water:

The Lawson Lane sub-area is served exclusively by individual private wells. Such wells would be abandoned over time commensurate with urban development. The municipal water main that is closest to this sub-area is a six-inch line located on the north side of Highway 18. Extension of this line under Highway 18 would be necessary in order to serve this sub-area. The cost of extending such service to the area is estimated as low.

Electric:

This sub-area is presently provided electrical service by McMinnville Water and Light. Cost estimates the costs for providing electric service to this sub-area are low as existing feeders presently serve the area and are generally determined to be adequate to accommodate urban development of this sub-area. Due to the small amount of developable acreage available and the residential nature of this land, future urbanization of this sub-area will not cause a need for additional feeder upgrades.

Transportation:

The Lawson Lane sub-area is provided access by Stratus Avenue, a frontage road that parallels the south side of Highway 18. This road forms the northern edge of this sub-area and intersects with Norton Lane to the east, near the Willamette Valley Medical Center, and to Highway 18 to the west. Either Lawson Lane or Noble Lane serves all parcels within the sub-area; both classified by Yamhill

County as local roads. Neither of these rural roads is improved with sidewalks, curbs, or gutters.

Transportation costs necessary to support urbanization of this sub-area are estimated as medium.

Factors Affecting Urbanization:

Annexation –

Development of this sub-area to urban densities requires that it first be annexed to the City of McMinnville. As part of that effort, it must be demonstrated that sufficient urban service are available to the site. The area to be annexed must also be contiguous to the current city limits. As that criterion applies to the Lawson Lane sub-area, the city limit line forms a portion of this sub-area's eastern boundary. Occupying this edge of the sub-area are three partially vacant parcels that hold the key to annexing the balance of the sub-area. Together, these three parcels yield a total of 2.05 gross acres of buildable land and average 0.68 gross acres of buildable land each. These three parcels have an average improvement value of just over \$77,865 each. Given the road and utility improvements necessary to provide urban services to these sites, the distances those improvements must extend, and the small amount of developable land within which to recoup such improvement costs, it is not likely that these properties would individually request annexation. A series of parcels, beginning with one or more of these three, seeking annexation together would make necessary improvements more economical per developable acre but still fairly exorbitant given that the entire sub-area only provides 10.76 gross acres of buildable land in total. Improvement value ranges are shown in Figure 39.

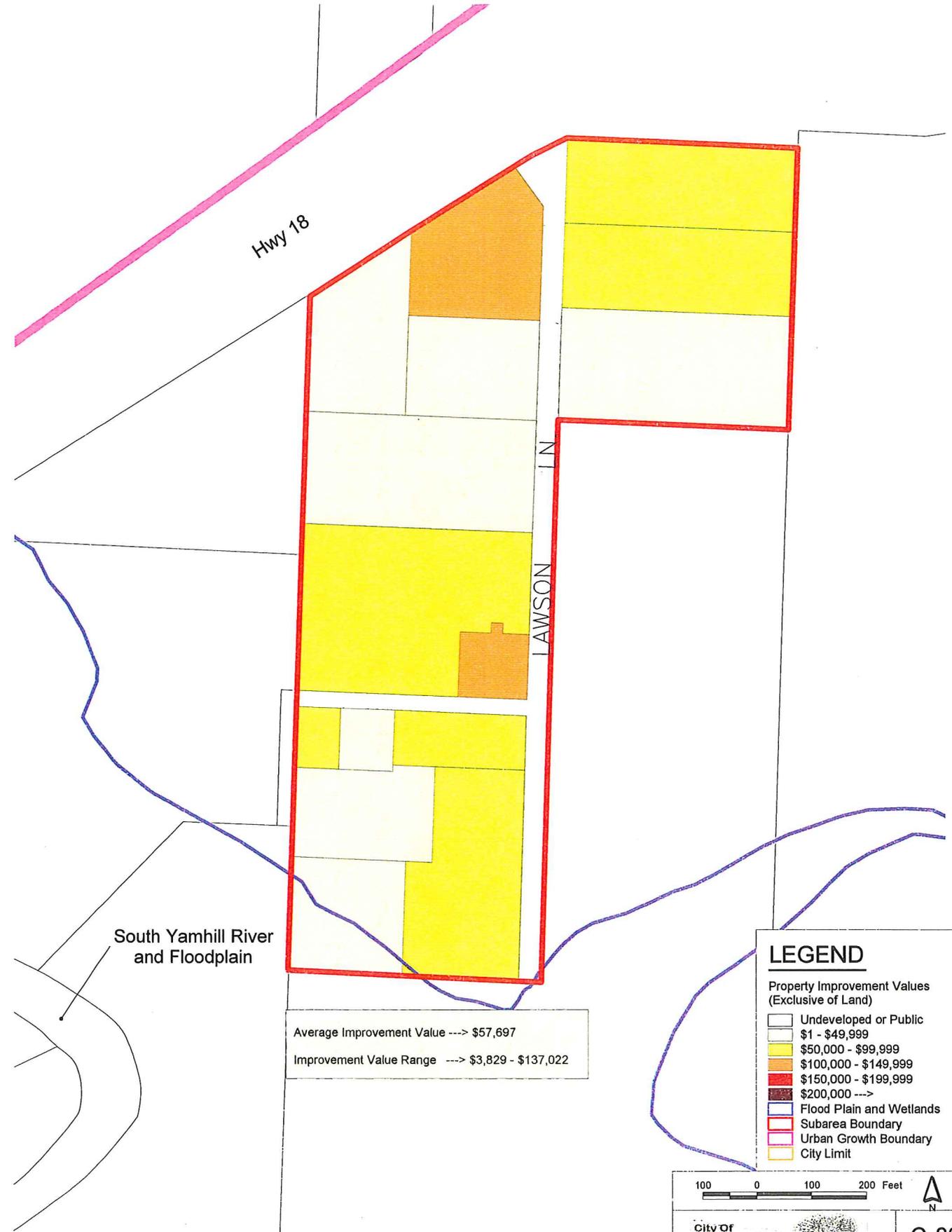
Transportation –

All parcels within the sub-area access either Lawson Lane or Noble Lane; both classified by Yamhill County as local roads. Lawson Lane extends south from Stratus Avenue a distance of some 1,500 feet and terminates in a dead-end. About 1,000 feet south of the Stratus Avenue and Lawson Lane intersection, Noble Lane extends west a distance of some 450 feet, and then south for another 250 feet, terminating at a gravel driveway.

Neither of these rural roads is improved with sidewalks, curbs, or gutters. Open drainage ditches exist along the majority of these distances. Lawson Lane is improved with a paved travel width of approximately 20 feet within a 40-foot right-of-way. Noble Lane is currently below minimum Yamhill County public road standards in terms of both right-of-way dimension (30-feet) and improvements; the western portion is unpaved and is degraded by ruts and potholes. The dead-end terminus of Lawson Lane and Nobel Drive exceed the maximum McMinnville

IMPROVEMENT VALUES - FIG. 39

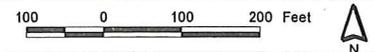
Lawson Lane



Average Improvement Value ----> \$57,697
 Improvement Value Range ----> \$3,829 - \$137,022

LEGEND

- Property Improvement Values
(Exclusive of Land)
- Undeveloped or Public
 - \$1 - \$49,999
 - \$50,000 - \$99,999
 - \$100,000 - \$149,999
 - \$150,000 - \$199,999
 - \$200,000 ---->
 - Flood Plain and Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Data Source: Yamhill County Assessor's Office



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urban cul-de-sac length of 400 feet by some 20 to 70 percent, respectively. Urbanization of this sub-area would require the improvement of these roads to City standards as regard improved width, right-of-way dimension, curbs, gutters, public sidewalks, and street tree plantings.

It is important to note that affecting this sub-area's future urbanization are improvements identified within the "Oregon Highway 18 Corridor Refinement Plan." Specifically, Phase 3 of the plan identifies the reconstruction of the East McMinnville Interchange, adjacent to the north edge of this sub-area, as a full service interchange. Along with this reconstruction, two signaled intersections, a new Stratus Avenue approach, and a second tier local access collector road to the south will be added. These improvements, plus the embankments and right-of-way necessary to support the redesigned Highway 18 overpass, will clearly affect the development of some of the parcels within this sub-area.

Urban Form –

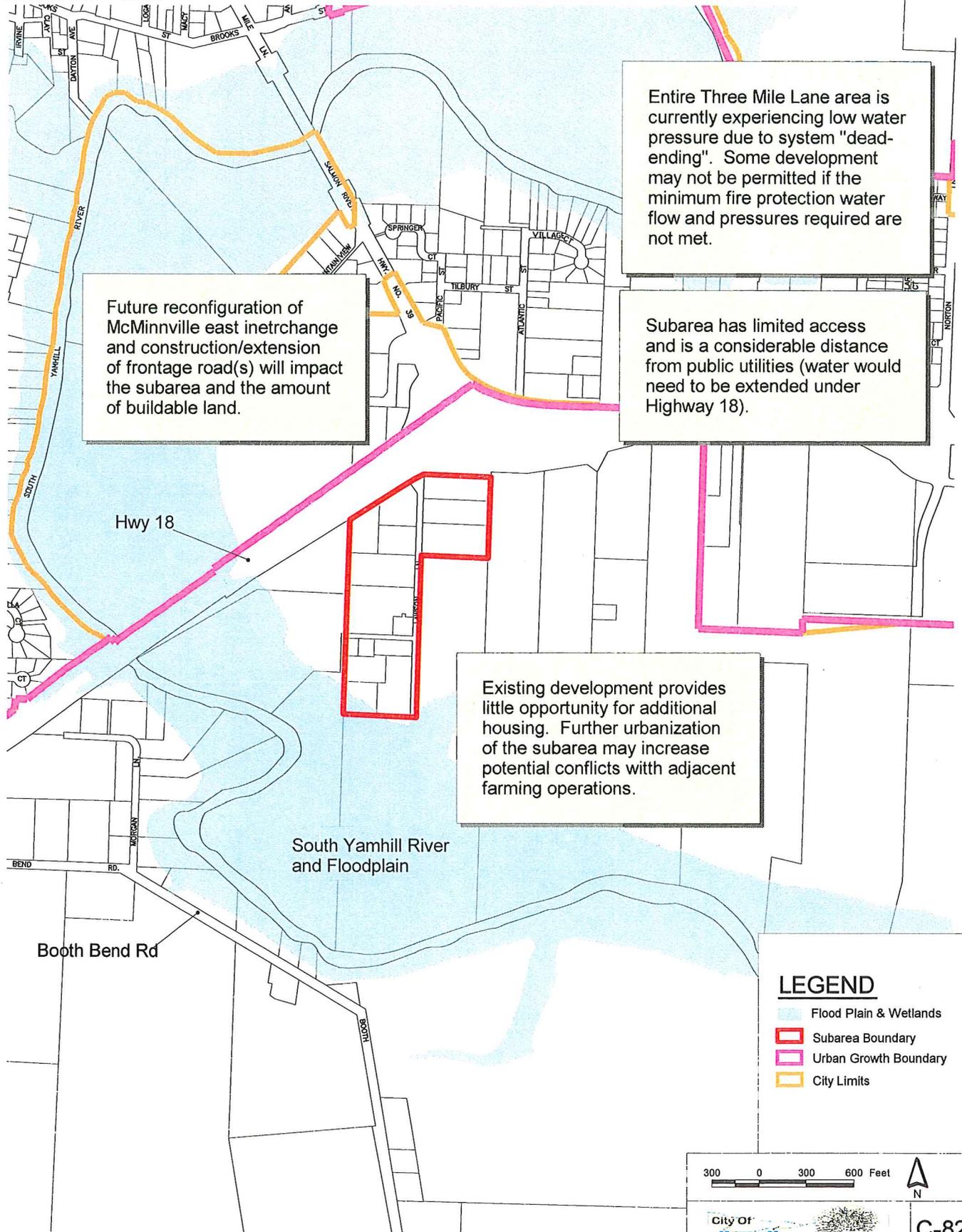
There are 10.76 gross vacant buildable acres within this sub-area, all of which are planned for residential use. The physical location of the sub-area, configuration of current lots, adjacent roadways and existing development, and cost to extend certain elements of urban infrastructure as noted, combine to make urbanization problematic (Figure 40).

Inclusion of this sub-area into the present urban area would extend the UGB some 1,550 feet southward along a narrow "finger" of land into an area zoned EF-40 that is currently in agricultural use. This adjustment to the UGB, while only obtaining less than eleven acres of developable land, would dramatically increase the potential for urban and rural land use conflict (increase the amount of urban land immediately adjacent to farmland by a linear distance of approximately 2,100 feet (0.4 mile).

Additionally, it is important to note the distance from the center of this sub-area to other supportive urban services. Notably, because of this sub-area's location and limited access, the closest public elementary school is some two-miles away over local streets. Similarly, the nearest middle school, Patton Middle School, is located some 3.5 miles away. Commercial businesses providing daily goods and services are located 2 to 2.5 miles away. In sum, there are effectively no supportive neighborhood services or facilities within walking distance to this sub-area (Figure 41).

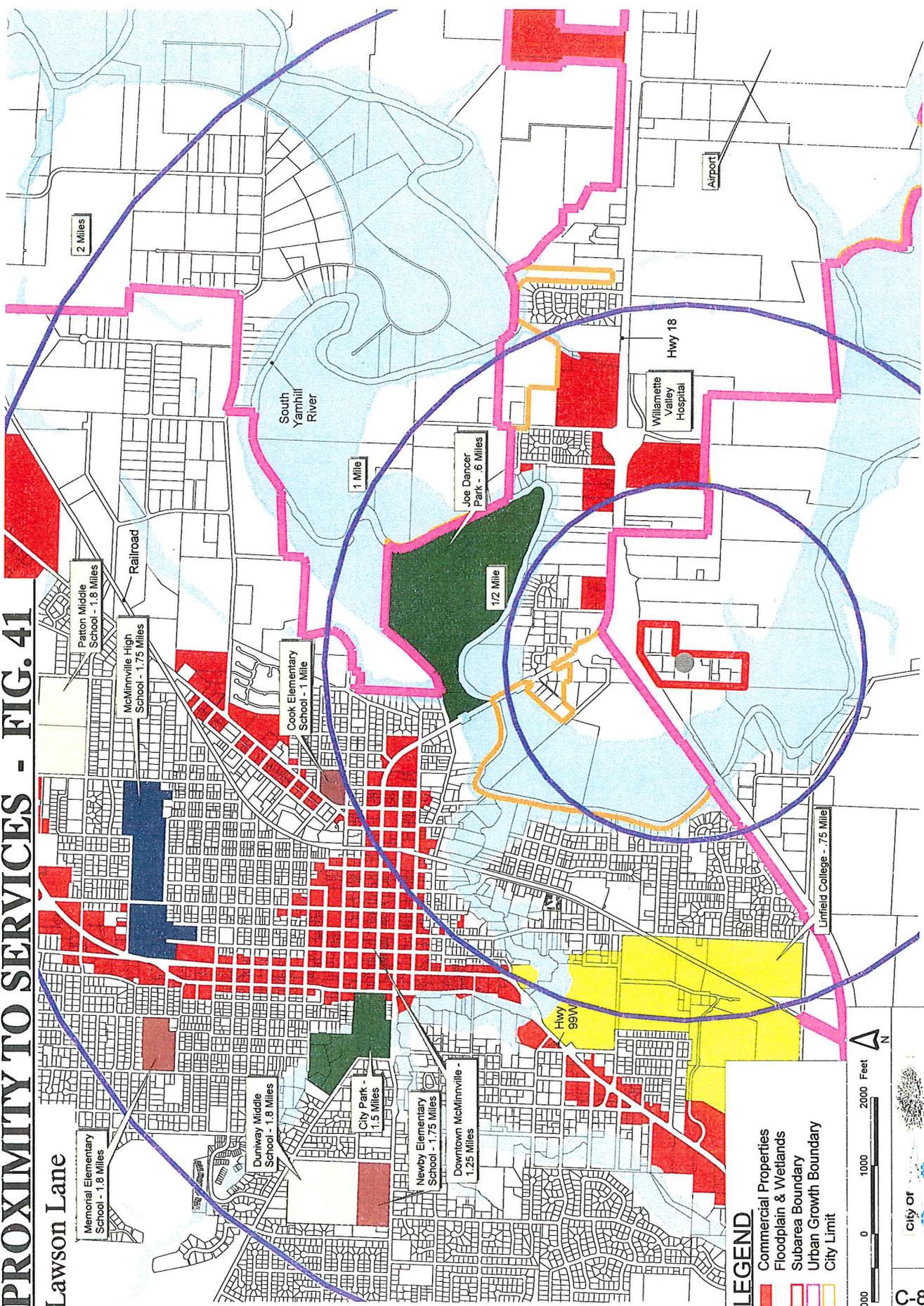
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 40

Lawson Lane



PROXIMITY TO SERVICES - FIG. 41

Lawson Lane



- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Booth Bend Road Sub-area

General Site Description:

The Booth Bend Road sub-area is a triangular shaped, 42-acre area located south of McMinnville. Oregon State Highway 18 borders it to the northwest, to the east by the South Yamhill River, and to the south by Booth Bend Road. Beyond its southern edge are found large parcels of productive farmland. The McMinnville UGB and city limit line touches the sub-area along its northwestern border. The sub-area is characterized by its relatively flat terrain (steep slopes are found along the edge of the river), rural residential development, and the dense band of trees that line the floodplain of the South Yamhill River. A McMinnville Water and Light electrical substation, the Booth Bend Substation, is located in the extreme southwest corner of the sub-area where Booth Bend Road crosses over Highway 18 and enters the sub-area. This road provides the sole means of access to this sub-area, and connection to the McMinnville urban area. Single-family homes, numerous accessory buildings, and several larger barns occupy 17 of the 19 individual parcels within this sub-area. Within this sub-area, vehicular access is provided by Morgan Lane, a narrow, paved county dead-end road, and Booth Bend Road (Figure 42).

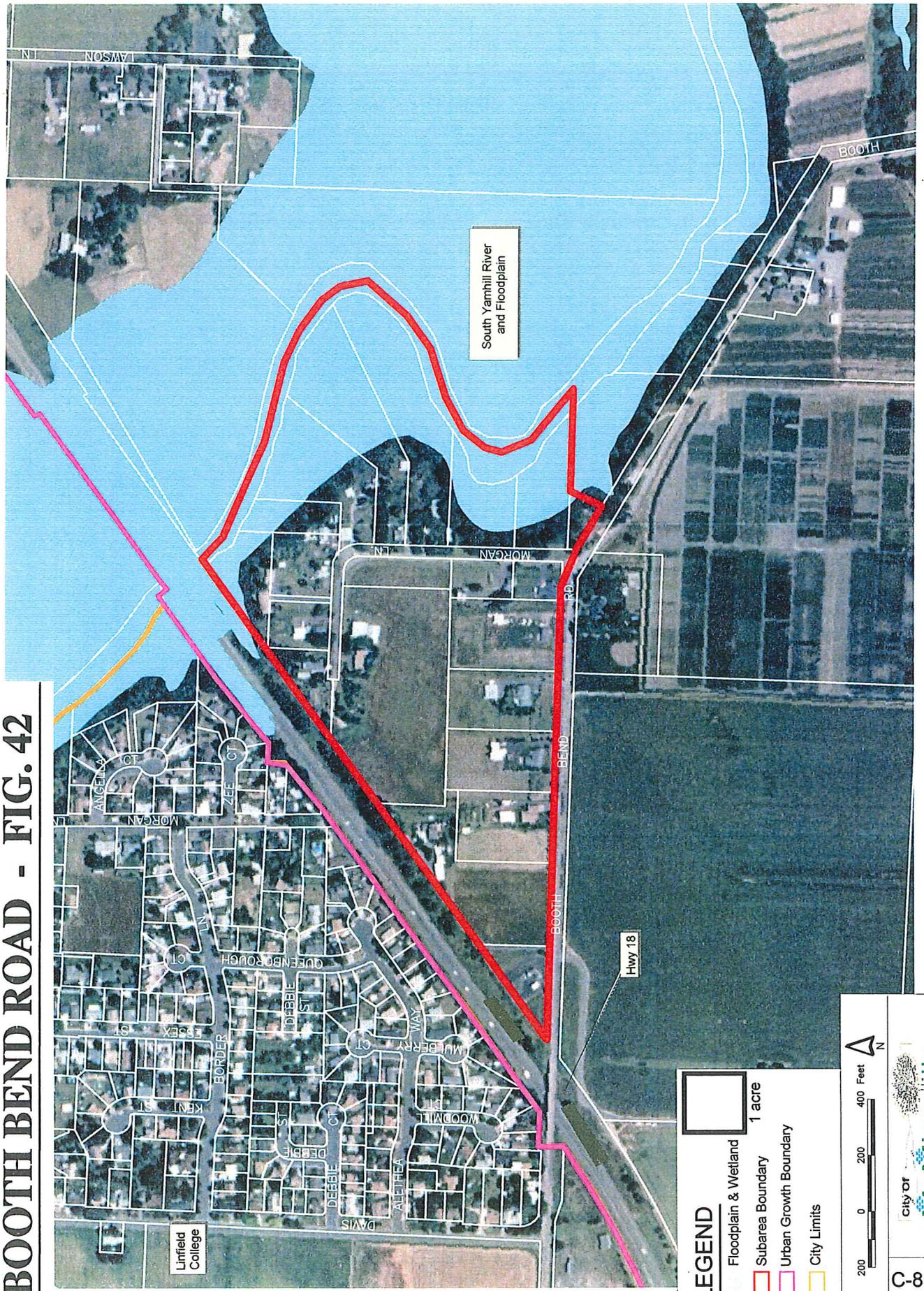
To the east and south of this sub-area are large-parcel farm operations on lands zoned for agricultural use. To the northwest, across Highway 18 and within the city limits of McMinnville, is located the Barnsley Meadows and Mulberry Addition residential subdivisions and other developed urban land mostly zoned R-2 (Single-Family Residential). Industrial manufacturing facilities, including Skyline Mobile Home and Purina Mills, and the undeveloped balance of the Linfield College campus lie further west of the sub-area along the westerly continuation of Booth Bend Road (Figure 43).

Development Patterns / Buildable Lands:

The Booth Bend Road sub-area contains approximately 42 gross acres of land, all of which is zoned VLDR-2.5 (Very Low Density Residential – 2.5-acre minimum) by Yamhill County (Figure 44). The 19 parcels within this sub-area are of a variety of shapes and range in size from 0.33 to 7.24 acres with the average parcel size being 2.23 acres. Seventeen of these parcels are improved with single-family residences; many with some combination of barns, storage buildings, workshops, or other assorted outbuildings, as well as personal gardens. All properties within the sub-area take access either from Booth Bend Road or Morgan Lane, both designated as “rural roads.”¹⁷ The value of these residentially improved properties (exclusive of land value) averages just under \$85,425. Six of these

¹⁷ A Yamhill County road designation with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

BOOTH BEND ROAD - FIG. 42



South Yamhill River
and Floodplain

Hwy 13

LEGEND

- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits

1 acre

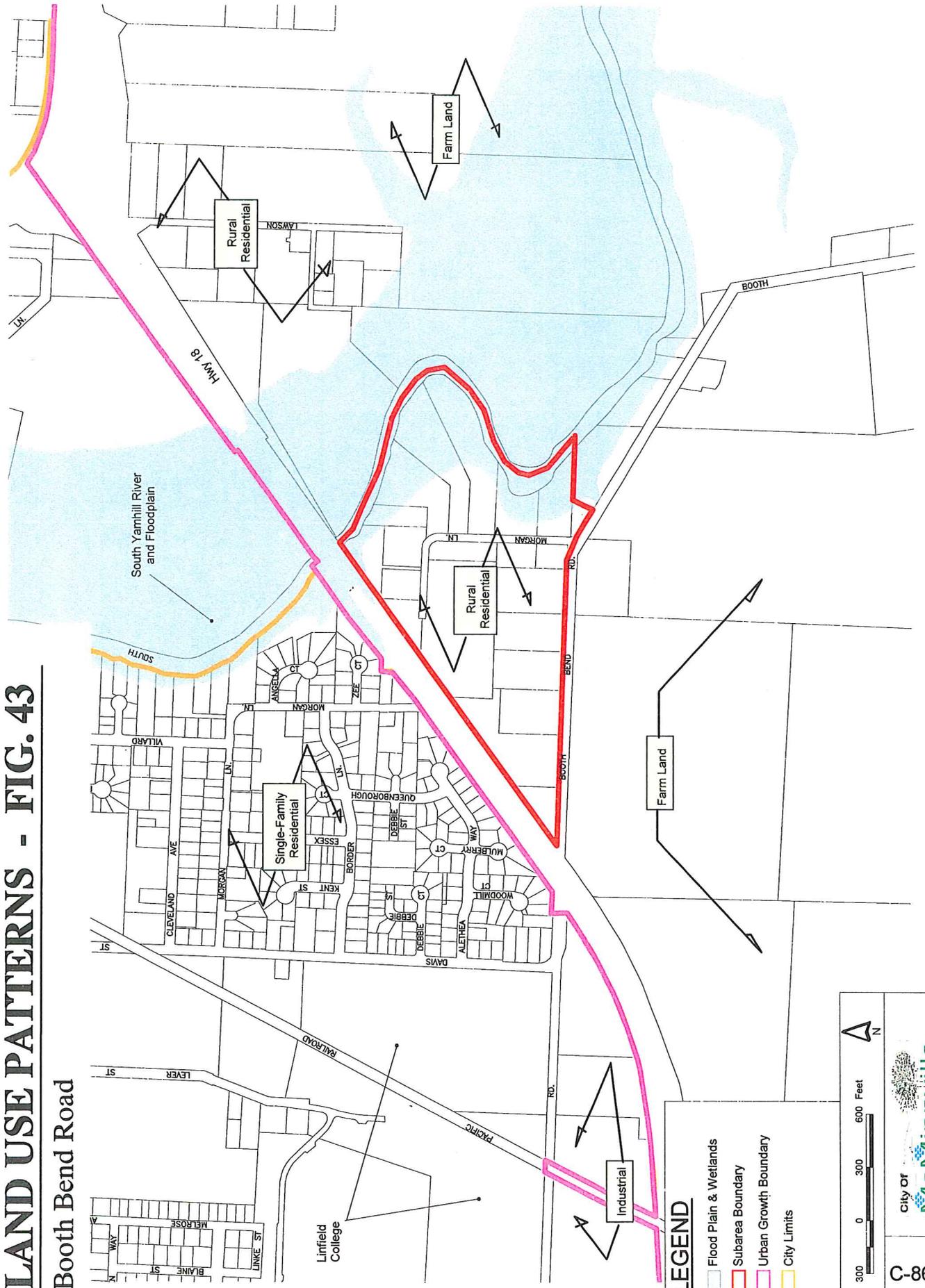
200 0 200 400 Feet

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LAND USE PATTERNS - FIG. 43

Booth Bend Road



LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits

300 0 300 600 Feet

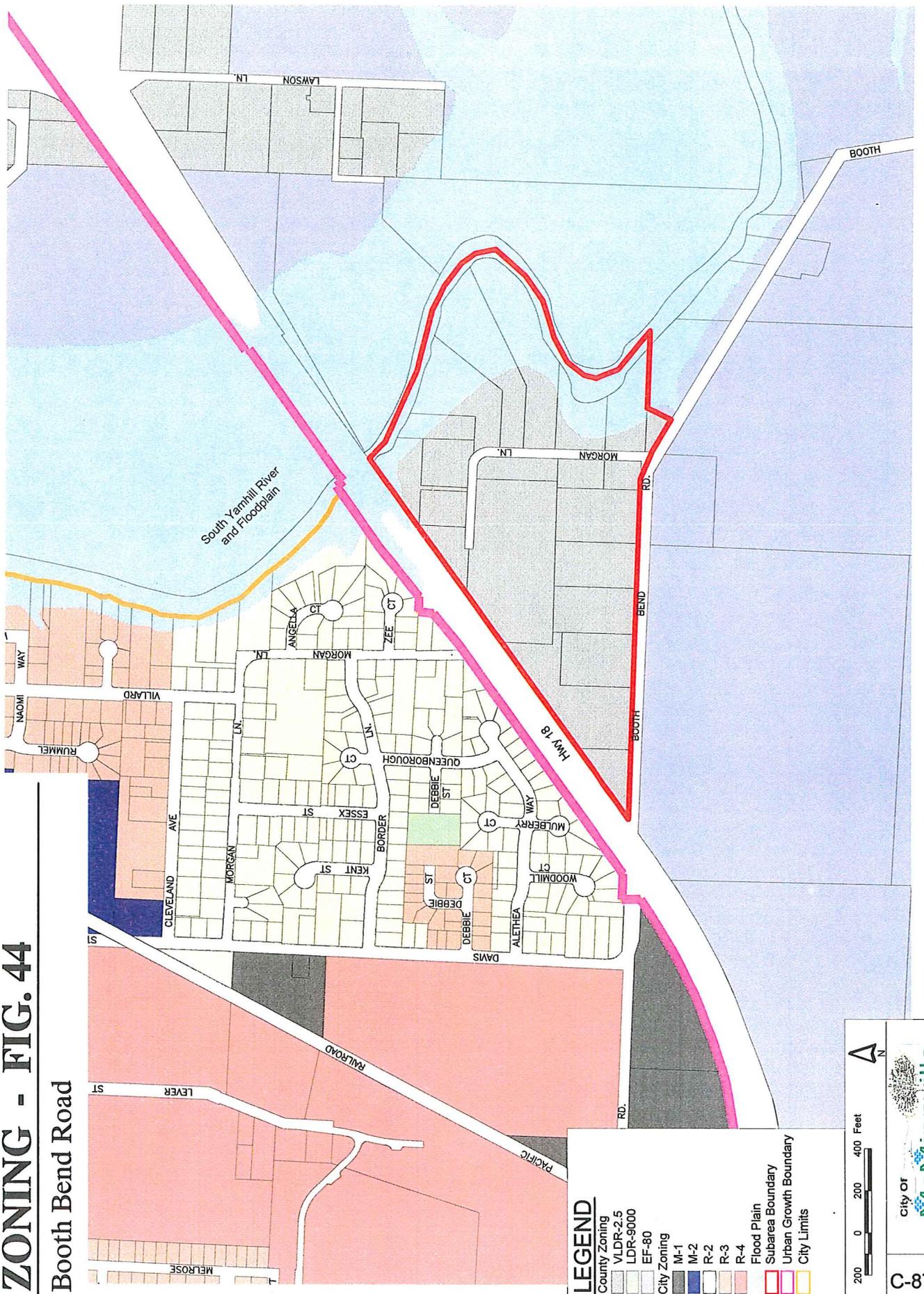
N

City of McMinnville

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ZONING - FIG. 44

Booth Bend Road



LEGEND

- County Zoning
 - VLDR-2.5
 - LDR-9000
 - EF-80
- City Zoning
 - M-1
 - M-2
 - R-2
 - R-3
 - R-4
- Flood Plain
- Subarea Boundary
- Urban Growth Boundary
- City Limits



parcels show an improvement value over \$100,000 with an average of over \$149,000 each and are scattered throughout the sub-area (Figure 44-A).

Of the 42 gross acres contained within this sub-area, over two-thirds (28.7 acres) is developed, undevelopable, or constrained by floodplain or slopes equal to or greater than 25 percent. Of the remaining 13 acres of vacant and partially vacant land, only 2.85 acres (two parcels) within this sub-area are classified as vacant. The remaining 10.32 gross acres of partially vacant land is contained within five parcels that range in size from 2.0 to 7.24 acres. The average size of these parcels is 3.45 acres with an average of 2.06 buildable acres each (Figure 45).

A summary of the Booth Bend Road sub-area's buildable land inventory is provided in Table 6, below.

Table 6

Booth Bend Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	42.33	100%
Plan Designation:		
Residential:	42.33	100%
Developed/constrained acres:	(29.16)	69%
Total Gross Vacant Buildable Residential Acres	13.17	31%
Vacant Residential Acres:	2.85	22%
Partially Residential Vacant Acres:	10.32	78%

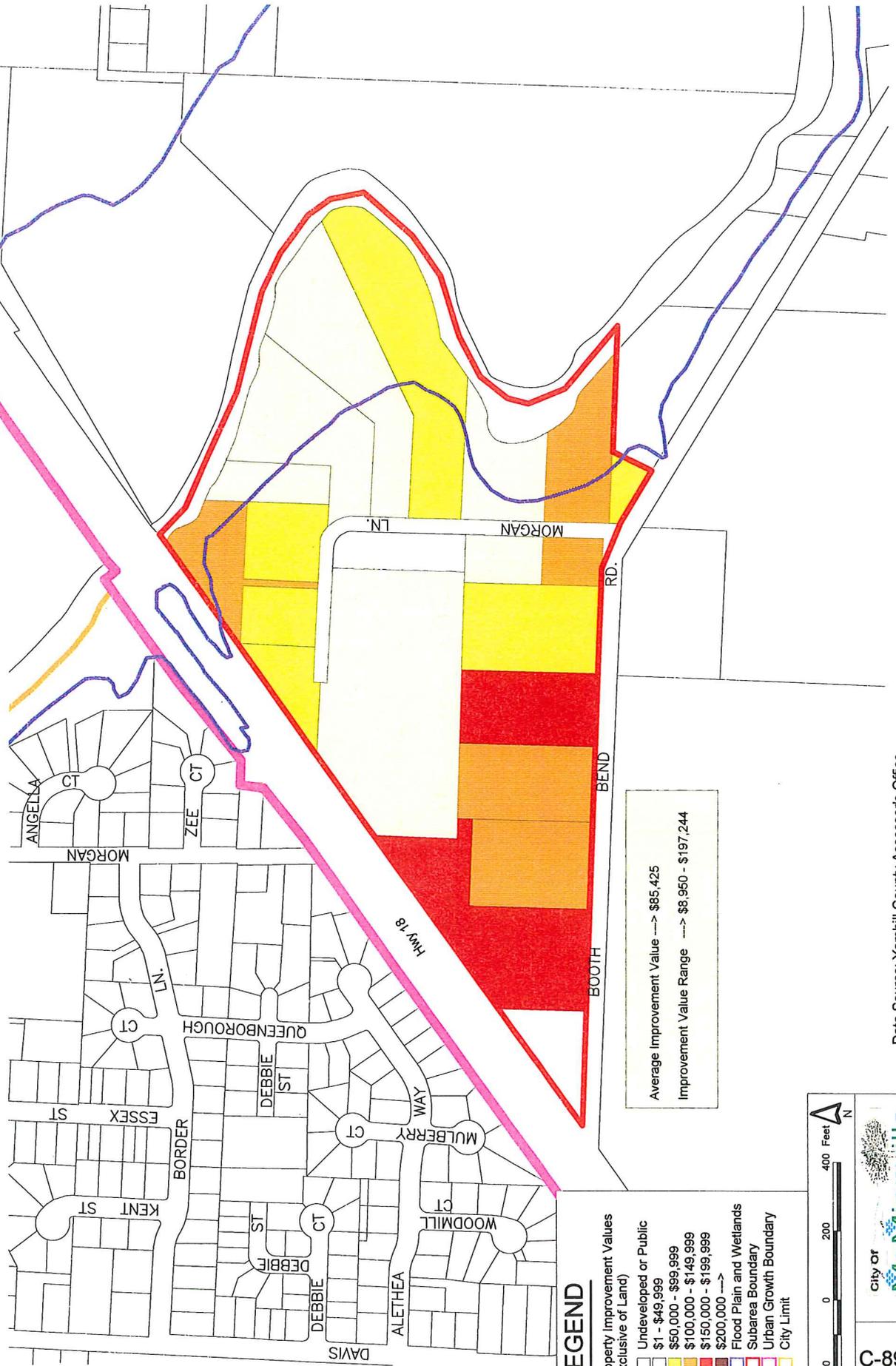
Public Facilities (Figure 46):

Sewer:

The Booth Bend Road sub-area is served exclusively by private septic systems as it is beyond the urban service area. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. As part of this improvement, the existing sanitary sewer trunk line would need to be extended from its present terminus northwest of the sub-area. This would require a deep boring under Highway 18 to serve the existing 17 residences and the remaining 13.17 gross buildable acres that are found within this sub-area. Also required would be the installation of a pump station and several other upgrades to down line portions of the City's sanitary sewer system. Cost for sanitary sewer service to this sub-area is estimated as high.

IMPROVEMENT VALUES - FIG. 44-A

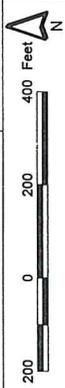
Booth Bend Road



LEGEND

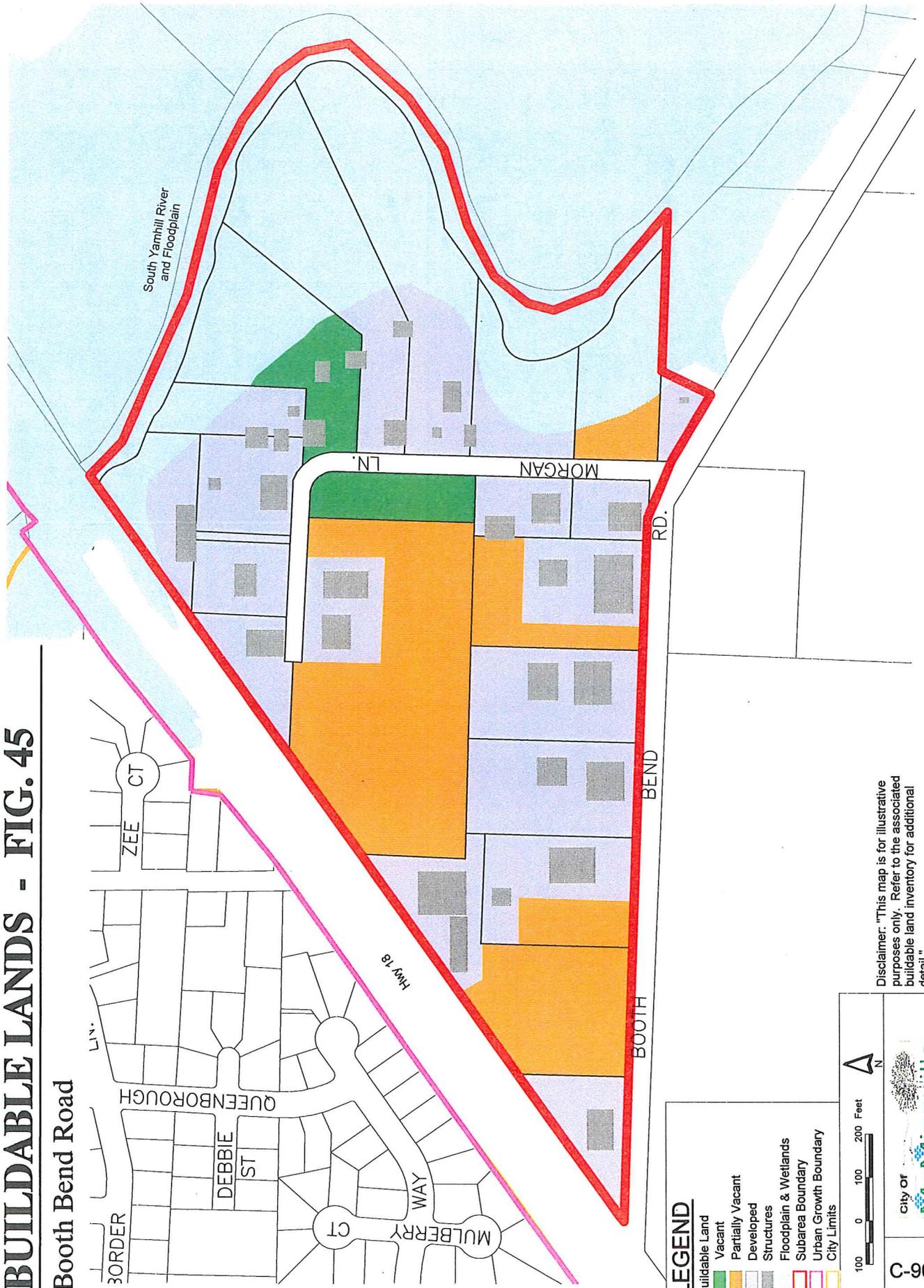
- Property Improvement Values
(Exclusive of Land)
- Undeveloped or Public
 - \$1 - \$49,999
 - \$50,000 - \$99,999
 - \$100,000 - \$149,999
 - \$150,000 - \$199,999
 - \$200,000 +
 - Flood Plain and Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit

Average Improvement Value ----> \$85,425
 Improvement Value Range ----> \$8,950 - \$197,244



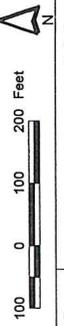
BUILDABLE LANDS - FIG. 45

Booth Bend Road



LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Structures
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



C-90



Disclaimer: "This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

Water:

A portion of this area is served by private wells. Such wells would be abandoned over time commensurate with urban development. A 6-inch municipal water main currently serves a portion of this sub-area. The water line is located within the northern leg of the Morgan Lane right-of-way. This line could be extended to provide sufficient service to the remaining parcels within the sub-area. This cost is estimated as low.

Electric:

The Booth Bend Road substation, owned and maintained by McMinnville Water and Light, currently sits within the sub-area at the extreme southwest corner. This sub-station provides electric service to this sub-area and, given the small amount of developable acreage present, has the capacity to sufficiently accommodate additional loads resulting from the possible urbanization of this area. Electric costs to serve this sub-area are estimated as being low.

Transportation:

The Booth Bend Road sub-area is provided access to the McMinnville urban area solely by Booth Bend Road as it crosses over Highway 18. Within the sub-area, Booth Bend Road has an improved travel width of 25 feet that is situated within a 50-foot wide public right-of-way. North of Highway 18, Booth Bend Road continues west through a heavy industrial area (home to the Skyline Manufactured Home Corporation and the Purina Mills manufacturing and shipping facility), and the southern undeveloped edge of the Linfield College campus. South of the sub-area, Booth Bend Road provides access to numerous large acreage farming operations.

Booth Bend Road provides access to seven of the parcels within this sub-area while all other properties are provided access by Morgan Lane. Morgan Lane, a 1,200-foot long paved dead-end road, extends north from its intersection with Booth Bend Road near the sub-area's southeastern corner and then westward to its terminus near Highway 18. No other public roads or rights-of-way exist within this sub-area. Also, there are currently no bike lanes or sidewalks within the Booth Bend Road sub-area. In addition, Booth Bend Road is not identified as a future public transit route in the McMinnville Transit Feasibility Study.

Transportation improvement costs necessary to support urbanization of this sub-area are high, relative to the amount of buildable land.

Factors Affecting Urbanization:

Annexation –

Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, Oregon Highway 18 and the city limit line form this sub-area's northwestern boundary. Occupying this edge of the sub-area are five parcels. Three of those parcels are identified as developed; two with single-family homes and the third with the Booth Bend Road electrical substation. The two remaining parcels are identified as partially vacant and yield 8.57 gross buildable acres. One of these parcels, however, has an improvement value of just under \$200,000, which may detract from a desire to partition the property. Regardless, the possibility of annexation any other portions of this sub-area likely rests with these two parcels. Given the road and utility improvements necessary to provide urban services to these sites and the smaller amounts of developable land within which to recoup such improvement costs, it is not likely that these properties would request annexation.

Transportation –

Booth Bend Road and Morgan Lane, as previously described, are rural roads with approximately 50-foot rights-of-way and with approximately 25-foot and 20-foot wide paved sections, respectively. All of the roads within this sub-area lack curbs, gutters, bike lanes, sidewalks, lighting and storm drainage. Due to the grade change and separated grade crossing over Highway 18, and the classification of Highway 18 by the Oregon Highway Plan as an "expressway," no direct access to this sub-area from the highway will be granted by ODOT. Therefore, all present and future development would use Booth Bend Road as its sole means of access to the sub-area. Further development of the sub-area will require significant improvement to both Booth Bend Road and to Morgan Lane in order to sufficiently support urban residential densities. Development of a street system to serve the area is further complicated by the fact that a majority of the parcels within the sub-area have both single-family homes and accessory buildings and barns located throughout the individual properties.

With regard to alternate transportation modes, the street section of Booth Bend Road adjacent to the sub-area is absent pedestrian and bicycle facilities. The

McMinnville Transit Feasibility Study does not identify Booth Bend Road as a future transit route.

Urban Form –

Within this sub-area are found no commercial or industrial uses. The closest commercial location serving residents' daily needs are located about one mile to the west along Highway 99W. Public schools, Columbus Elementary and Cook Elementary, are each located a little less than 1.5 miles from the center of this sub-area. In sum, there are no supportive neighborhood services or facilities within walking distance to this sub-area (Figure 47).

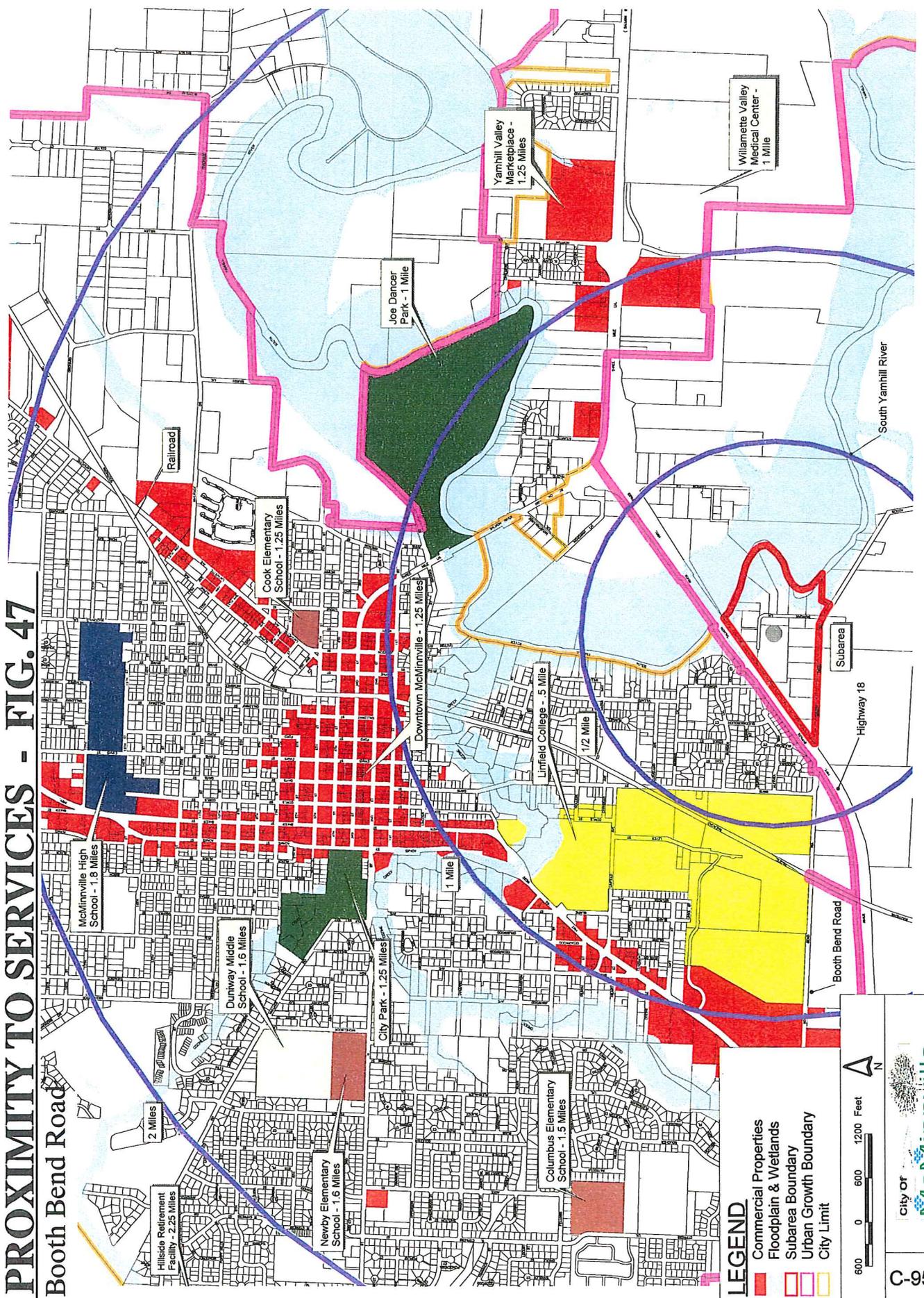
Inclusion of this sub-area into the present urban area would extend the UGB some 4,800 linear feet into an area zoned EF-40 that is currently in agricultural use. This adjustment to the UGB, while only obtaining some 13.66-acres of developable land, would increase the potential for urban and rural land use conflict by extending urban development south of Highway 18 and into adjacent farm lands. Figure 48 provides observations as regard development constraints and opportunities affecting this sub-area.

Sanitary Sewer Service –

While sanitary sewer service can be engineered and extended to adequately serve this sub-area, the high cost of this improvement would be born entirely by the 19 parcels within this sub-area. Properties to the north, across Highway 18, are not likely to benefit from this extension as these properties are already developed with urban uses and are served by the current sanitary system.

PROXIMITY TO SERVICES - FIG. 47

Booth Bend Road



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

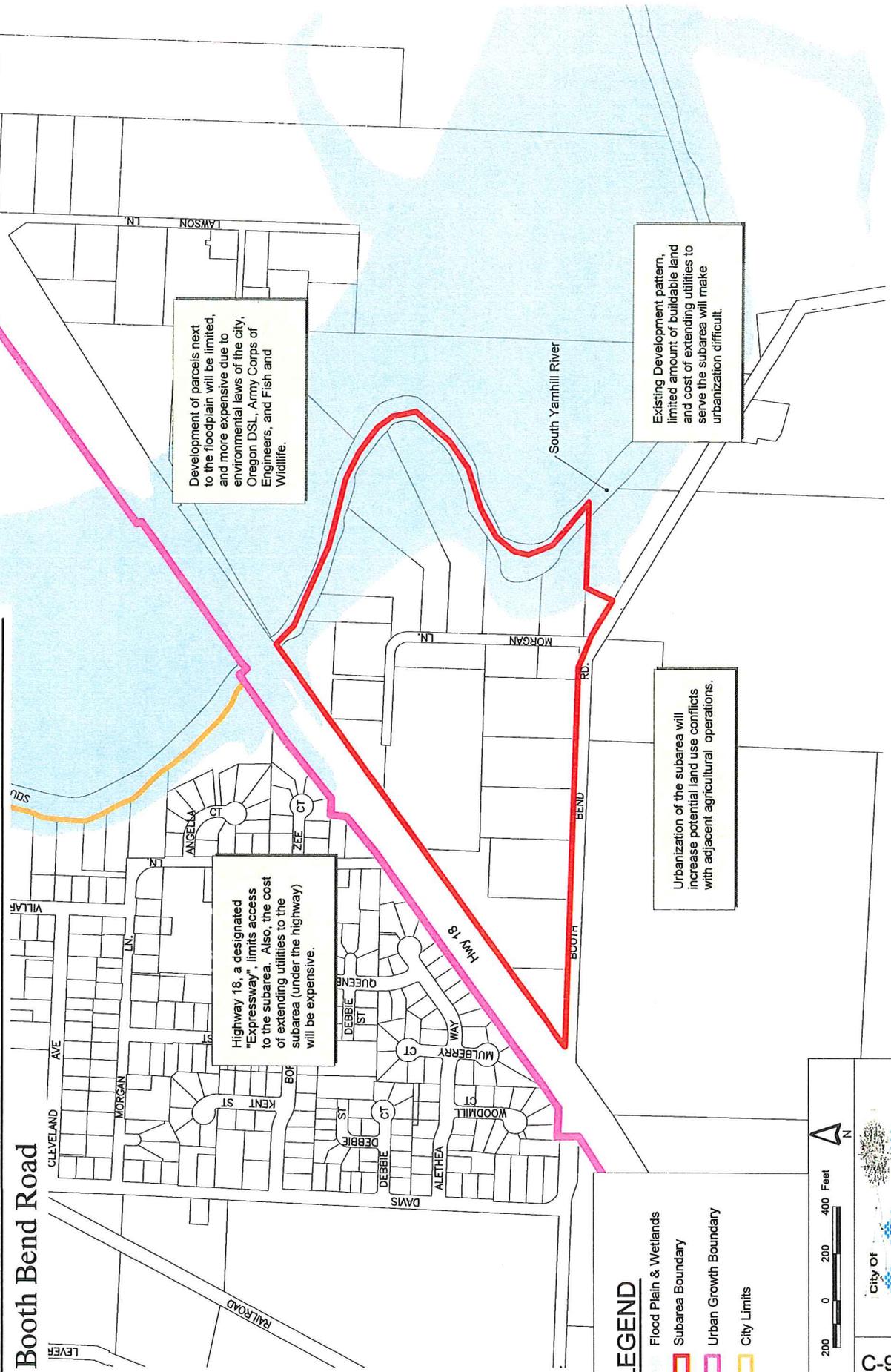
0 600 1200 Feet

City of McMinnville

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DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 48

Booth Bend Road



Development of parcels next to the floodplain will be limited, and more expensive due to environmental laws of the city, Oregon DSL, Army Corps of Engineers, and Fish and Wildlife.

Highway 18, a designated "Expressway", limits access to the subarea. Also, the cost of extending utilities to the subarea (under the highway) will be expensive.

Existing Development pattern, limited amount of buildable land and cost of extending utilities to serve the subarea will make urbanization difficult.

Urbanization of the subarea will increase potential land use conflicts with adjacent agricultural operations.

LEGEND

- █ Flood Plain & Wetlands
- █ Subarea Boundary
- █ Urban Growth Boundary
- █ City Limits



Old Sheridan Road Sub-area

General Site Description:

The Old Sheridan Road Sub-area extends southwest from McMinnville in a relatively narrow, linear form some 3,850 feet in length (nearly three-quarters of a mile). Its form is contained by Old Sheridan Road on the west, Durham Road on the south, and, largely, Oregon State Highway 18 on the east. It abuts the McMinnville city limits and urban growth boundary along its northern edge. At its widest, this Sub-area measures approximately 920 feet (east-west dimension measured perpendicular to the sub-area's borders); it tapers to a width of 480 feet near the sub-area's midsection (Figure 49).

The sub-area is further characterized by existing development that includes 11 residences, numerous accessory structures, a church, recreational vehicle sales facility, and an industrial lumber operation. The sub-area contains 80.11 gross acres of land; 49 acres of which are zoned by Yamhill County for small-scale agricultural use (AF-10, Agricultural Forestry – 10-acre minimum). Additionally, 16.3 acres are occupied by D-Stake Mill and are zoned LI and HI (Light Industrial and Heavy Industrial, respectively), 10 acres are in commercial use as an RV sales and service operation (Valley RV Center) on land zoned HC (Highway Commercial), with the remaining 4.8 acres being occupied by the McMinnville Church of Christ on land zoned for public assembly (PAI). All uses take access from either Durham Lane or from Old Sheridan Road, with the exception of D-Stake Mill, which directly accesses Oregon State Highway 18 (Figure 50).

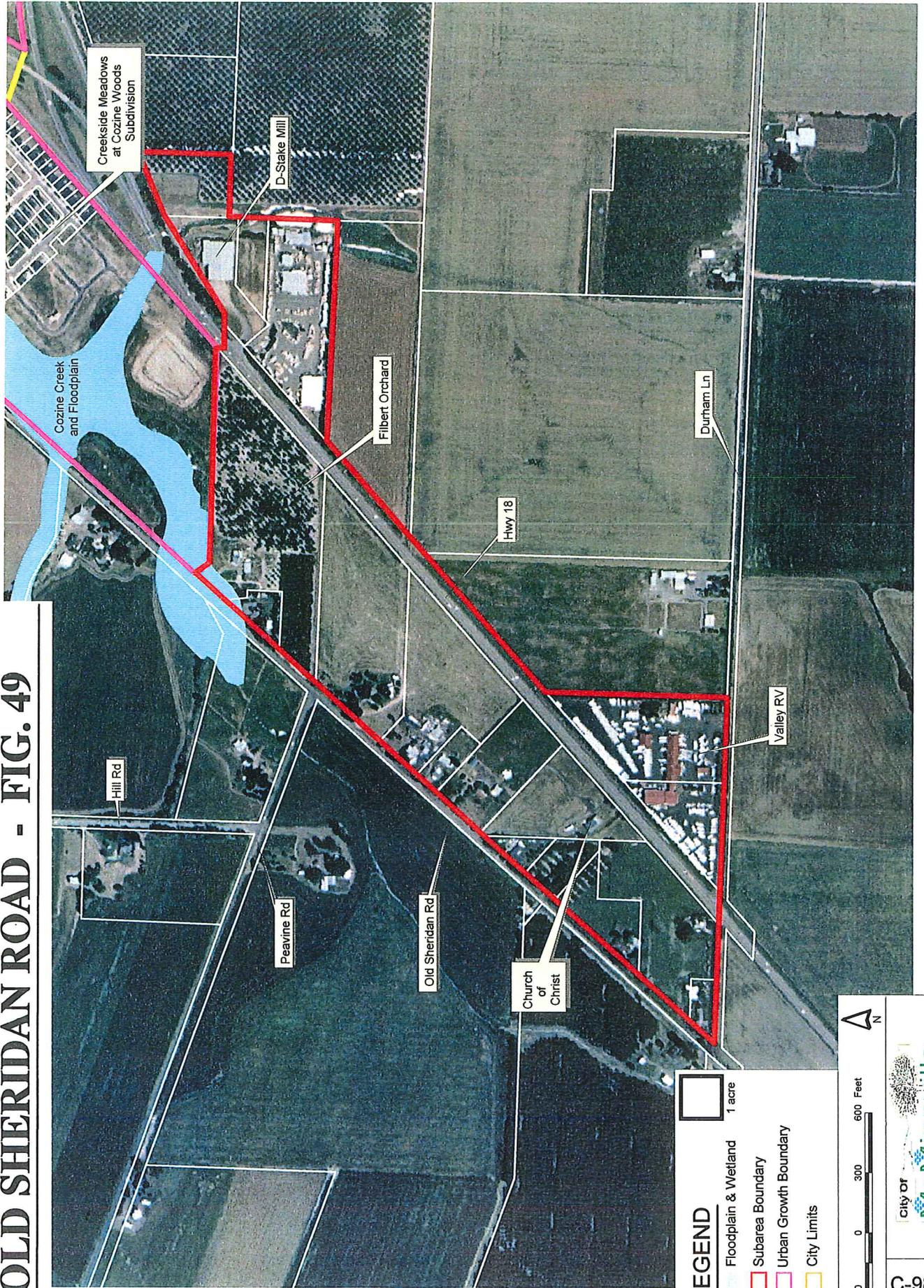
Surrounding land uses consist of large-parcel farm operations on land zoned EF-80 (Yamhill County, Exclusive Farm Use, 80-acre minimum) to the west, south, and east, and a mixed-use, multi-phased, residential subdivision currently under construction (Creekside Meadows at Cozine Woods) to the north (Figure 51).

Topographically, the sub-area is virtually flat and largely devoid of trees except for the occasional small grouping and a productive hazelnut orchard located at the northern edge of the sub-area, west of Oregon Highway 18. Old Sheridan Road and Durham Lane that form portions of the perimeter of this sub-area are currently improved to county rural road standards (paved surface, with no sidewalks, curb or gutter). There are no public rights-of-way within this sub-area.

Development Patterns / Buildable Lands:

Within this sub-area there are located eleven single-family homes, all of which are located west of Oregon Highway 18, and which front onto either Durham Lane or Old Sheridan Road. All of these home sites also contain barns, storage buildings, workshops, or other assorted outbuilding and gardens within their

OLD SHERIDAN ROAD - FIG. 49



LEGEND

- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits
- 1 acre

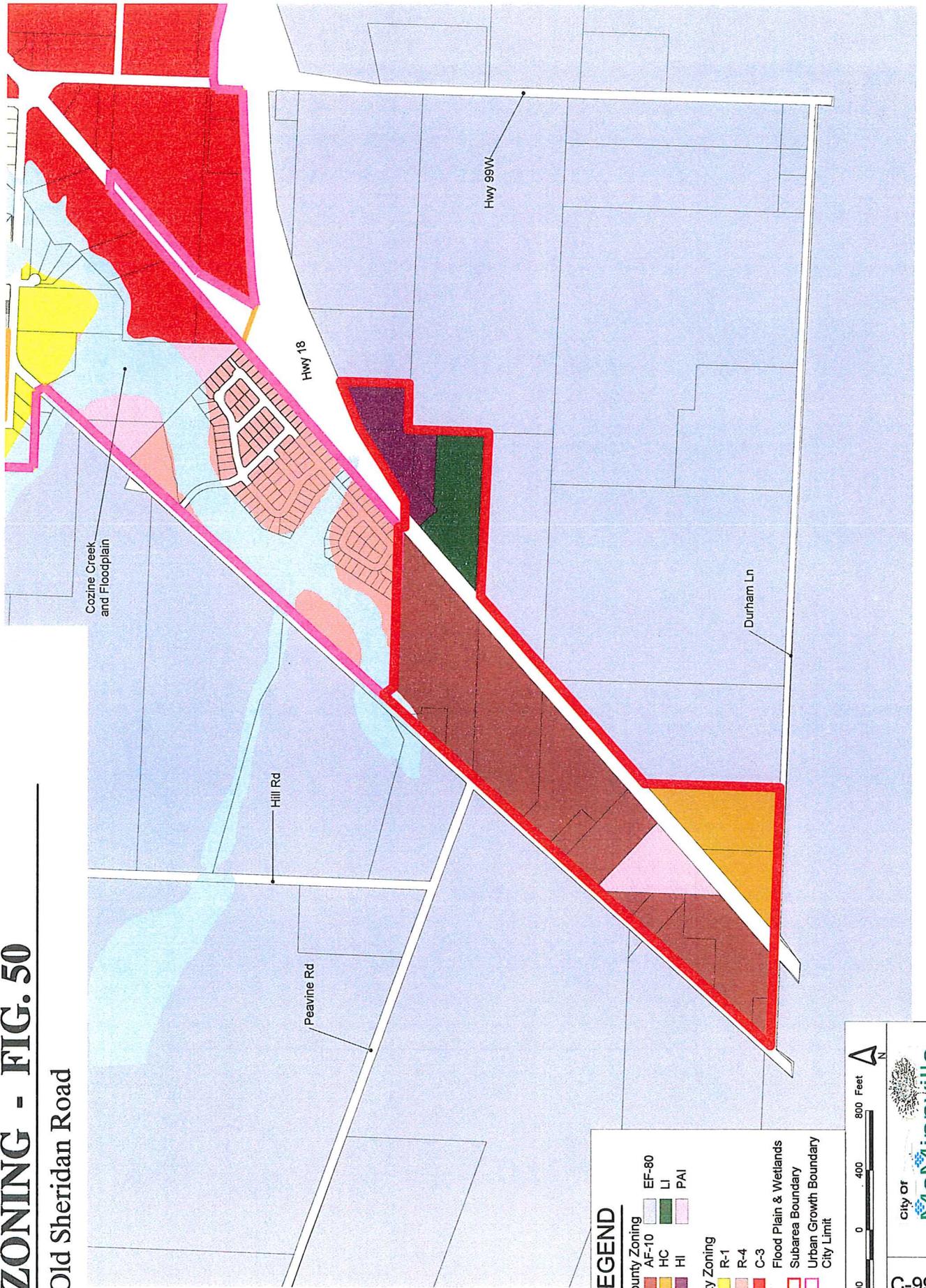
300 0 300 600 Feet

City of McMinnville

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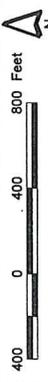
ZONING - FIG. 50

Old Sheridan Road



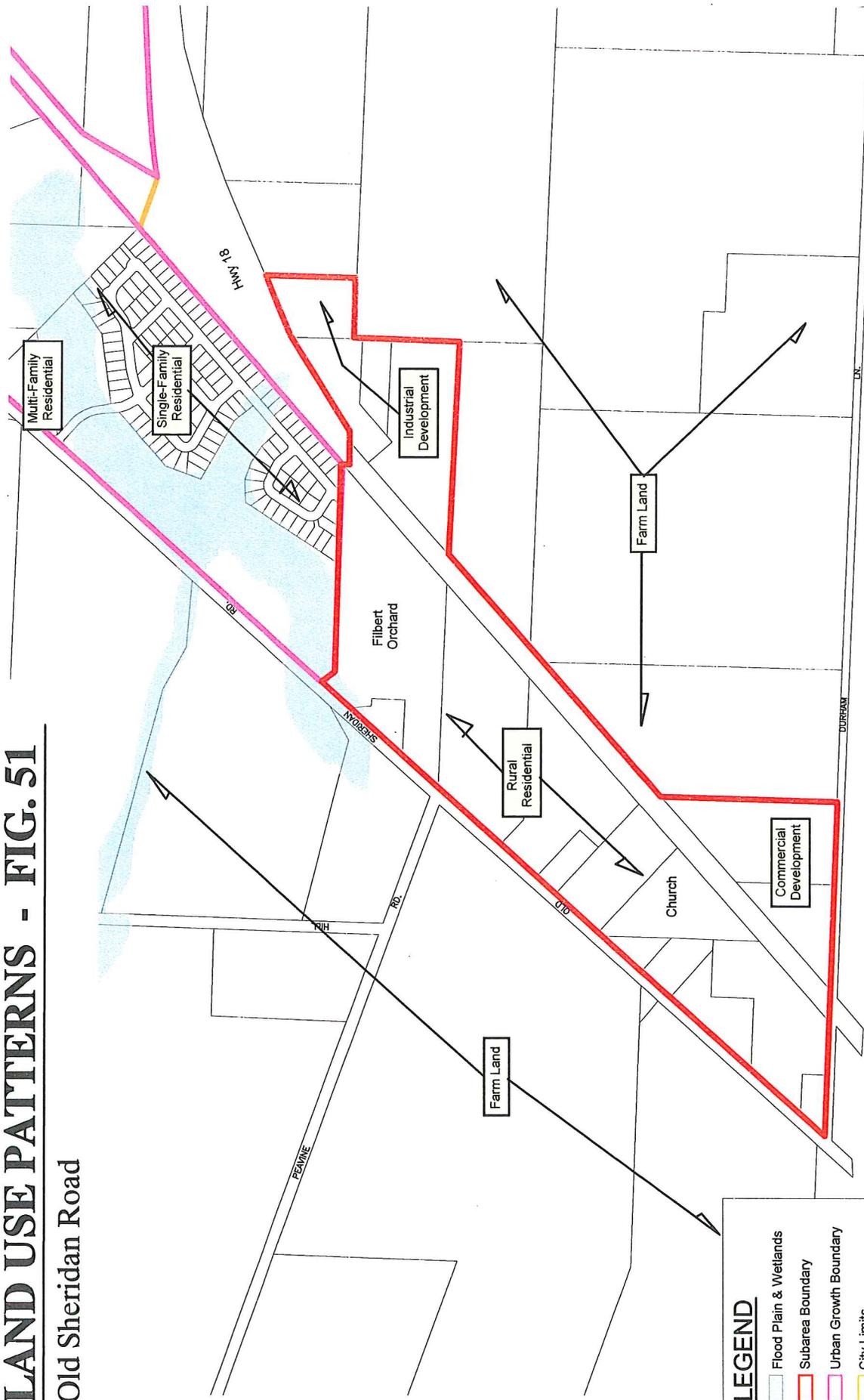
LEGEND

- | | | | | | | |
|-----------------------------------|-------|-----|-----|-------|----|-----|
| County Zoning | AF-10 | HC | HI | EF-80 | LI | PAI |
| City Zoning | R-1 | R-4 | C-3 | | | |
| Flood Plain & Wetlands | | | | | | |
| Subarea Boundary | | | | | | |
| Urban Growth Boundary | | | | | | |
| City Limit | | | | | | |



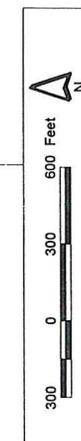
LAND USE PATTERNS - FIG. 51

Old Sheridan Road



LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



property. It appears that these accessory buildings have mostly been positioned behind the residences (toward Highway 18). This allows some buffering from the effects of noise, pollution or other negative impacts caused by traffic on the highway. The parcel in the extreme northern portion of the sub-area contains an active hazelnut orchard (Wolfe property). The value of these residentially improved properties (exclusive of land value) ranges from \$10,024 to \$270,923, and average \$93,538 (Figure 52).

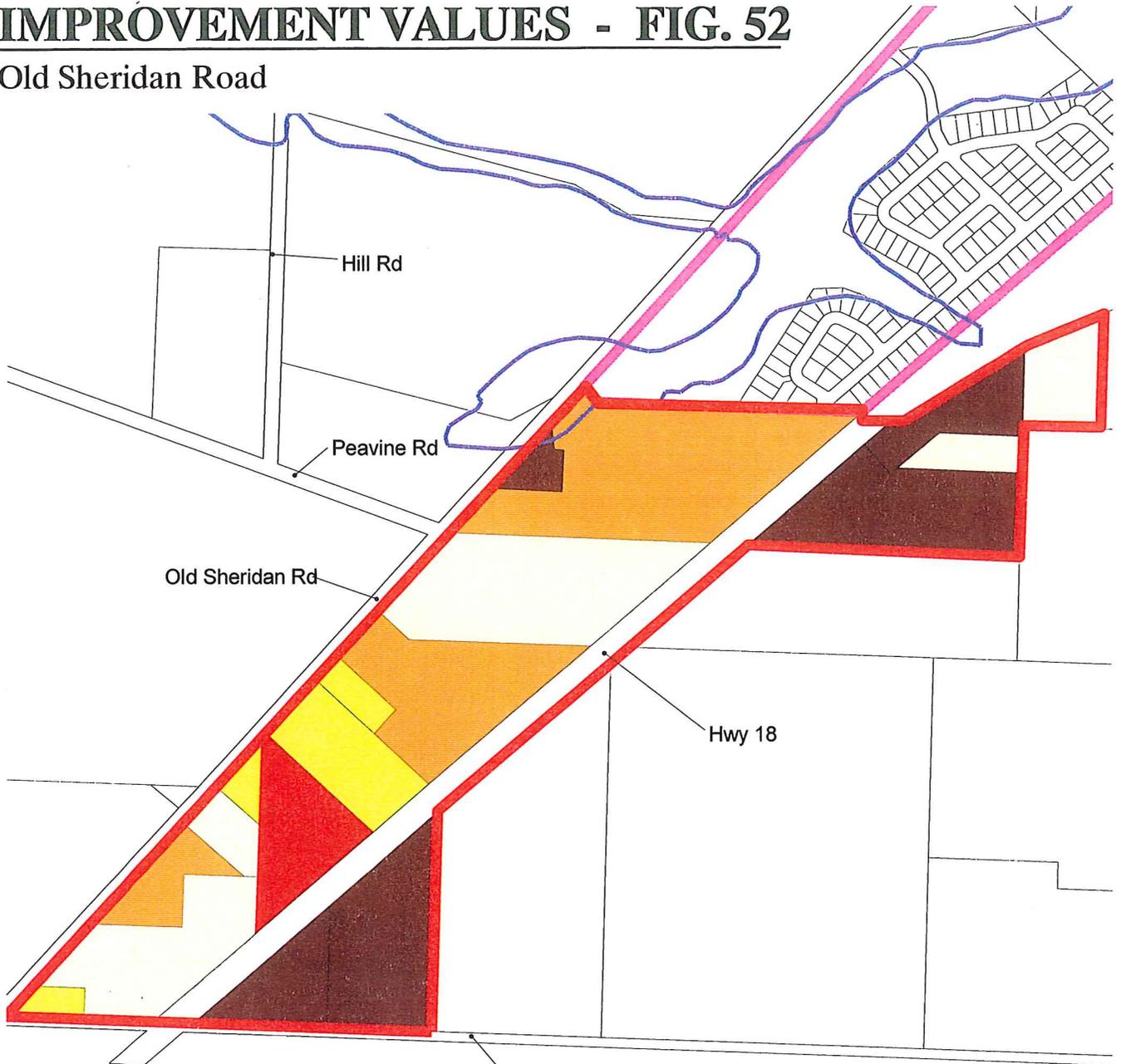
Of the 49 gross acres contained within this sub-area that are zoned AF-10 and planned for rural residential use, approximately 26 percent of this total (12.46 acres) is developed or constrained by floodplain. Of the 36.51 gross buildable acres within this sub-area, none are classified as vacant. This partially vacant acreage averages 4.56 acres in size. The combined land and improvement value of these properties averages \$179,337.

Occupying approximately 16.3 acres of land in the northeast corner of the sub-area, east of Oregon Highway 18, is D-Stake Mill, an industrial manufacturing operation. In the southeast corner of the sub-area, also east of Highway 18, is the Valley RV Center, a commercial operation situated on a triangular shaped, 10-acre site comprised of two parcels of land. The McMinnville Church of Christ is located directly northwest of the Valley RV Center, and west of Highway 18. These industrial, commercial, and public lands are all classified as "developed" (Figure 53).

A summary of the Old Sheridan Road Sub-area's buildable land inventory is provided in Table 7, below.

IMPROVEMENT VALUES - FIG. 52

Old Sheridan Road

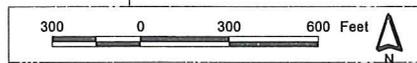


Average Improvement Value ---> \$105,727
 Improvement Value Range ---> \$10,024 - \$270,923

LEGEND

Property Improvement Values
 (Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 --->
- Flood Plain and Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit



Data Source: Yamhill County Assessor's Office

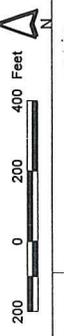
BUILDABLE LANDS - FIG. 53

Old Sheridan Road



LEGEND

Buildable Land
Vacant
Partially Vacant
Developed
Flood Plain & Wetlands
Structures
Subarea Boundary
Urban Growth Boundary
City Limits



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"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

Table 7

Old Sheridan Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	80.11	100%
Plan Designation:		
<u>Residential:</u>	48.97	61%
Developed/constrained acres:	(12.46)	25%
Total Gross Vacant Buildable Residential Acres	36.51	75%
Vacant Residential Acres:	0.0	0%
Partially Residential Vacant Acres:	36.51	100%
<u>Commercial:</u>	10.02	13%
Developed/constrained acres:	(10.02)	100%
Total Gross Vacant Buildable Commercial Acres	0.00	0%
Vacant Commercial Acres:	0.00	0%
Partially Commercial Vacant Acres:	0.00	0%
<u>Industrial:</u>	16.30	20%
Developed/constrained acres:	(16.30)	100%
Total Gross Vacant Buildable Industrial Acres	0.00	0%
Vacant Industrial Acres:	0.00	0%
Partially Industrial Vacant Acres:	0.00	0%
<u>Public:</u>	4.82	6%
Developed/constrained acres:	(4.82)	100%
Total Gross Vacant Buildable Industrial Acres	0.00	0%
Vacant Industrial Acres:	0.00	0%
Partially Industrial Vacant Acres:	0.00	0%

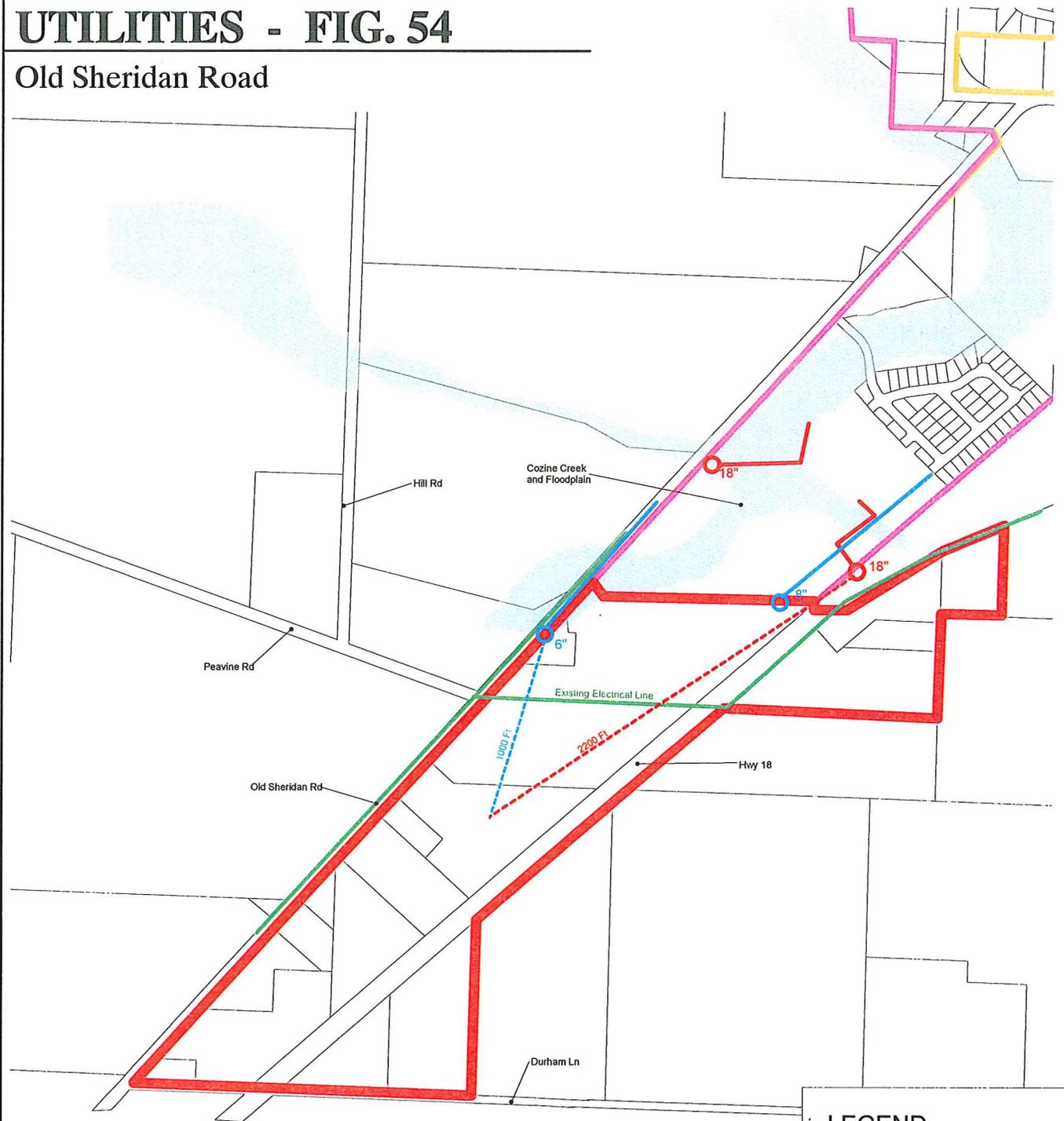
Public Facilities (Figure 54):

Sewer:

The cost of providing adequate sanitary sewer to the Old Sheridan Sub-area is estimated as *high*. This is due, in part, to the need to provide a pump station to serve the southern portions of this sub-area. In addition, provision of sanitary sewer service to this area would require line size upgrades to a large portion of the existing Cozine trunk, as well as the trunk line that passes through the Yamhill basin. Without these improvements being in place, the system would not support urban development of this sub-area.

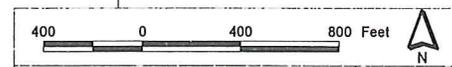
UTILITIES - FIG. 54

Old Sheridan Road



LEGEND

-  Electrical Lines
-  Water Main
-  Sewer main
-  Utility Line Terminus
-  Average Distance to Center of Subarea
-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary
-  City Limits



Water:

Individual, private wells currently serve as the source of domestic water for the lands within this sub-area. McMinnville Water and Light estimates the costs for providing municipal water to this sub-area as *moderate* (ranging from \$200,000 to \$800,000). Affected lines would be enlarged and extended dependent upon the type and intensity of use proposed.

Electric:

McMinnville Water and Light estimates the costs for providing sufficient electrical service to the Old Sheridan Road Sub-area as *low* (ranging from \$0 to \$200,000). Existing feeders presently serve this area and are generally adequately sized.

Transportation:

Old Sheridan Road, which borders the sub-area along its western edge, is designated in both the Yamhill County "Transportation System Plan" and the McMinnville "Transportation Master Plan" as a minor arterial street. As such, the current right-of-way width of 60-feet would need to be increased to 100-feet in order to meet City standards. The existing road would also have to be reconstructed to provide 50-feet of paved travel surface. Given the close proximity of some of the residences and other improvements to Old Sheridan Road, acquiring this additional right-of-way may prove problematic, and disruptive to the existing property owners. Additionally, Durham Road's existing 40-foot right-of-way would also require an additional 20-feet of width to meet City street standards. Currently, other than the existing paving, each of these public roadways is devoid of any other improvements.

The Oregon Department of Transportation (ODOT) classifies Oregon Highway 18, which borders this sub-area along its entire eastern edge, as a Limited Access Highway. The significance of this designation is that direct access to the Sub-area from Highway 18 will not be granted by ODOT (Attachment 1).

Additionally, in the Yamhill County "Transportation System Plan" is information that rates the bridge situated just north of this sub-area as being "deficient" (Of the 136 bridges in the Yamhill County road system, 32 are rated "deficient"). This is of particular concern as it is assumed that the majority of vehicle trips generated by urban development within this sub-area would travel to and from McMinnville on Old Sheridan Road and, consequently, across this bridge.

Factors Affecting Urbanization:

Annexation –

Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the city limit line forms this sub-area's northern boundary. However, it is important to note that occupying this edge are properties one the east side of Oregon Highway 18 currently developed as the "D Stake Mill," and an existing hazelnut orchard west of the highway. As developed properties typically have much less incentive to annex than those that are vacant or partially vacant, the key to annexation, and hence urban development, of the bulk of this sub-area effectively lies with the orchard property. There are no other parcels that abut the current urban edge and would, on their own merit, meet the standards to propose annexation.

Transportation –

Located adjacent to two minor arterials (Old Sheridan Road to the west, and Durham Lane to the south), and Oregon State Highway 18 to the east, this sub-area experiences exceptional site visibility, yet limited access. As detailed in the previously referenced letter submitted by ODOT, direct access to Highway 18 will not be permitted. Thus, urban development of this sub-area would require significant improvement to both Durham Lane and Old Sheridan Road. As such, the "single loading" of urban development on only one side of these roads would make such improvements economically unfeasible. In addition, urban development of this sub-area may create pressure upon ODOT to permit the signalization of the Highway 18 / Durham Lane intersection and the construction of intersection lane improvements, which run contrary to the intent of a Limited Access Highway designation. ODOT has already clearly indicated their lack of support for such improvements to their system.

Given the Highway 18 access restrictions, vehicular access to the vacant and partially vacant portions of this sub-area would be limited to Old Sheridan Road, a two-lane county road. To maintain this road's ability to function as an efficient and safe carrier of traffic, entrances onto this road would likely be limited in number and location, and existing entrances would be combined where feasible. Development of an interior public street system will be problematic due to the location and number of dwellings and accessory structures that presently occupy the sub-area (there are currently no public streets within the interior of the sub-area). In addition, the sub-area's relative narrow width, and impacts from

Highway 18 (noise, pollution) further limit the ability to develop an efficient circulation system in this sub-area.

Urban Form –

The Old Sheridan Road Sub-area is a narrow finger of land extending southwest of the present McMinnville urban growth boundary and is physically isolated from other existing or proposed urban development except for its northern edge. Due to the existing development pattern, impacts from Oregon State Highway 18, vehicular access constraints, and infrastructure costs as previously described, the 37 acres of vacant buildable land provides limited ability for residential infill development.

It is also observed that the sub-area's use for purposes other than residential would be contrary to McMinnville Comprehensive Plan that discourages "strip" development (policy 24.00). In addition, its use for commercial or industrial development would be severely limited due not only to this and other similar plan policies (not limited to policies 25.00, 26.00, 30.00, and 49.00), but also to reasons related to compatibility with existing residential development, and adjacent agricultural use. There exist no nearby uses supportive of urban residential development of this sub-area (Figure 55).

Additionally, as this sub-area is almost entirely surrounded by resource land, its inclusion into the UGB would increase the urban area's edge adjacent to resource land by some 9,600 linear feet (about 1.8 miles).

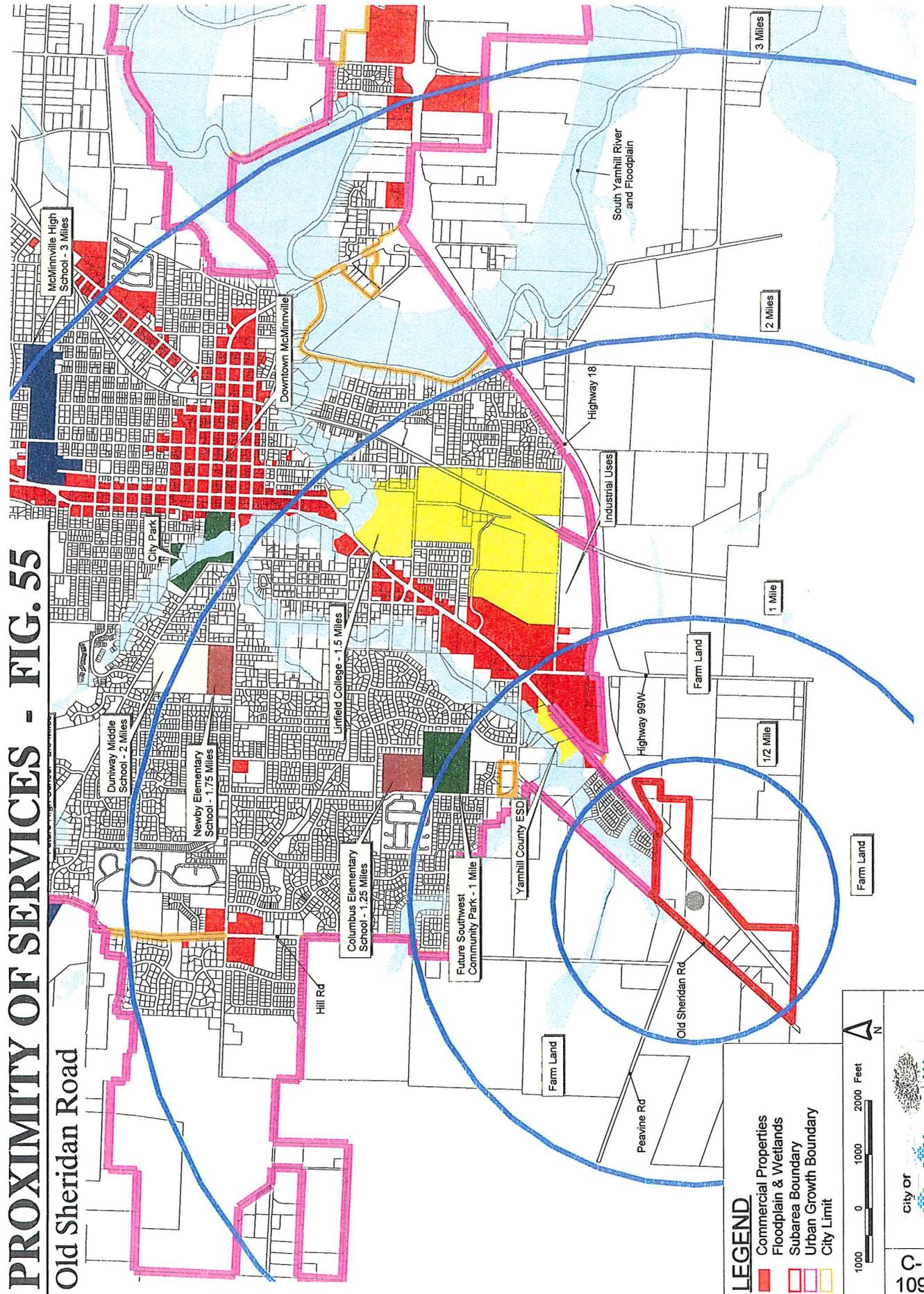
Development constraints and opportunities relative to this sub-area are presented in Figure 56.

Public Safety –

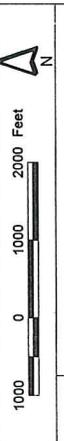
The construction of additional residences, paved surface, and other impervious surfaces will likely result in additional surface water runoff to the adjacent southern branch of Cozine Creek. It is important to note that, during 100-year flood events, portions of Old Sheridan Road are flooded causing the road to be closed to travel. Adding to the volume of this runoff through the urbanization of this sub-area, and allowing additional residents to locate near this situation seems inconsistent with good public safety practice.

PROXIMITY OF SERVICES - FIG. 55

Old Sheridan Road

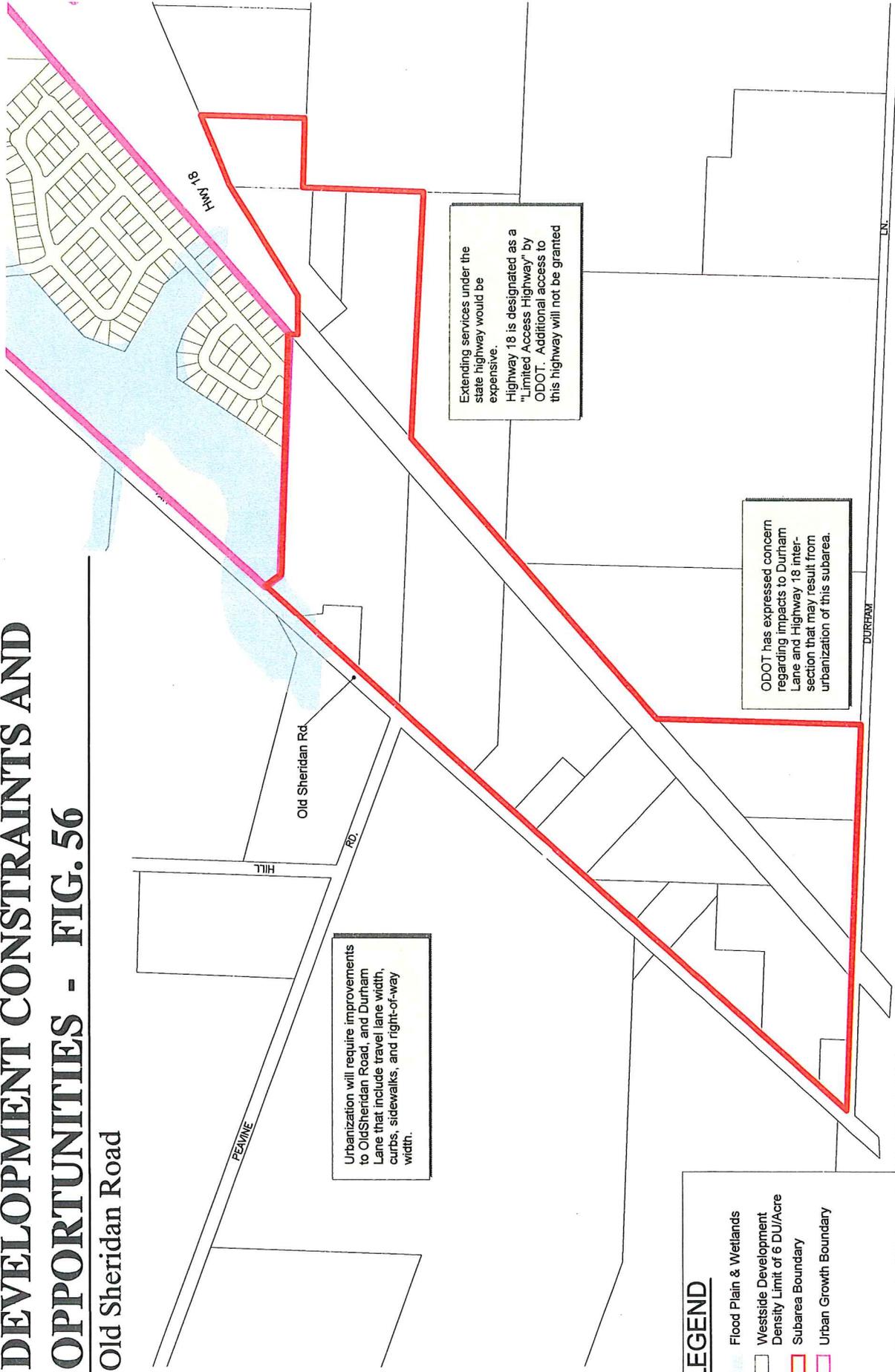


- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 56

Old Sheridan Road

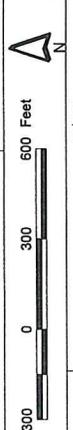


Urbanization will require improvements to Old Sheridan Road, and Durham Lane that include travel lane width, curbs, sidewalks, and right-of-way width.

Extending services under the state highway would be expensive. Highway 18 is designated as a "Limited Access Highway" by ODOT. Additional access to this highway will not be granted.

ODOT has expressed concern regarding impacts to Durham Lane and Highway 18 intersection that may result from urbanization of this subarea.

- LEGEND**
- Flood Plain & Wetlands
 - Westside Development
 - Density Limit of 6 DU/Acre
 - Subarea Boundary
 - Urban Growth Boundary



Redmond Hill Road Sub-area

General Site Description:

The Redmond Hill Road Sub-area is located in the extreme western edge of the McMinnville urban growth boundary and city limits and contains approximately 40 gross acres of land within its boundary. Topographically, its moderately to steeply sloped lands that rise from its southern edge to the north and northwest characterize this area. Single-family homes, numerous accessory buildings, and several large barns occupy nine of the twelve individual parcels that make up this sub-area. Vehicular access to these parcels is provided by Redmond Hill Road; a gravel-surfaced County local road (30-foot wide public right-of-way) that extends west from Hill Road and terminates at this sub-area's western edge. This is the only public right-of-way within this sub-area. The current McMinnville urban growth boundary forms this sub-area's north, south, and east edges (Figure 57). Agricultural activities occur on the lands that surround this sub-area (Figure 58). The entire sub-area is zoned by Yamhill County as VLDR-2.5 (Very Low Density Residential - 2.5-acre minimum lot size) as identified in Figure 59

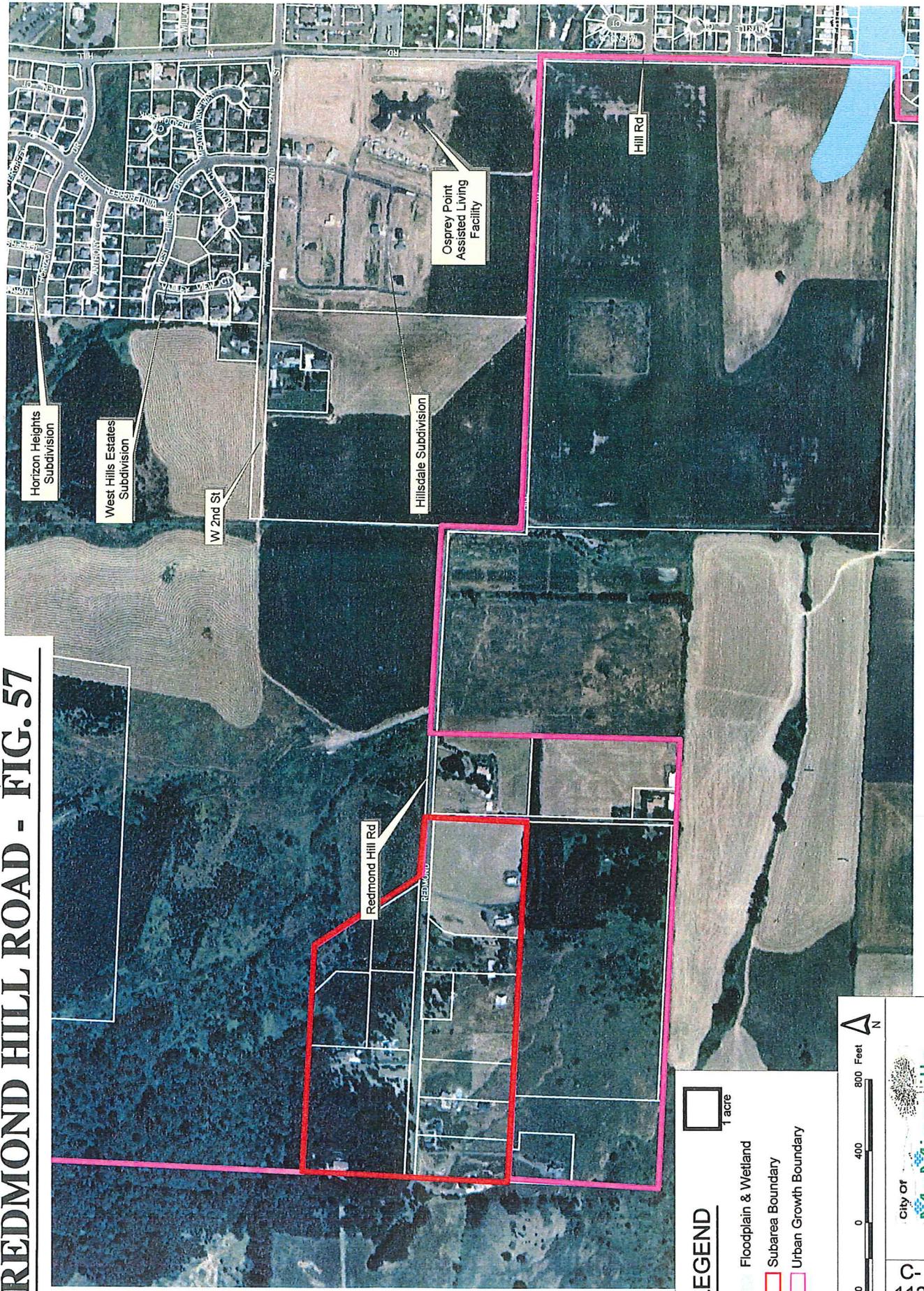
Development Patterns / Buildable Lands:

As noted previously, within this sub-area there are located nine single-family homes. Most of these home sites have been situated to take advantage of the views of the surrounding countryside, and Cascade Mountains. Most all of these home sites also contain barns, storage buildings, workshops, or other assorted outbuilding and gardens. The improvement value of these properties (exclusive of land value) ranges from \$48,244 to \$231,008, and averages \$151,611.

Of the nearly 40 gross acres contained within this sub-area, 16.77 acres (about, 42 percent) are developed or constrained by slopes equal to or greater than 25 percent. Of the remaining 23.15 buildable acres of vacant or partially vacant land, only 4.44 acres within this sub-area are classified as vacant. The three parcels upon which this vacant land is contained consist of parcels of 0.12 acres (5,230 square feet), 0.62 acres, and 3.7 acres. The partially vacant land found within the sub-area exists within nine parcels that average 2.08 buildable acres in size (Figure 60). The combined land and improvement value of these properties averages nearly \$365,197, while the improvement value alone averages \$151,611.

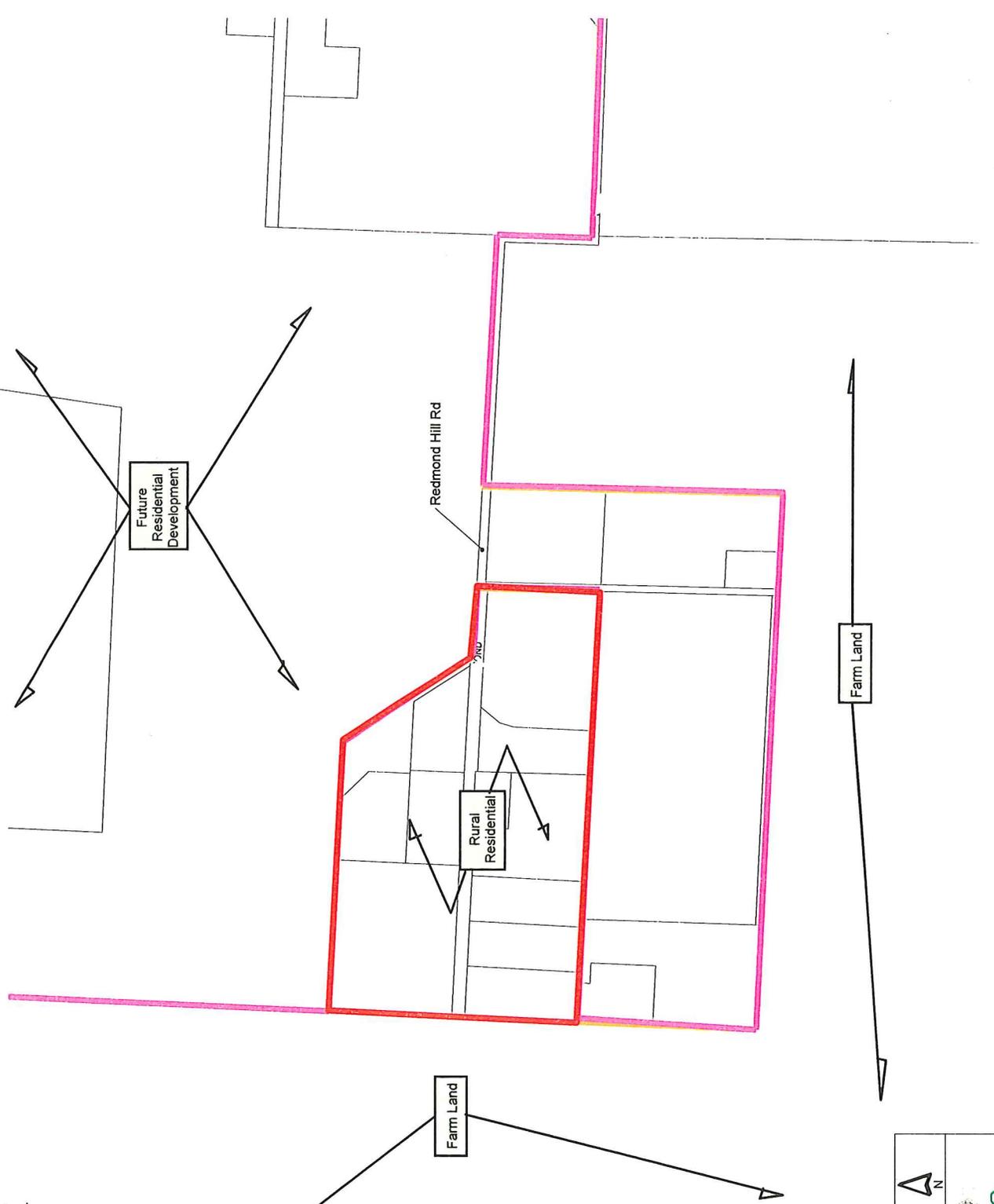
A summary of the Redmond Hill Road Sub-area's buildable land inventory is provided in Table 8.

REDMOND HILL ROAD - FIG. 57



LAND USE PATTERNS - FIG. 58

Redmond Hill Road



LEGEND

- Subarea Boundary
- Urban Growth Boundary/ City Limits

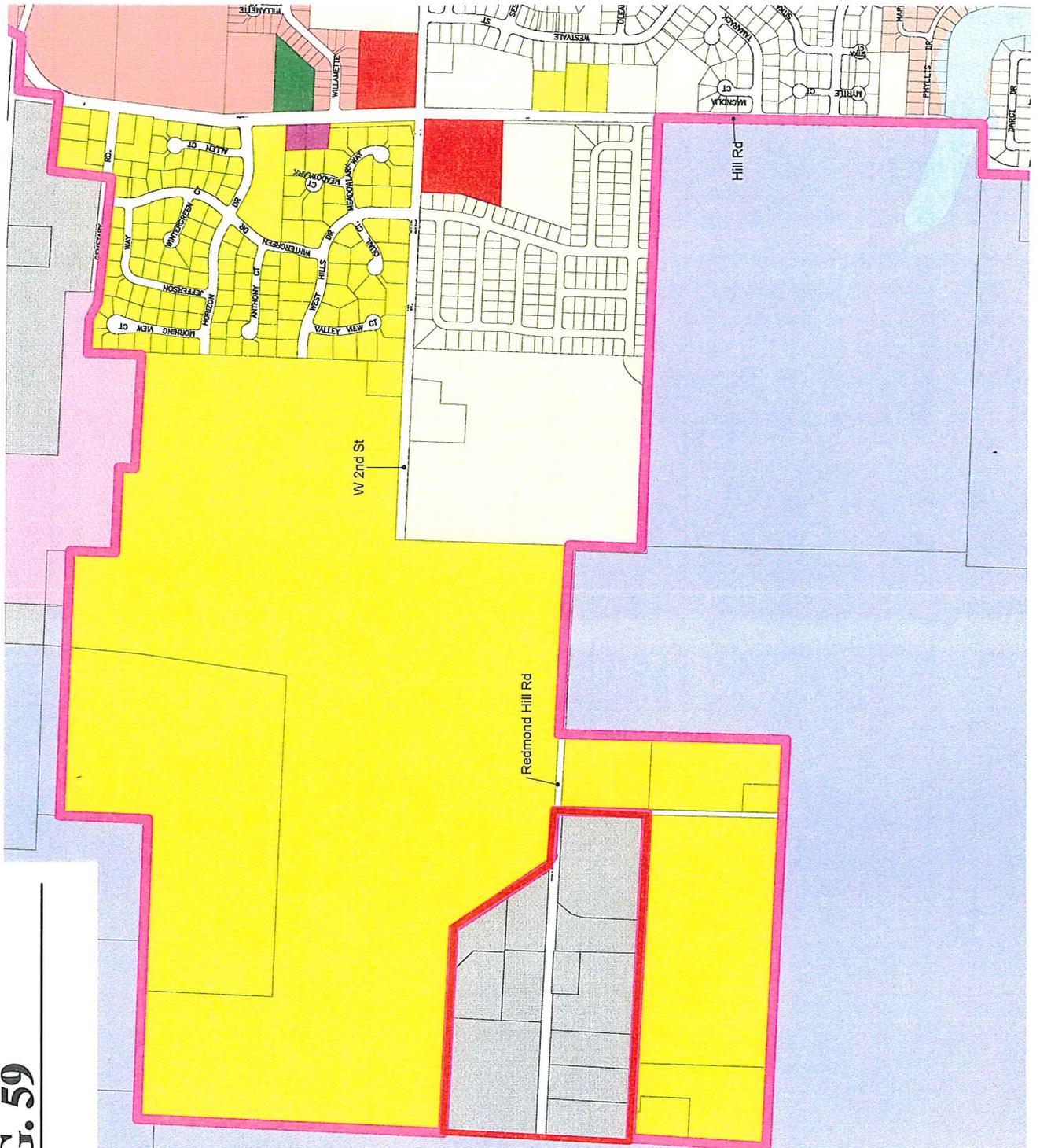
300 0 300 600 Feet

City of **McMinnville**

C-113

ZONING - FIG. 59

Redmond Hill Road



LEGEND

County Zoning

- VLDR-2.5
- EF-80
- PAI

City Zoning

- O-R
- C-3
- AH
- Flood Plain
- Subarea Boundary
- Urban Growth Boundary/
- City Limits
- R-1
- R-2
- R-3
- R-4

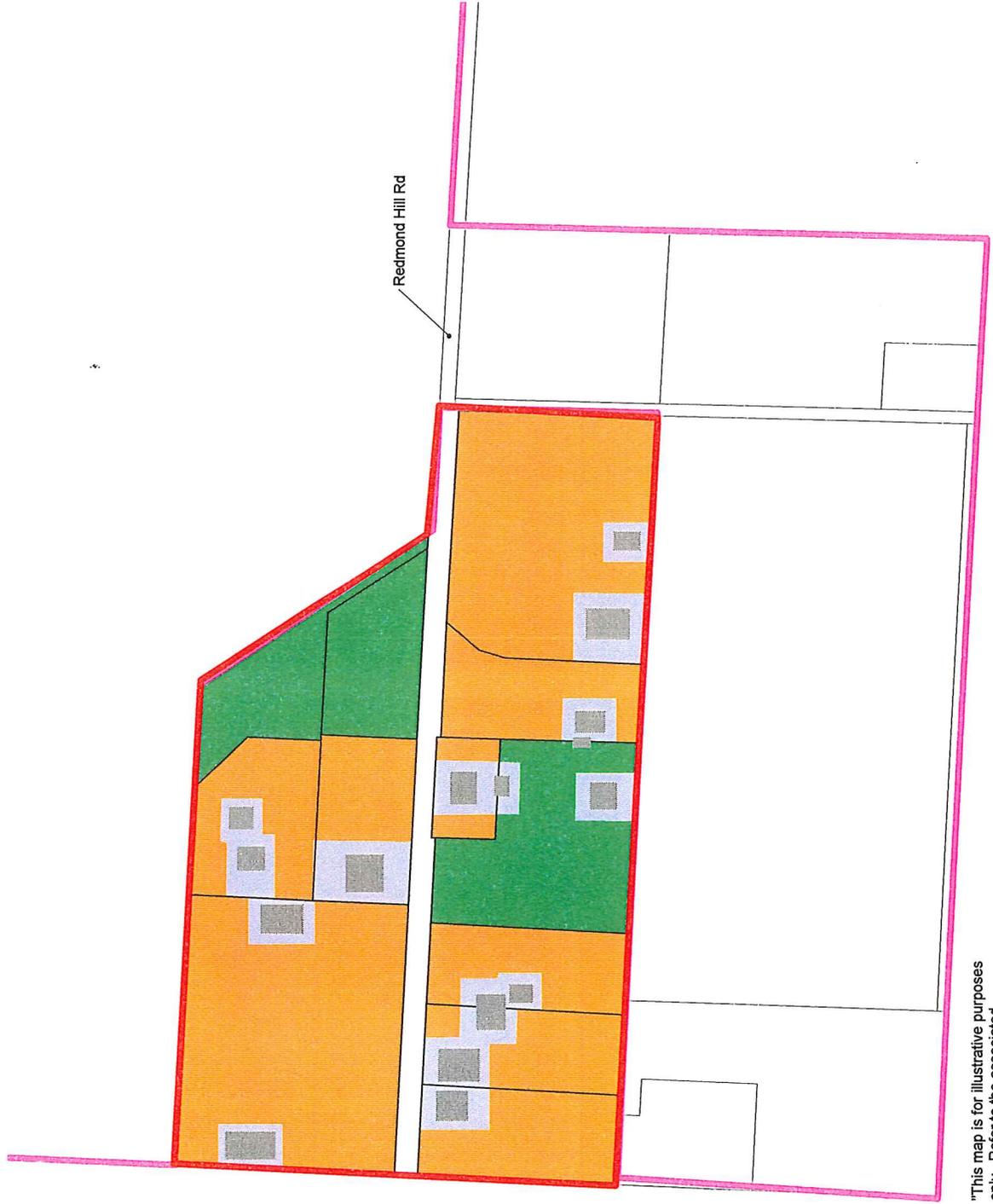
400 0 400 800 Feet

14

City of **McMinville**

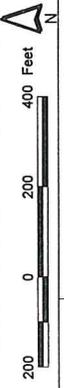
BUILDABLE LANDS - FIG. 60

Redmond Hill Road



LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary/ City Limits



C
115



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

Table 8

Redmond Hill Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	39.92	100%
Plan Designation:		
Residential:	39.92	100%
Developed/constrained acres:	(16.77)	42%
Total Gross Vacant Buildable Residential Acres	23.15	58%
Vacant Residential Acres:	4.44	19%
Partially Residential Vacant Acres:	18.71	81%

Public Facilities (Figure 61):

Sewer:

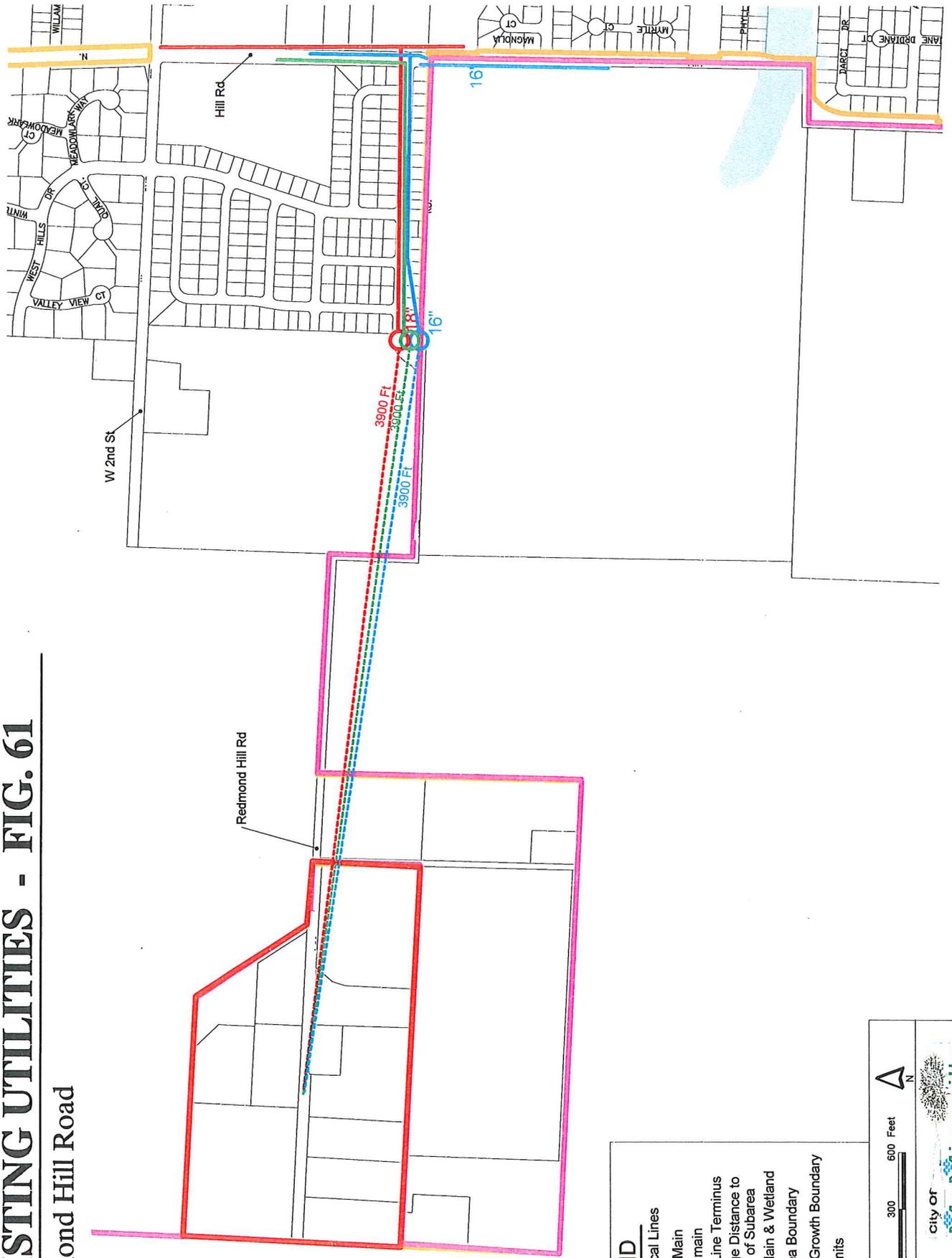
Similar to the situation within the Fox Ridge Road Sub-area, there are topographic and existing development patterns that serve to make extending public sanitary sewer service to this sub-area difficult and expensive. In addition, this sub-area will not be able to be served with sanitary sewer service until a westerly extension of an existing sewer trunk line, currently located some 3,900 feet to the east, is in place. This improvement will be constructed commensurate with adjacent development and will extend westerly from its current terminus near the intersection of Redmond Hill Road and Howard Drive located within the Hillsdale, 1st Addition residential subdivision. According to the City of McMinnville Engineering Department, costs associated with providing public sanitary sewer service to this sub-area are estimated to be high.

Water:

Individual, private wells currently serve as the source of domestic water for the lands within this sub-area. As described in the McMinnville Water and Light "Water System Master Plan," this area is located above the current water service area and cannot be provided public water without construction of an upper level system. This system would require, in part, the acquisition of land on which to build a new reservoir (northeast of this sub-area at an elevation of some 510 feet), construction of two reservoirs each with a 1.65 million gallon capacity, pump station, and transmission line connecting the existing reservoirs with the planned reservoir and pump station. In 1996, McMinnville Water and Light estimated the cost for these improvements, necessary to supporting urban development in the Fox Ridge Sub-area, at \$3.4 million.

EXISTING UTILITIES - FIG. 61

Redmond Hill Road



LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits

300 0 300 600 Feet

N

City of **McMinville**

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Electric:

McMinnville Water and Light estimates the costs for providing electric service to the Redmond Hill Sub-area as *low* (ranging from \$0 to \$200,000). Existing feeders on North Hill Road would have to be upgraded to accommodate the additional projected load, however.

Transportation:

As noted previously, Redmond Hill Road is the only public road serving this sub-area. This Yamhill County road extends west from Hill Road a distance of 4,100 feet (nearly all of which is gravel surface) before it enters and crosses through the midsection of the sub-area. This gravel road has a right-of-way dimension of thirty feet and is classified as a by Yamhill County. No other public roads or rights-of-way exist within this sub-area.

Extending from this public road are several narrow, private drives that afford access to the parcels that are located within the sub-area.

Factors Affecting Urbanization:**Water Service –**

McMinnville's current water distribution system is designed as a single-level pressure system providing service to those properties situated between 100 feet and 275 feet in elevation. The subject sub-area is situated at elevations that range from 280 feet (extreme eastern corner of the sub-area) to 490 feet (western portion), almost the entirety of which sits well above the current water service level. Provision of public water to this area, as described previously, will require considerable expense, estimated to exceed \$3.4 million.

Transportation –

Redmond Hill Road provides the only current public means of vehicular access within this sub-area. The right-of-way dimension for this gravel surfaced, Yamhill County local road measures 30-feet in width. As a prerequisite to allowing urban density development, the road would need to be improved to City standards. As such, this would require an additional 20-feet of right-of-way width, removal and reconstruction of the existing subgrade, construction of a paved travel surface a minimum of 26-feet in width, 5-foot wide sidewalks on both sides of the street, and curbs and gutters.

Typically, additional right-of-way width can be acquired as part of development that may occur adjacent to substandard streets or roads, such as Redmond Hill Road. However, in this particular case, there is existing development that fronts this road, making it difficult to acquire the needed right-of-way in this fashion. The other alternatives include purchasing the needed right-of-way, using eminent domain authority to acquire it, participation in a local improvement district or alternate road improvement financing mechanism, or constructing a modified City local residential street section in the existing right-of-way (no public sidewalks; no planting strip).

Slope, existing development patterns, and lack of additional public rights-of-way combine to make traffic circulation within this sub-area, and to adjoining properties, problematic.

Development constraints and opportunities, and proximity to services are depicted on Figures 62 and 63, respectively.

Property Values, Existing Development Patterns –

The nine partially vacant properties within this sub-area yield buildable acreages ranging in size from 0.38 acres to 5.55 acres, and average 2.08 acres. Improvement values of these parcels average \$151,611, while the combined improvement and land value of these nine parcels is \$365,197. Of these partially vacant parcels, only two yield buildable acreages greater than five-acres in size. The remaining seven parcels yield buildable acreages all less than two acres in size. Improvement value information is provided on Figure 64.

DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 62

Redmond Hill Road



New Water Reservoirs will be needed to serve properties to the west of this line

Fox Ridge Rd

Second Tier Water Service Area

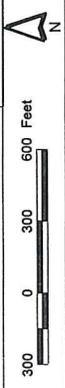
Third Tier Water Service Area

Redmond Hill Rd

Narrow Right-of-Way (30 foot) will need to be widened to 50-foot commensurate with development of the subarea. This may impact existing development.

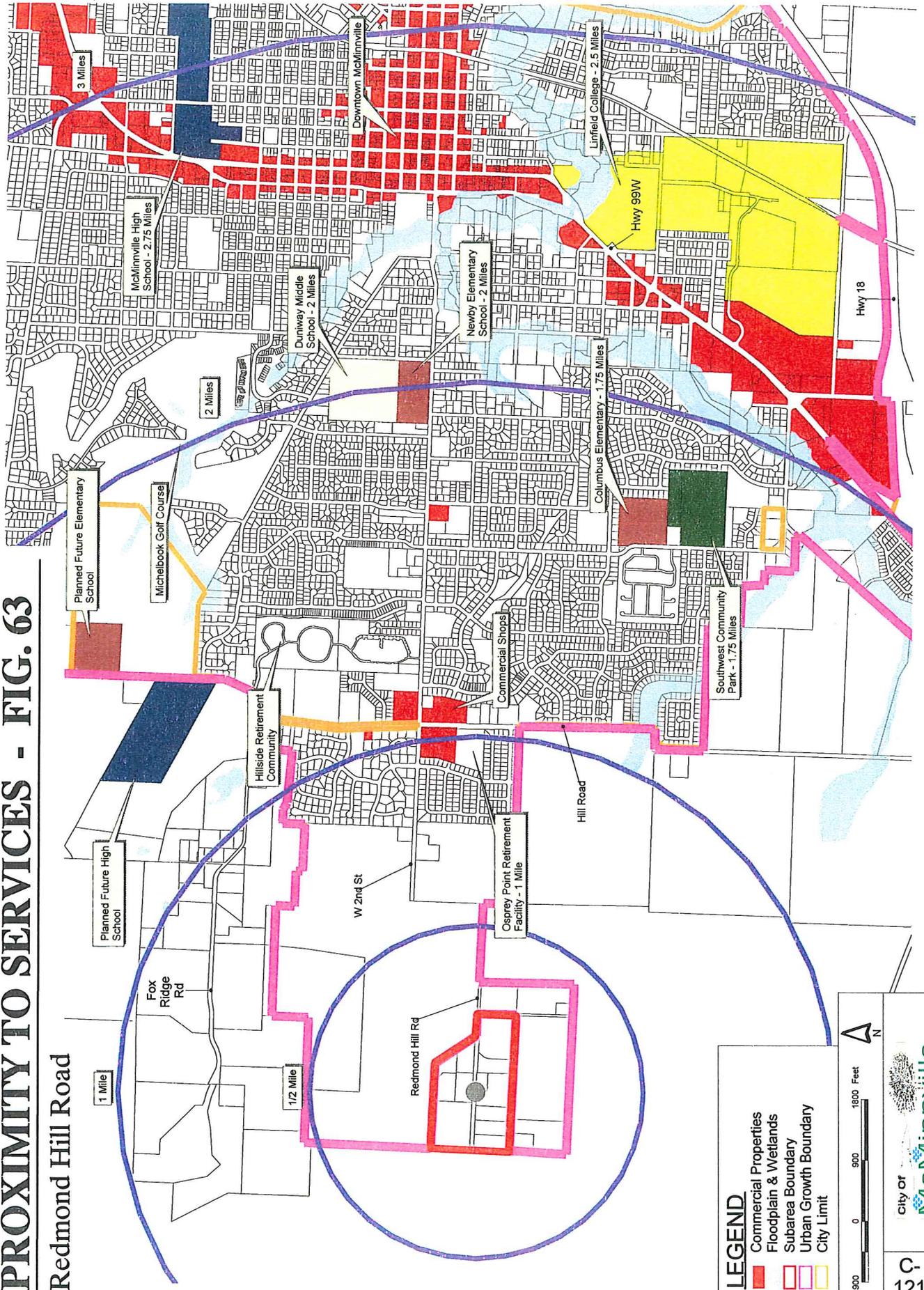
LEGEND

- Current Water Service Level
- Future Water Service Level
- Slope (25% and Greater)
- Westside Development
- Density Limit of 6 DU/Acre
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary



PROXIMITY TO SERVICES - FIG. 63

Redmond Hill Road



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

0 500 1000 Feet

City of **McMinnville**

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IMPROVEMENT VALUES - FIG. 64

Redmond Hill Road

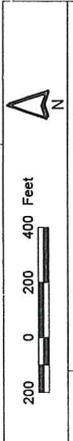


Average Improvement Value ----> \$130,009
 Improvement Value Range ----> \$1,254 - \$231,008

LEGEND

Property Improvement Values
 (Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 ---->
- Subarea Boundary
- Urban Growth Boundary/
- City Limit



Fox Ridge Road Sub-area

General Site Description:

This sub-area is located northwest of McMinnville and abuts the current city limits and urban growth boundary along its southern edge. This area is characterized by its moderate to steeply sloping terrain, dense stands of mature Douglas Fir trees that cover the several ravines and draws that slice through this sub-area, the expansive views of surrounding lands, and expensive, estate-type housing. In addition, this area includes the Masonic Cemetery, and McMinnville Water and Light's two above-ground water reservoirs. There is also a large gravel borrow pit, now filled with water, that is located in the eastern portion of this sub-area (Figure 65).

To the north and northeast of this sub-area are large-parcel farm operations on land zoned for exclusive farm use. To the south, within the city limits of McMinnville, is located the Horizon Heights residential subdivision and other developable urban land zoned R-1, Single-Family Residential. And, to the west, outside of the City, are lands zoned Agriculture Forestry – 20-acre minimum (AF-20) on which are located several large, expensive homesites (Figure 66).

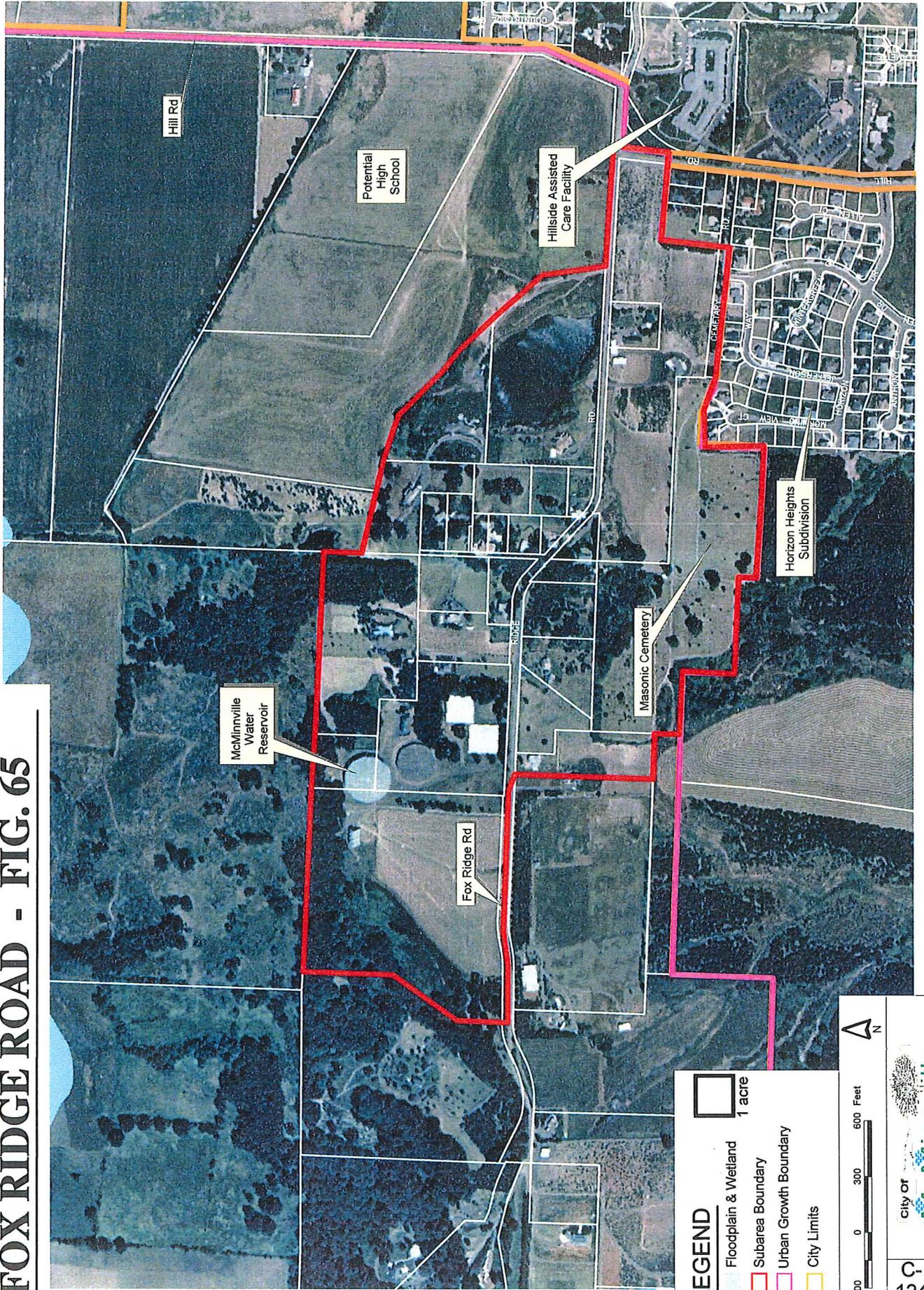
The sub-area contains approximately 143 gross acres of land, the majority of which is zoned VLDR-2.5 (Very Low Density Residential – 2.5 acre minimum). The Masonic Cemetery, and McMinnville Water and Light properties are zoned PAI (Public Assembly Institutional) and PWS (Public Works Safety), respectively (Figure 67).

Topographically, the sub-area slopes upward from Hill Road to the west, affording some of the best views of McMinnville in the area; the majority of the sub-area consists of gradual to steeply sloping land. Fox Ridge Road, a paved County road (twenty-four to twenty-six foot wide travel lane situated within a forty foot wide public right-of-way; no sidewalks, curb or gutter) that extends westward from Hill Road provides the only means of public vehicular access into the sub-area. This road generally travels along the ridgeline that cuts east-west through this sub-area's midsection. Additional access to parcels within the sub-area is provided by long, narrow private drives.

Development Patterns / Buildable Lands:

Within this sub-area are located 19 single-family homes. Most of these home sites have been situated to take advantage of the views of McMinnville, Willamette Valley, and Coast and Cascade mountain ranges. Most all of these home sites also contain barns, storage buildings, workshops, or other assorted outbuilding and gardens. The improvement value of these properties (exclusive

FOX RIDGE ROAD - FIG. 65



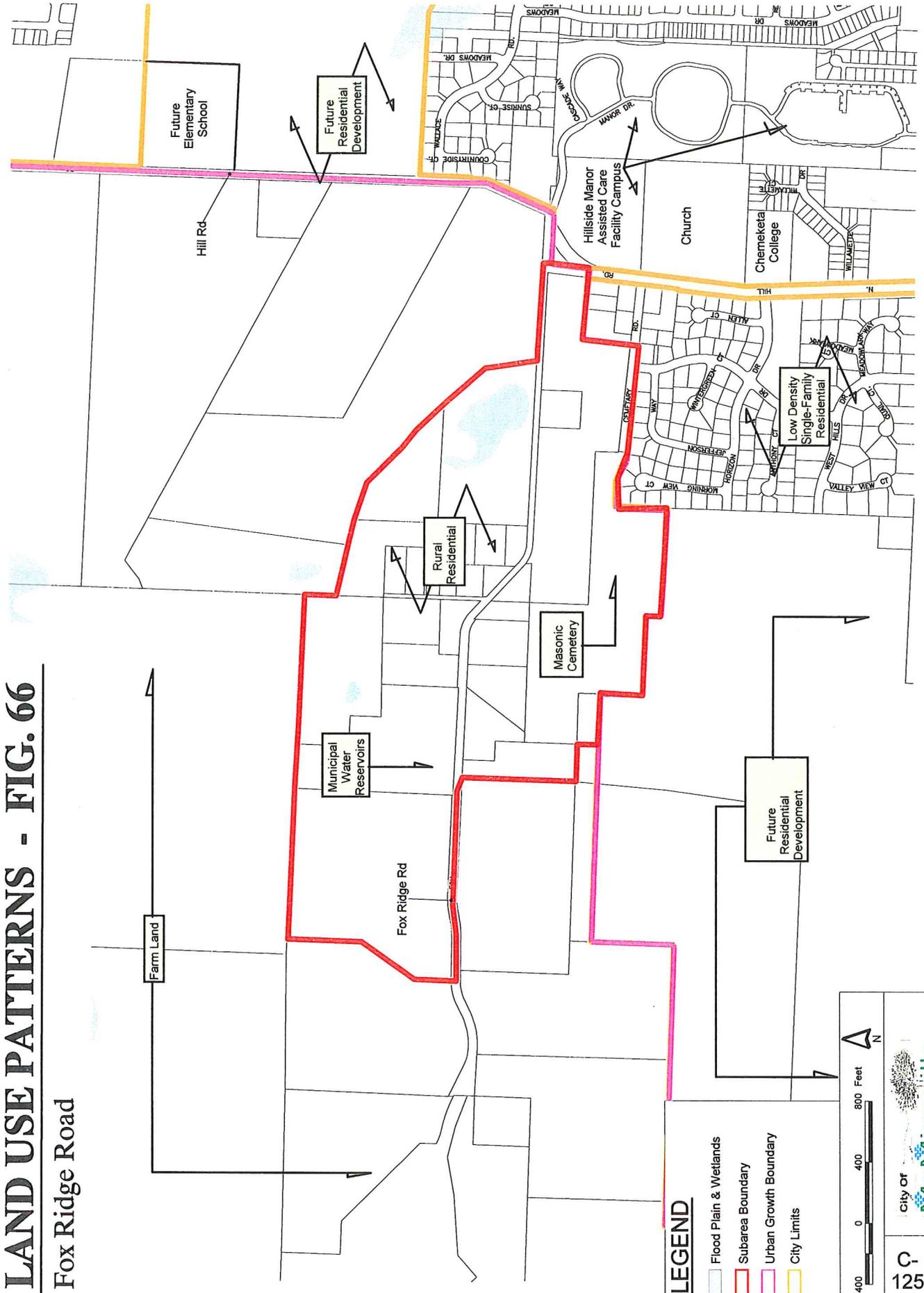
LEGEND

-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary
-  City Limits
-  1 acre



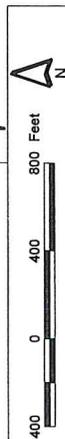
LAND USE PATTERNS - FIG. 66

Fox Ridge Road



LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



of land value) is some \$3,050,251, ranges from \$39,715 to \$301,320, and averages \$152,513.

Of the 143 total gross acres contained within this sub-area, 78.48 acres (about 55 percent) is developed or constrained by slopes equal to or greater than 25 percent. Of the remaining 65 acres of vacant and partially vacant land, only 5.46 acres within this sub-area are classified as vacant. The four parcels which comprise this land average 1.37 acres in size. The partially vacant land found within the sub-area is comprised of 15 parcels that range in size from 0.87 acres to 24.1 acres. The average developable size of these parcels is 3.97 acres. Of these, 14 are zoned VLDR-2.5, and average 2.92 developable acres in size (Figure 68). In addition, the improvement value of these 15 properties averages \$162,781.

A summary of the Fox Ridge Road Sub-area's buildable land inventory is provided in Table 9, below.

Table 9

Fox Ridge Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	143.48	100%
Plan Designation:		
<u>Residential:</u>	143.48	100%
Developed/constrained acres:	(78.48)	55%
Total Gross Vacant Buildable Residential Acres	65.00	45%
Vacant Residential Acres:	5.46	8%
Partially Residential Vacant Acres:	59.54	92%

Public Facilities (Figure 69):

Sewer:

While there are topographic and existing development patterns that serve to make extending public sanitary sewer service to this sub-area, and, as a consequence, its cost, there are no other known reasons that would preclude the provision of such service. In addition, due to the site's topography, sanitary sewer effluent would gravity flow in two directions: to the north and into the Michelbook drainage basin; and, to the south into the Cozine drainage basin, thus requiring additional trunk line construction beyond that which would otherwise be required. Pump stations are not anticipated within such gravity flow systems. According to the City of McMinnville Engineering Department, costs associated with providing public sanitary sewer service to this sub-area are estimated to be high.

BUILDABLE LANDS - FIG. 68

Fox Ridge Road

Water Reservoirs

Fox Ridge Rd

Wetland

CEMETERY RD.

Hill Rd

VIEW CT

WAY

N

LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



Water:

Individual, private wells currently serve as the source of domestic water for the lands within this sub-area. As described in the McMinnville Water and Light "Water System Master Plan," this area is located above the current water service area and cannot be provided public water without construction of an upper level system. This system would require, in part, the acquisition of land on which to build a new reservoir (southwest of this sub-area at an elevation of some 510 feet), construction of two reservoirs each with a 1.65 million gallon capacity, pump station, and transmission line connecting the existing reservoirs with the planned reservoirs and pump station. In 1996, McMinnville Water and Light estimated the cost for these improvements, necessary to supporting urban development in the Fox Ridge Sub-area, at \$3.4 million.

Electric:

McMinnville Water and Light estimates the costs for providing electric service to the Fox Ridge sub-area as *low* (ranging from \$0 to \$200,000). Existing feeders on North Hill Road would have to be upgraded to accommodate the additional projected load, however.

Transportation:

As noted previously, a single public road currently serves the Fox Ridge Sub-area: Fox Ridge Road. This Yamhill County road extends west from Hill Road through the midsection of the sub-area. Its right-of-way dimension is forty feet, which is currently improved with a paved surface averaging 25-feet in width. The road is classified as a local access road by Yamhill County. No other public roads or rights-of-way exist within this sub-area.

Extending from this public road are numerous narrow, private drives that afford access to the parcels that are located within the sub-area.

Factors Affecting Urbanization:**Annexation –**

Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

A requirement of annexing property to the City is that it be contiguous to the current city limits. As that criterion applies to this particular sub-area, the city

limits line forms this sub-area's southern boundary. However, it is important to note that occupying approximately 2,720 linear feet of this 3,980-foot long southern boundary (nearly 70 percent) is the property owned --- and developed -- - by the Masonic Cemetery. There is but one other private property, located to the immediate east of the cemetery, which also borders the current city limits. Given that the cemetery is developed, and that there is no conceivable benefit that would accrue to this property from annexation to the City, it is reasonable to assume that owners of the cemetery property would not take such action in the future. That being the case, urbanization of this sub-area rests solely upon the property owner of Tax Lot 4419-2000 (a partially developed, 19-acre parcel), to seek, and gain approval from the electorate, to annex that property to the city. That annexation, however, does not solve the problem for other properties in the sub-area to urbanize.

Bordering this 19-acre parcel to the north, across Fox Ridge Road, are two privately held parcels; at least one of which must also annex in order to provide the opportunity for any other properties within this sub-area to annex. One of these, identified as Tax Lot 4418CC-1000, is classified as "developed" and is occupied by a single-family residence and outbuildings. The other parcel, identified as Tax Lot 4418CC-101, is classified as "partially vacant." The improvements on this particular property, however, consist of the former gravel borrow pit (now a lake), and a residence of which the improvement value is in excess of \$280,000. In addition, the "vacant" portion of this parcel measures approximately 1.3 acres in size and is situated in the extreme northern portion of the site, behind the existing residence.

In summary, existing development, and this sub-area's situation relative to the existing city limits, presents a significant challenge to its ability to be annexed and urbanized.

Water Service --

McMinnville's current water distribution system is designed as a single-level pressure system providing service to those properties situated between 100 feet and 275 feet in elevation. The subject sub-area is situated at elevations that range from 255 feet (extreme eastern corner of the sub-area) to 445 feet (western portion), the vast majority of which sits well above the current water service level. Provision of public water to this area, as described previously, will require considerable expense, estimated to exceed \$3.4 million.

Transportation --

Fox Ridge Road is the only current public means of vehicular access within this sub-area. The right-of-way dimension for this Yamhill County road measures 40-feet in width. Within this has been constructed a paved surface that averages 25-feet in width. Gravel shoulders are situated on either side of the paved travel

surface. To accommodate urban density development, the road would need to be improved to City standards. As such, this would require an additional 10-foot of right-of-way width, removal and reconstruction of the existing subgrade, construction of a paved travel surface a minimum of 26-feet in width, 5-foot wide sidewalks on both sides of the street, and curbs and gutters.

Typically, additional right-of-way width can be acquired as part of development that may occur adjacent to substandard streets or roads, such as Fox Ridge Road. However, in this particular case, there is a significant amount of existing development that fronts this road, making it improbable to acquire the needed right-of-way in this fashion. The other alternatives include purchasing the needed right-of-way, using eminent domain authority to acquire it, or constructing a modified City local residential street section in the existing right-of-way (sidewalks at the curb; no planting strip).

There are also within this sub-area several long private drives that provide access to existing residences. The width, length, improved condition, and number of residences that currently take access from these will not permit their use for further residential development, under City standards. As such, further partitioning or subdividing of buildable land located adjacent to these drives may require the dedication and improvement of public rights-of-way to provide the required access.

Slope, existing development patterns, and lack of additional public rights-of-way combine to make traffic circulation within this sub-area, and to adjoining properties, problematic.

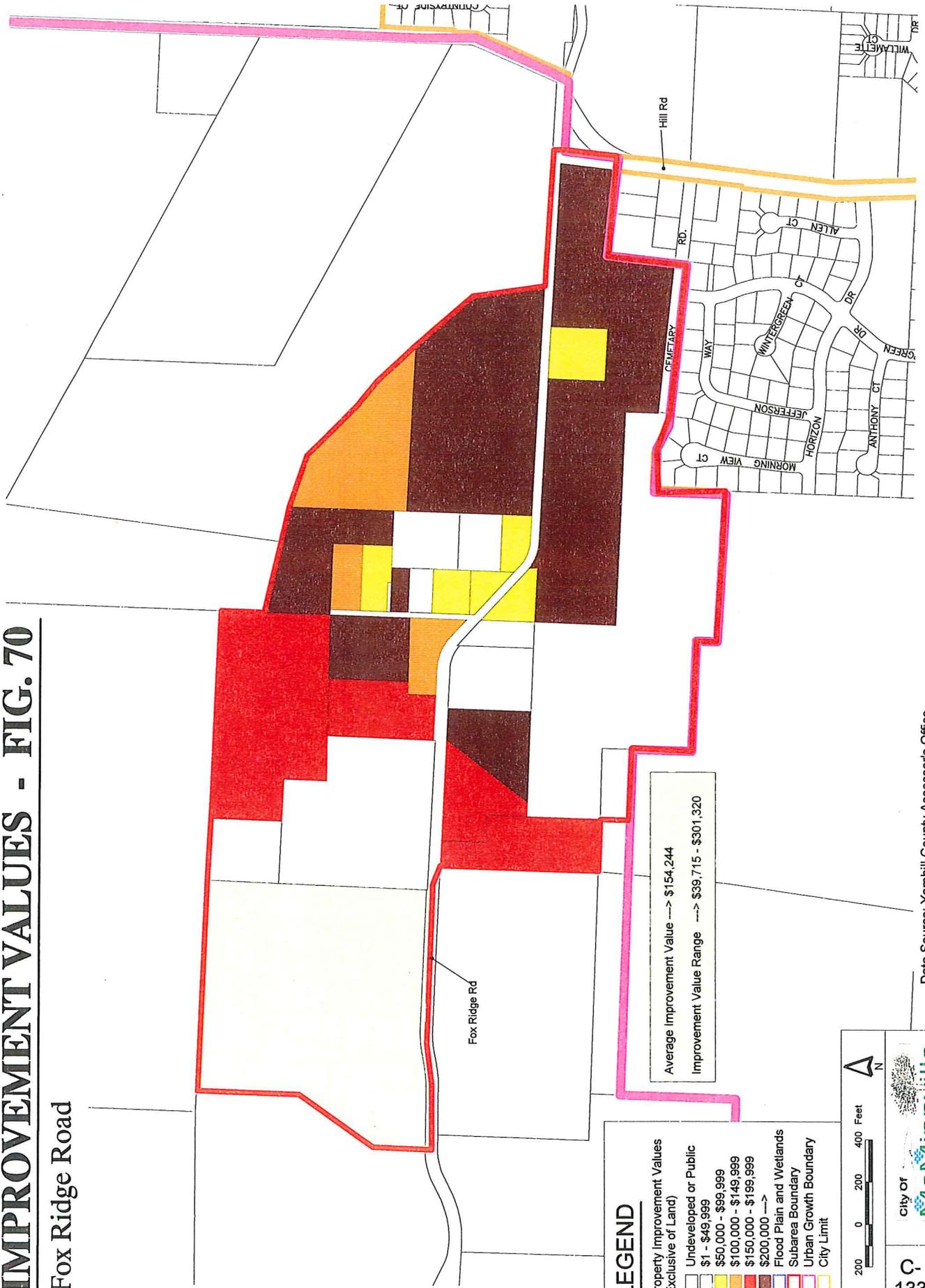
Property Values, Existing Development Patterns –

The developed residentially zoned properties within this sub-area average 0.76 acres in size and about \$212,000 in combined land and improvement value. The residentially zoned partially vacant properties, of which there are 15, range in size from 0.87 acres to 24.1 gross acres, and average 6.37 acres in size. In value, the improvements found on these parcels average \$162,781; land averages \$239,797. All but four of these partially vacant parcels yield buildable acreages that are less than four acres in size. Their average combined improvement and land value for these 15 parcels is slightly more than \$386,500. Improvement value information is depicted on Figure 70.

Of further note is the arrangement of the vacant and larger partially vacant parcels. In particular, the largest partially vacant parcel in the sub-area (24.1 acres in size, 18.6 acres of which are vacant) is located in the extreme northwest corner. This property borders other non-resource land only on the east; property owned by McMinnville Water and Light. As such, unless McMinnville Water and Light annexes their property to the City, and provided that other properties annex

IMPROVEMENT VALUES - FIG. 70

Fox Ridge Road

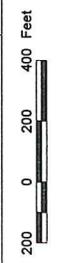


LEGEND

Property Improvement Values
(Exclusive of Land)

- Undeveloped or Public
- \$1 - \$49,999
- \$50,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 ->
- Flood Plain and Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

Average Improvement Value ---> \$154,244
Improvement Value Range ---> \$39,715 - \$301,320

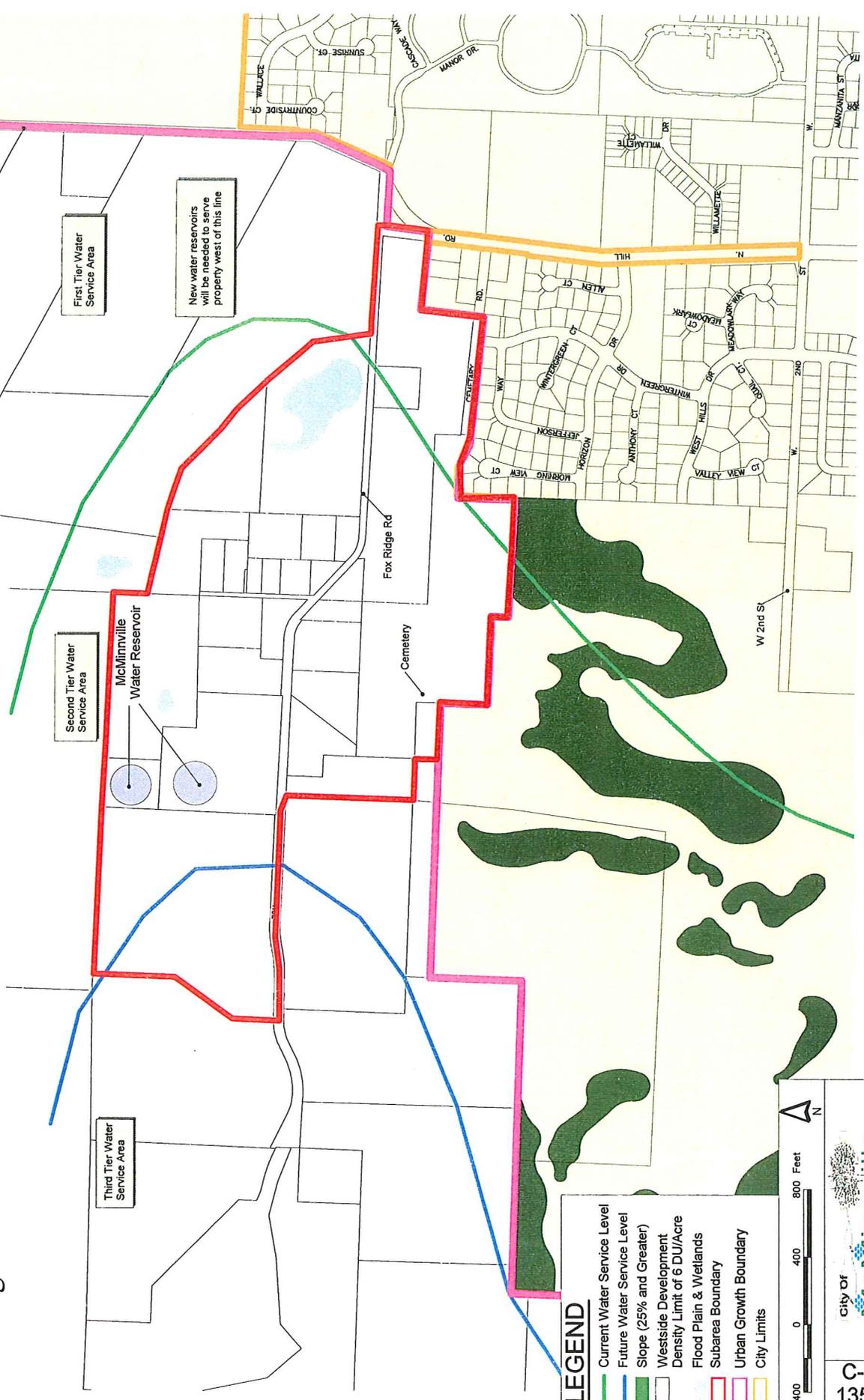


first to even allow this possibility, this partially vacant property will not be able to develop to urban densities.

Additional observations as regard development constraints and opportunities, and proximity to services is provided on Figures 71 and 72, respectively.

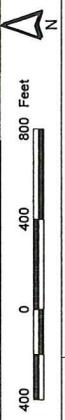
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 71

Fox Ridge Road



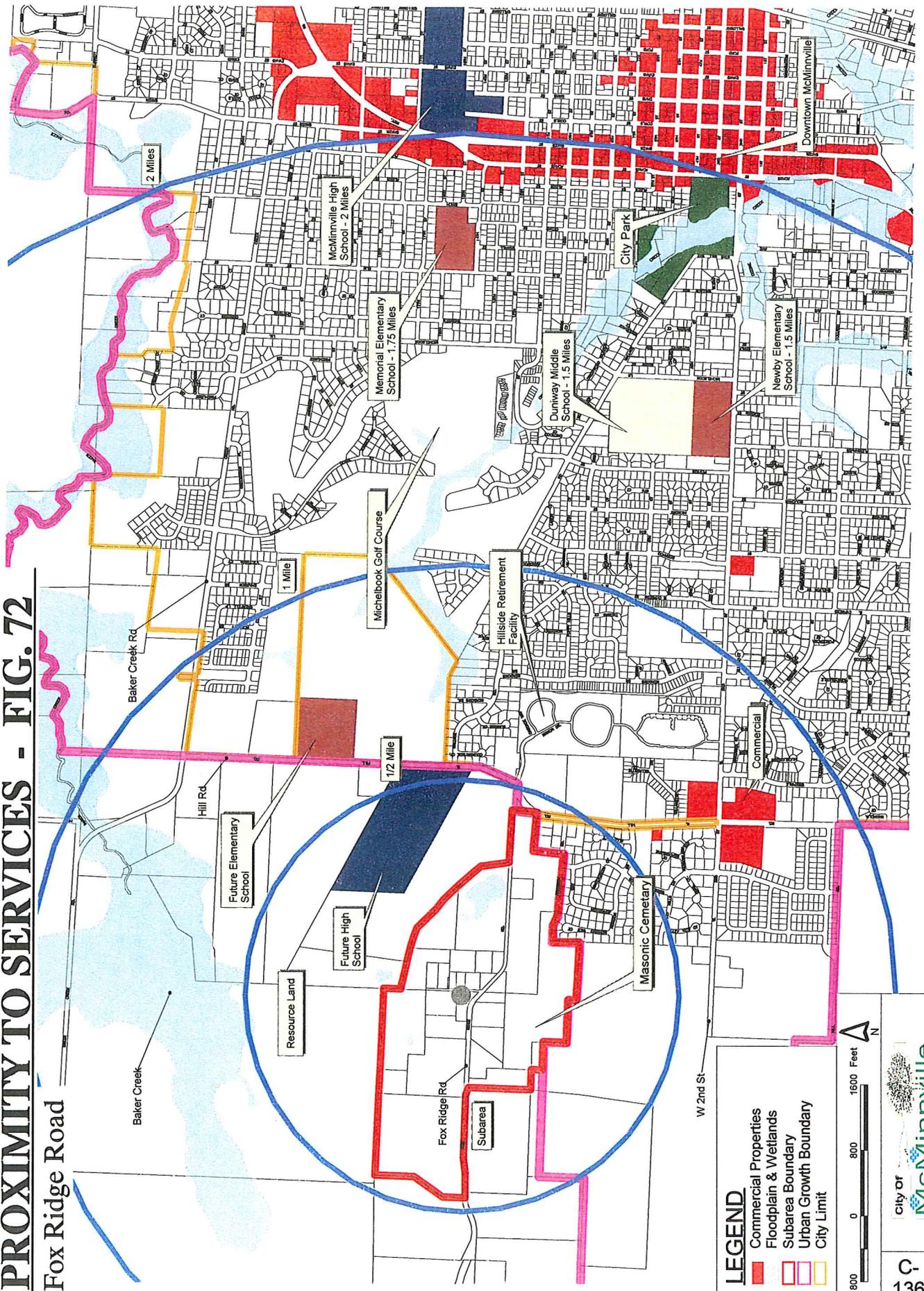
LEGEND

- Current Service Level
- Future Water Service Level
- Slope (25% and Greater)
- Westside Development
- Density Limit of 6 DU/Acre
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



PROXIMITY TO SERVICES - FIG. 72

Fox Ridge Road



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit



Summary Analysis and Conclusions

Exception Lands

Once a city has determined that there is a need for additional land outside its existing urban growth boundary, and what the nature and extent of that need is, the priorities of ORS 197.298 apply. This statute appears to make clear that exception lands must be included in the urban growth boundary unless one or more of the following circumstances exist:

- (a) Specific types of identified land needs cannot be reasonably accommodated on higher priority lands;
- (b) Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or
- (c) Maximum efficiency of land uses within a proposed urban growth boundary requires inclusion of lower priority lands in order to include or to provide services to higher priority lands. [1995 c.547 §5; 1999 c.59 §56]

In order to determine if exception lands are to be included in the amended urban growth boundary the City must determine if any or all of these nine sub-areas can reasonably accommodate its identified land needs.

The "McMinnville Residential Land Needs Analysis" concludes that the city will require land to accommodate approximately 6,014 new dwelling units during the planning period. It further concludes that, in contrast to the preceding fourteen years time, there will be need for an increased percentage of multi-family, or single-family attached, housing to address the housing needs of McMinnville households at all income levels. In addition, there will continue to be a shift toward smaller single-family lot sizes, similar to recent development trends. These changes will cause future residential densities to increase dramatically from what was experienced in the preceding fourteen years time by some 22 percent (from 5.9 dwelling units per net acre to 7.2 dwelling units per net acre).¹⁸

To meet these demands the City proposes to implement a number of land use measures that would help to satisfy these future housing needs. The cornerstone of these measures is the creation of neighborhood activity centers, or areas within the city that are appropriate for and capable of accommodating neighborhood commercial development and higher density housing. This type of development is dependent upon locations along arterials and collector streets, in

¹⁸ It is important to note that all projected low density, single-family detached housing needs can be accommodated on lands within the existing McMinnville urban growth boundary. As such, no additional land for such housing is needed. The need, therefore, is for lands that are suitable for relatively higher density housing.

areas well served by public facilities and streets, and in areas that benefit from close proximity to other schools and support services.

In addition to these residential land needs, the City has documented a need for approximately 314 acres of public parkland, 96 acres for public school use, and 193 acres for future commercial development. As described above, much of this commercial need would be met by the implementation of neighborhood activity centers.

Beyond the requirements of law, for purposes of good planning, land should be suitable for the intended use.¹⁹ For example, it makes little sense to plan and zone land for lower income housing if that land is steeply sloped, is in an area characterized by higher land values, or is otherwise expensive to develop. Similarly, planning and zoning land for a future neighborhood activity center that is situated in an area of predominantly low density rural development, that is expensive to serve, has relatively little available vacant buildable land, is extensively parcelized, and has a resident population opposed to increased density would likely not be a wise or prudent choice.

Given this, the City further analyzed each of the previously described sub-areas to assess their ability to reasonably accommodate the identified residential land needs as they are described in the "McMinnville Residential Land Needs Analysis," the "Economic Opportunities Analysis" (and the revisions to those documents), and the "Growth Management and Urbanization Plan." If determined to be able to reasonably accommodate this need, the City then examined the sub-area's ability to accommodate commercial land needs, and other identified residential needs, particularly schools and public parks. If found through this effort that lands within a sub-area could not reasonably accommodate identified residential land needs, the City did not conduct further analysis as to the sub-area's ability to provide for needed commercial land. In so doing the City reasoned that the type of commercial development encouraged by the City's land use plan is of a neighborhood scale that is located central to a surrounding—and supporting—higher density residential neighborhood. Absent this support, or ability to create such a market, it is unreasonable to provide for commercial uses in the sub-area. Schools and parks were treated in similar fashion. These public facilities typically follow residential development, or, at best, occur concurrent with residential development. Lacking the ability to develop lands within a particular sub-area to urban residential densities would

¹⁹ Both the Oregon Land Use Board of Appeals, and the Oregon Court of Appeals have indicated that where the need identified by the local government can be satisfied only by land with certain characteristics, only lands that have those characteristics should be evaluated under ORS 197.298. As DLCD stated in its staff report to its Commission in May of 2002, regarding the City of North Plains Periodic Review Task: "[. . .] to require a local government to do otherwise would be to require it to evaluate (and possibly to include within its UGB) lands that can't satisfy the identified land need for additional lands. Neither the statutes nor Goal 14 require or even suggest this result."

seem to preclude any thought that public schools or parks should be located there.

For purposes of the City's analysis, the following factors were considered in order to assess a sub-area's ability to reasonably accommodate an identified land need:

Physical constraints

In general, sub-areas that have a higher percentage of area constrained by contaminated soils, identified wetlands, floodplain, steep slope, or other environmentally sensitive area are less suitable for residential or commercial use due to their obvious development limitations and associated costs. However, some open space or parkland needs may be appropriate to locate in floodplain areas to serve adjacent residents.

Location relative to existing and planned facilities

The City has reviewed its myriad of public facility plans, and the information provided previously in the sub-area descriptions, to determine the relative cost of providing service to each sub-area, and issues specific to providing those services. Key facilities necessary to support and accommodate the identified land needs include water, sanitary sewer, fire stations, parks, and schools. In addition, transportation, to include streets, bicycle, public transit, and pedestrian facilities is a critical determining factor, particularly in light of the City's desire to create compact, walkable neighborhoods, thereby maximizing land use efficiency and opportunities for alternative modes of travel.

As noted in DLCD's "Planning for Residential Growth: A Workbook for Oregon's Urban Areas," a key consideration in determining the ability of land to accommodate an identified need is cost.²⁰ In general, and for purposes of this analysis, sub-areas found to have public facility costs in excess of those typically found in urban area development are less likely to accommodate needed housing than those that are less expensive to serve. Also, distance from existing or planned schools was considered (the farther removed from an elementary school, the less able to reasonably accommodate identified residential land need). It should be noted that some sub-areas, due to existing development patterns, narrow rights-of-way, or access limitations, are less able to accommodate McMinnville's needed housing than other sub-areas that lack such limitations. In summary, sub-areas determined to be neither economic nor orderly to serve with needed key facilities were judged less capable of accommodating identified land needs.

²⁰ Appendix D: Guidelines for Location and Density of Housing, page D-2.

Location relative to surrounding uses

Good planning strongly suggests that residential development not be located adjacent to uses that produce smoke, noise, dust, fumes, chemicals, or other conflicts that would diminish the resident's ability to use and enjoy their property. In this context, sub-areas were evaluated as to their location relative to heavy industrial planned areas, the airport, rail, and major or minor arterial streets. Sub-areas located proximate to such uses were judged less able to reasonably accommodate identified residential land needs.

This analysis also examined the sub-areas to determine their ability to accommodate a mix of uses, most specifically, high-density housing and neighborhood commercial. Factors considered were the presence of major collector streets, adjacency to urban density development, and extent to which the sub-area may be parcelized (less parcelized, the easier to accommodate mixed use, higher density neighborhood development).

Location relative to market demand

The DLCD Workbook states that:

“High density housing requires high land values; higher land values are likely to be associated with places where density is already higher. In other words, future high density housing will tend to go in areas that are developed at high densities.”²¹

Consistent with the suggestions provided in the DLCD Workbook, the City has evaluated land values for each sub-area and the ability of the market to supply different types and densities of housing within them. Changes in land use plans (i.e., the designation of a rural residential area for higher density, urban scale housing) should be sensitive to the extent to which demographic and economic conditions are likely to support those changes.

Existing development patterns and other factors affecting urbanization

The amount of existing development, and its location and pattern within the sub-area are critical factors in assessing the sub-area's ability to accommodate identified land needs. For example, exception land areas that have a high ratio of developed land to buildable land (vacant and partially vacant lands) are generally more difficult to develop to higher residential densities, both from a development and a neighborhood support perspective. These patterns may also significantly affect the manner in which utilities can—or cannot—be provided to future development within the sub-area. In addition, the extent of parcelization

²¹ Appendix D: Guidelines for Location and Density of Housing, page D-3.

and individual ownerships are important considerations. The more an area exhibits such patterns, the more difficult it is to facilitate urban development in an efficient and compact form. Even if such lands are brought into the UGB, it is less likely that they would redevelop during the planning period to urban densities due to the difficulties and expenses of redeveloping an area that has so many different ownerships.

In an effort to better understand each of the exception land sub-area's ability to reasonably accommodate the City's identified residential land needs, the above described locational factors have been reduced to a series of numerically ranked criteria. These criteria, the values assigned to each criterion, and the results of this analysis are provided in Attachment 2 of this document. In summary, Lawson Lane far outscored the other exception land sub-areas (42 points), with the Fox Ridge Road and Redmond Hill Road sub-areas finishing in second and third position (27 and 26 points, respectively), some distance above the next nearest score. Booth Bend Road, Old Sheridan Road, and Riverside North finished tied in fourth position (19 points each), with Riverside South, Westside Road, and Bunn's Village in the final three positions (17, 12, and 8 points, respectively).

It is important to understand that this analysis is not intended to serve to define the ultimate choices for McMinnville when considering which exception land sub-areas to include, or exclude, from its future urban growth plan. Its purpose is merely to provide yet another tool for evaluating each area's characteristics, opportunities, and constraints relative to providing the most suitable land needed for the city's future population. This assessment must be balanced with the other requirements of Statewide planning law, and the City's comprehensive plan policies.

From the analysis conducted above, and based on the City's policies, State planning law, and other findings and observations contained in each of the sub-area's descriptions, the City concludes that the Westside Road, Bunn's Village, Riverside North, Booth Bend Road, and Old Sheridan Road sub-areas cannot reasonably accommodate identified land needs. In summary, the City found the following relative to each of these sub-areas:

Westside Road

- Every parcel within the sub-area is partially developed, yielding but 13.9 acres of partially vacant land.
- The thirteen parcels that comprise this sub-area average 1.1 acres in size.
- Westside Road provides vehicular access to the parcels within this sub-area. Travel speeds, sight distances, and traffic volumes will severely limit additional access to this County road.
- The sub-area is located north of Baker Creek, beyond the natural edge that currently separates urban development from rural land uses.

- Improvement values within the sub-area are high relative to other exception areas.
- Transportation improvement costs necessary to support urban development are high.

Bunn's Village

- The North Yamhill River physically separates the sub-area from the McMinnville urban area.
- The sub-area's linear shape, and existing development patterns, makes the provision of water service costly and problematic.
- The cost of providing sanitary sewer service to this sub-area is high.
- Highways 99 and 47 are limited in their ability to provide additional access to private lands within the sub-area.
- The tandem bridges that cross the North Yamhill River, connecting this sub-area to the McMinnville urban area, are narrow and do not provide width to accommodate bike lanes or sidewalks. Further, the bridges are considered by ODOT to be "functionally obsolete."
- Urbanization of this sub-area would increase the potential for land use conflicts, particularly with the surrounding farmlands.
- Extension of urban services to this sub-area would increase pressure to urbanize surrounding resource lands.
- The sub-area is extensively parcelized, making it difficult to create urban, compact development.
- Existing rural residential development densities are very low (one dwelling unit per 2.5 acres).

Riverside North

- The sub-area is physically bordered by lands planned and developed for heavy industrial use on the north and west (Willamette Pacific rail line, Cascade Steel Rolling Mill, Air Liquide). To the east the sub-area is bordered by the 100-year floodplain of the North Yamhill River; to the south is the McMinnville Wastewater Treatment Facility and vacant land for the future expansion of this facility, and the McMinnville fire training tower. These adjacent uses, and their associated noise, dust, light, and other impacts, do not support a market for urban residential development, regardless of the type and density of housing. These adjacent uses lend strong support for this area's future transition and use to industrial, should it ever be made part of the McMinnville urban area.
- Public access to, and through, this sub-area is limited to Riverside Drive, a County road that serves and traverses through a heavy industrial area to the north.
- This sub-area is physically remote from public elementary schools and other supportive commercial and public services.

Booth Bend Road

- The sub-area is physically isolated from the McMinnville urban area by Oregon Highway 18, a designated "expressway" that serves as the sub-area's northwestern border.
- Urbanization of this sub-area would increase the potential for urban / rural conflict given its location and proximity to active agricultural uses to the south.
- The cost of providing public services necessary to support this sub-area's urbanization, relative to the amount of vacant buildable land is high.

Old Sheridan Road

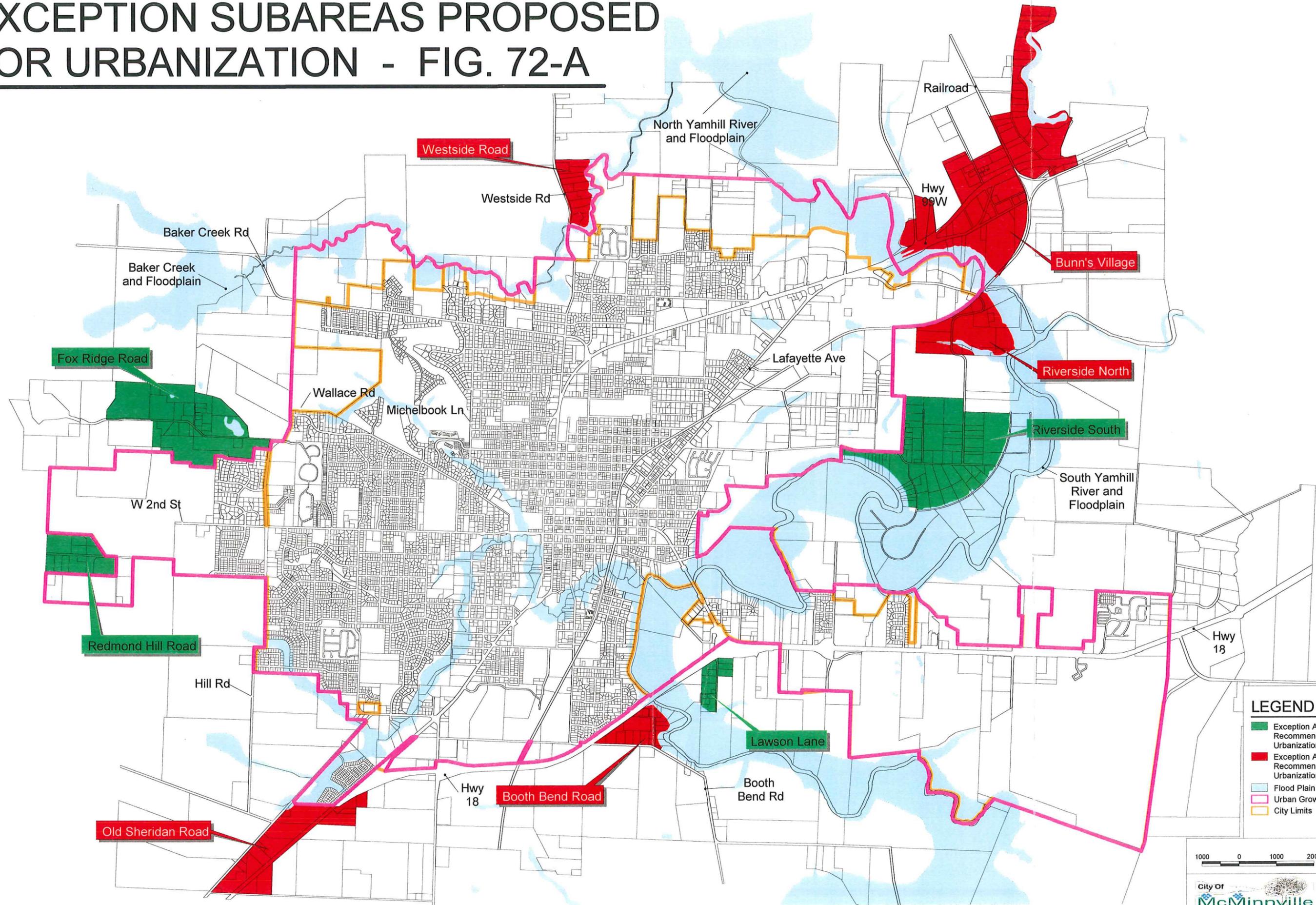
- The cost of providing public services necessary to support this sub-area's urbanization is high.
- Access to this sub-area is limited to Old Sheridan Road, a County road subject to occasional flooding.
- The development of this sub-area for commercial uses would be contrary to current McMinnville plan policies that discourage strip development (see Plan Policy 24.00).

In support of the City's desire to create a compact urban form and walkable neighborhoods, McMinnville intends to adopt plan policy and zoning ordinance provisions to create several neighborhood activity centers at key locations throughout McMinnville. These centers will provide land for the vast majority of the city's future commercial and higher density residential housing. Underpinning this effort is the need to make available lands that are in proximity to existing schools and other public services, that are capable of being assembled into large blocks of land, that are not adjacent to rail or existing and planned heavy industrial areas, and that are in proximity to public utilities capable of supporting such density or that can be provided at relatively low cost.

The sub-areas noted above exhibit characteristics inconsistent with these locational criteria. These sub-areas are, in summary, extensively parcelized; held in multiple ownerships; require costly extension or upgrades to existing public utilities to support urban density development; are located some distance from existing public utilities, schools, and other services; in some cases, located adjacent to heavy industrial development and rail; and have extensive amounts of rural residential development in locations and patterns that make higher density development impracticable or timely. These sub-areas, therefore, cannot reasonably accommodate the identified residential land needs.

Absent supporting urban residential development, it is not appropriate that these sub-areas be considered for other identified residential land needs, such as schools, parks, and churches, or for commercial land needs (Figure 72-A).

EXCEPTION SUBAREAS PROPOSED FOR URBANIZATION - FIG. 72-A



LEGEND

- Exception Areas Recommended for Urbanization
- Exception Areas Not Recommended for Urbanization
- Flood Plain & Wetlands
- Urban Growth Boundary
- City Limits

1000 0 1000 2000 Feet

N

City of McMinnville

C-143-A

Considerations Specific to Other Exception Land Sub-areas

The exception land sub-areas found to be capable of reasonably accommodating future land needs are, however, not without their own set of limitations. The Fox Ridge Road sub-area, for example, contains the highest concentration of expensive, estate-type housing in the McMinnville area. This is due primarily to the views of the surrounding valleys and mountain ranges that this area's elevation affords.

Urban scale development of this area would require considerable public expense necessary to extend water service, and improve existing County rural roads to urban street standards. What little vacant land exists within this sub-area, however, exists at the far western edge requiring considerable expense to serve.

The Redmond Hill Road area shares many of the same characteristics as the Fox Ridge Road area, particularly as it relates to the lack of urban services and expense in providing them to serve future development, topographical constraints, and limited supply of vacant land.

In recognition of these existing patterns, and lack of infrastructure to support higher density development, it is recommended that these sub-areas be planned for low-density residential development (R-1, single-family detached housing). The land contained in these two sub-areas, as well as existing vacant buildable land within the West Hills area (within the existing McMinnville urban growth boundary) will satisfy the identified need for such housing.

Riverside South

Immediately adjacent to this sub-area is located an area planned and zoned for heavy industrial use. Already located in this area are a concrete batch plant operation, steel rolling mill (loud and foul smelling operation), fire training facility, and municipal waste water treatment facility (existing and planned expansion area forms this sub-area's northern border). Geographically, the area is squeezed between this industrial area and the floodplain of the Yamhill River.

Access to this sub-area is limited, and that which exists traverses through the industrial planned areas described previously. Schools and public parks are located some distance from this sub-area, as are commercial services. The area is heavily parcelized and its residents appear to be actively engaged in small-scale farming. Prior conversations with property owners in this area suggest little or no support to move from this rural lifestyle to urban scale development.

Public services necessary to support urbanization of this area would be difficult to provide—and expensive—given the existing ownership pattern, extent of physical development that now exists, and need to widen and improve the substandard streets that now serve these properties. A strategy for extending utilities to and

through this sub-area in an efficient and effective manner would be a prerequisite to any urban scale development.

Even if strategies necessary to make urban scale development possible in this sub-area could be defined and implemented, it begs the question of whether it is an appropriate place in which to encourage any additional residential development at all, let alone a compact, walkable neighborhood consistent with the objectives of this land use plan.

More to the point, increased residential development in this sub-area will, at a minimum:

- Increase the potential for conflicts between the residents and the industrial activities to the west. This could require placing additional limits on the types and intensities of industrial uses that could locate in this area.
- Increase the potential for conflicts between the residents and the municipal waste water treatment facility operation to the north.

Based upon this existing pattern of development, and the recognition that additional industrial development will occur on the adjacent lands, it would be inconsistent with good planning practice to encourage additional residential development beyond what now exists in this sub-area. Unless the City, Yamhill County, and affected residents of this sub-area were to support this area's redesignation to "Agriculture," then it is recommended that residential development in this sub-area be limited to density commensurate with the R-2 (Single-Family Residential) zone.

EXCEPTION LAND SUB-AREA CAPACITY

Inclusion of the Riverside South, Lawson Lane, Redmond Hill Road, and Fox Ridge Road sub-areas will provide an additional 227.51 acres of buildable land for urban development as detailed in table 10, below. At planned densities, this land will accommodate 906 additional dwelling units. Even with these areas added to the existing McMinnville urban growth boundary, there still exists a need for land to accommodate 906 dwelling units. This assumes that these exception land sub-areas would not provide any land for commercial or other residential land needs (schools, churches, parks, etc.).

Table 10		Exception Land Sub-area Capacity Analysis				
Exception Areas	Number of Tax Lots	Gross Acres	Existing Development/C onstraints	Gross Vacant Buildable Acres	Assumed Gross Density	Dwelling Units
Riverside South	71	192.58	63.98	128.60	4.30	552
Lawson Lane	15	18.24	7.48	10.76	4.30	46
Redmond Hill Road	12	39.92	16.77	23.15	3.50	81
Fox Ridge Road	29	143.48	78.48	65.00	3.50	227
Exception Area Subtotals	127	394.22	166.71	227.51	3.98	906

RESOURCE LANDS ANALYSIS

The amount of gross vacant buildable land contained within the above described exception land sub-areas—Riverside South, Redmond Hill Road, Lawson Lane, and Fox Ridge Road—is inadequate to meet the previously identified land need for the planning period. As such, the City has conducted an analysis of the farm and forest lands (resource lands) that surround the McMinnville urban growth boundary to determine their ability to reasonably accommodate the identified unmet land need.

In this analysis, the City looked first at all resource lands within one mile of the current urban growth boundary that met the following criteria:

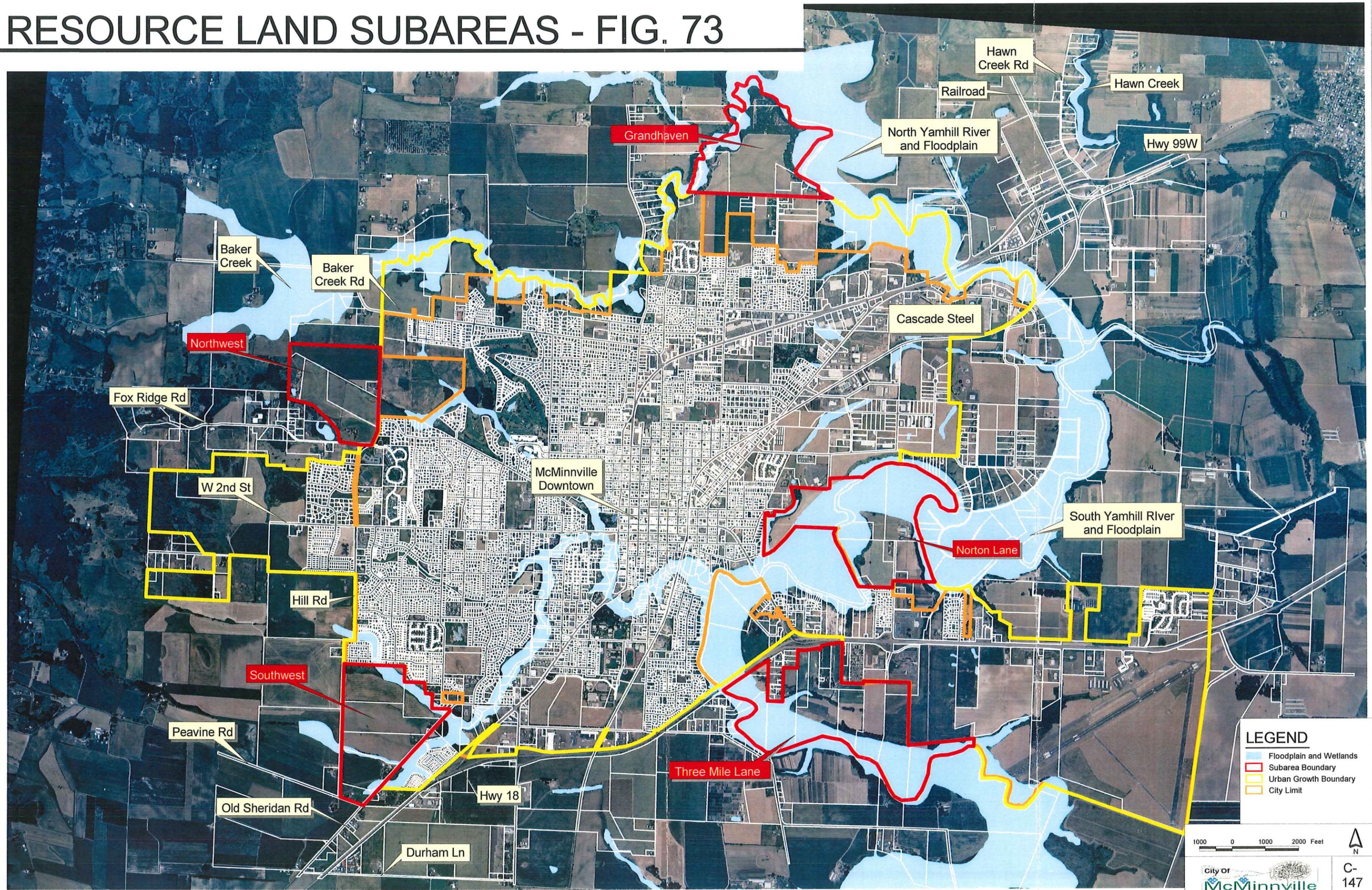
1. Resource lands that are surrounded by the existing urban growth boundary, and the Yamhill River, Baker Creek, or Panther Creek;
2. Resource land surrounded on at least three sides by the existing UGB and/or non-resource lands, and/or other significant natural or man-made edge (e.g., slope, floodplain, arterial street);
3. Resource land needed to allow extension of public facilities to serve land within the existing UGB; and
4. Resource land held by public entities.

Lands not meeting these criteria were assumed to be less appropriate for meeting the City's identified land needs due primarily to their greater distance from existing and planned public facilities (more expensive to serve), and surrounding uses (surrounded almost entirely by other resource land, thereby increasing the potential for urban and agricultural conflict).

Application of this criteria resulted in resource lands north of Baker Creek and the North Yamhill River, east and south of the South Yamhill River, and south of Highway 18 being excluded from initial consideration. This left four geographically distinct resource sub-areas for analysis: Grandhaven; Norton Lane; Three Mile Lane; Southwest; and Northwest. A map showing the location of each of these four areas is provided in Figure73.

Much like the analysis conducted on the exception land sub-areas, information regarding each area's general site characteristics and surrounding development, buildable land and development patterns, public service issues, and soil characteristics are provided in the following section of this report.

RESOURCE LAND SUBAREAS - FIG. 73



Norton Lane Sub-area

General Site Description and Surrounding Development:

The Norton Lane sub-area is located east of McMinnville and abuts the current city limits and urban growth boundary along its northern, western and southern edges. This sub-area is also located north of Joe Dancer Park, Oregon Highway 18 and adjacent commercial and residential areas, and south of urban industrial and rural residential land (Figure 74). Residential development and McMinnville Water and Light facilities lie adjacent to this sub-area to the west and northwest, respectively. To the east is additional rural residential land and actively farmed land within the 100-year floodplain of the South Yamhill River (Figure 75).

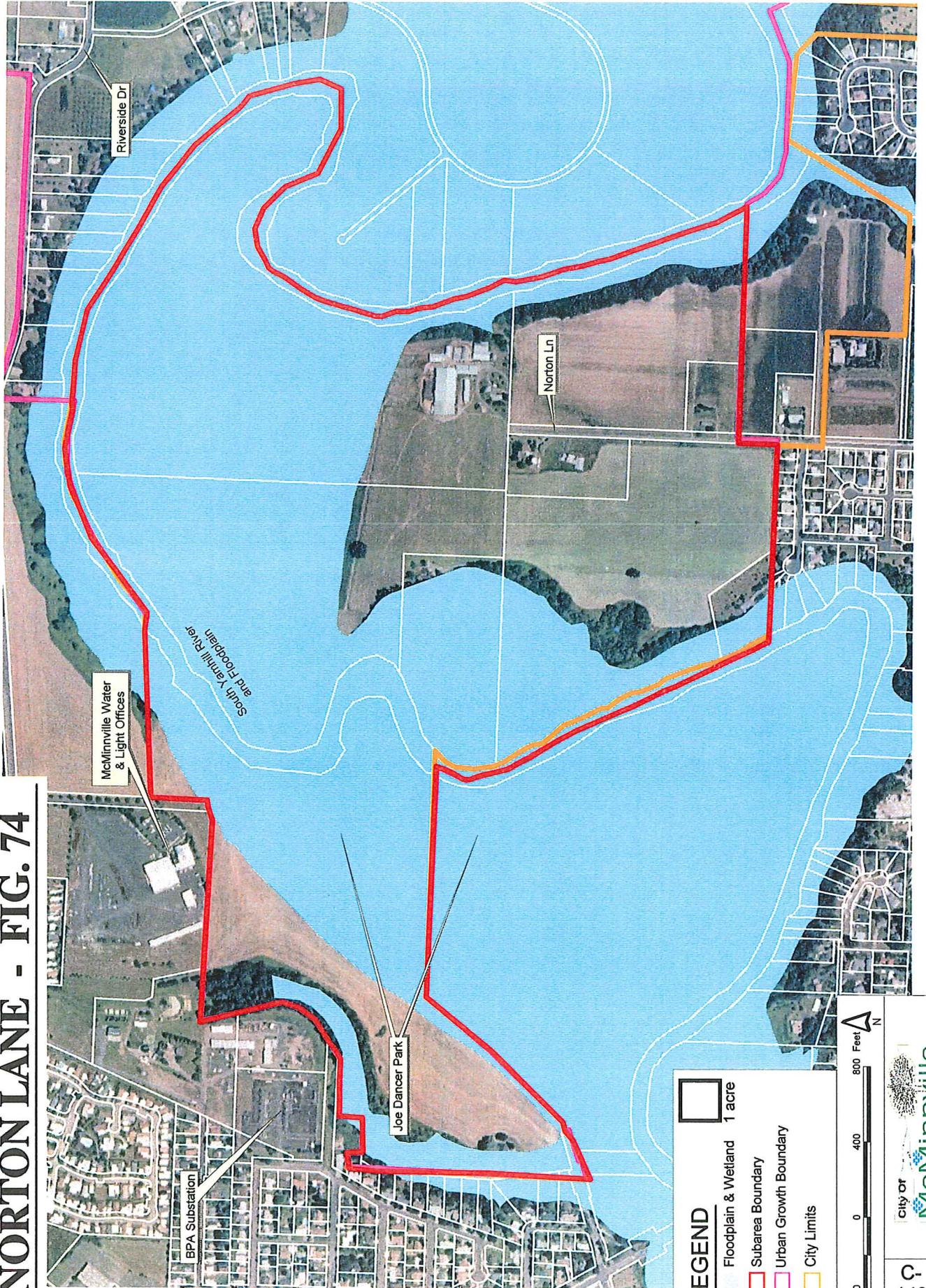
Topographically, the Norton Lane sub-area is characterized by its relatively flat terrain and the South Yamhill River that forms the sub-area's eastern and northern edge. The South Yamhill River's flow northward through the subarea effectively creates eastern and western portions. Historically, the eastern portion of this sub-area has been used as a dairy farm; the western portion, situated adjacent to Joe Dancer Park, has recently been improved by the City of McMinnville for public park purposes. A dense band of mature Douglas fir and other deciduous trees line the banks of the river.

This entire sub-area is zoned by Yamhill County as EF-80 (Exclusive Farm Use, 80-acre minimum) as is depicted in Figure 76. With approximately 190 acres of the sub-area being accounted for by existing development, land located within the 100-year floodplain or on steep slopes, 66.27 acres of the sub-area exists as vacant, buildable land (Figure 77). Of the sub-area's nine parcels, one is located west of the South Yamhill River and is owned by the City of McMinnville. This parcel is part of the Joe Dance Community Park and has recently been improved with soccer fields, paved parking areas and a public road extension connecting Marsh Lane and Brooks Street, as well as retention of habitat areas within the 100-year floodplain. The sub-area's other eight parcels east of the river provide all of the 66.27 acres of vacant buildable land (Table 11).

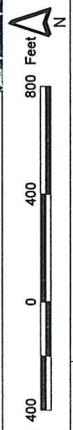
Table 11

Norton Lane Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	256.20	100%
Plan Designation:		
<u>Residential:</u>	256.20	100%
Developed/constrained acres:	(189.93)	74%
Total Gross Vacant Buildable Acres	66.27	26%
Vacant Resource Acres:	34.55	52%
Partially Vacant Resource Acres:	31.72	48%

NORTON LANE - FIG. 74

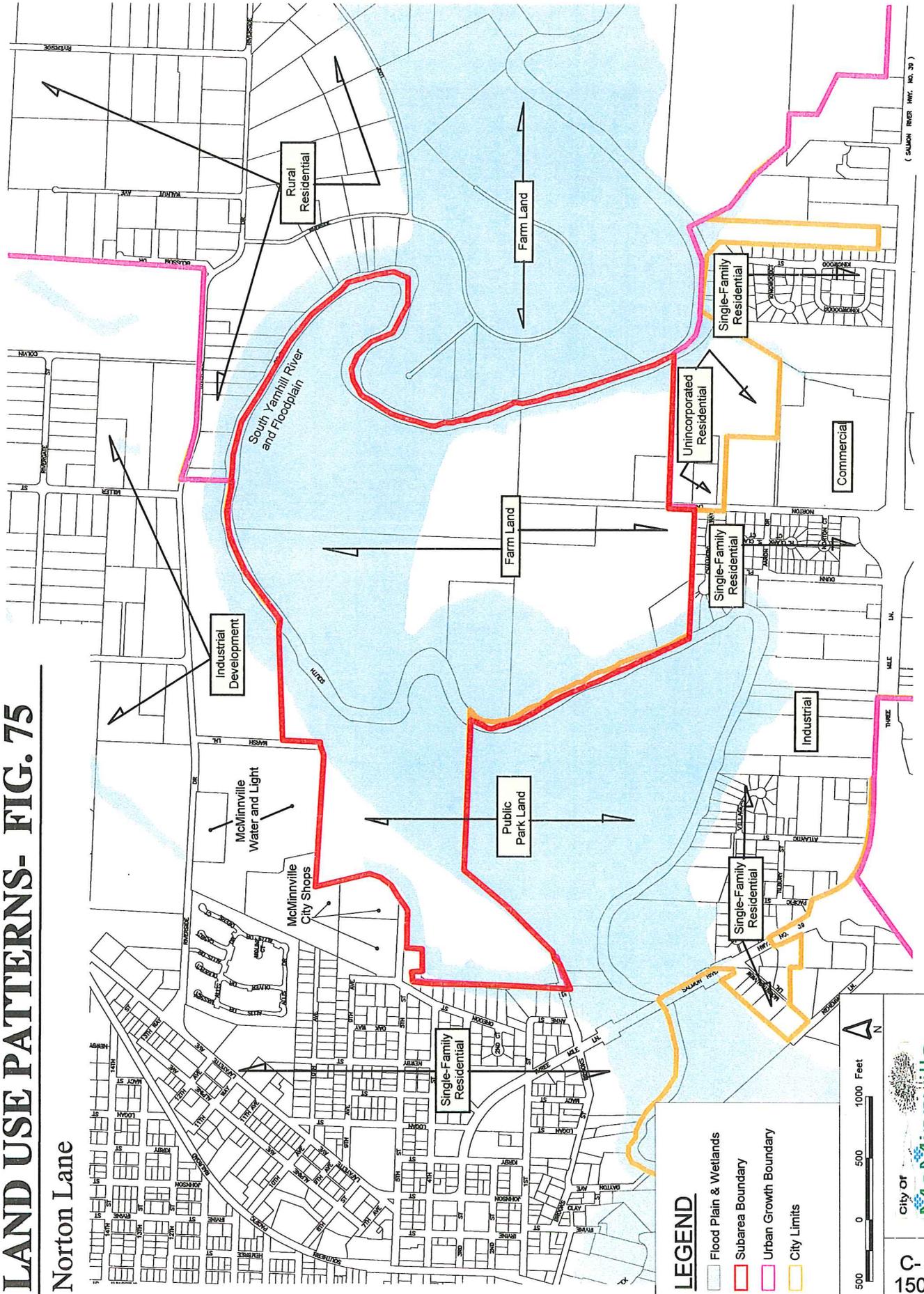


- LEGEND**
- Floodplain & Wetland 1 acre
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limits



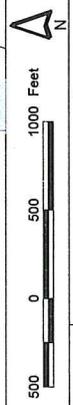
LAND USE PATTERNS- FIG. 75

Norton Lane



LEGEND

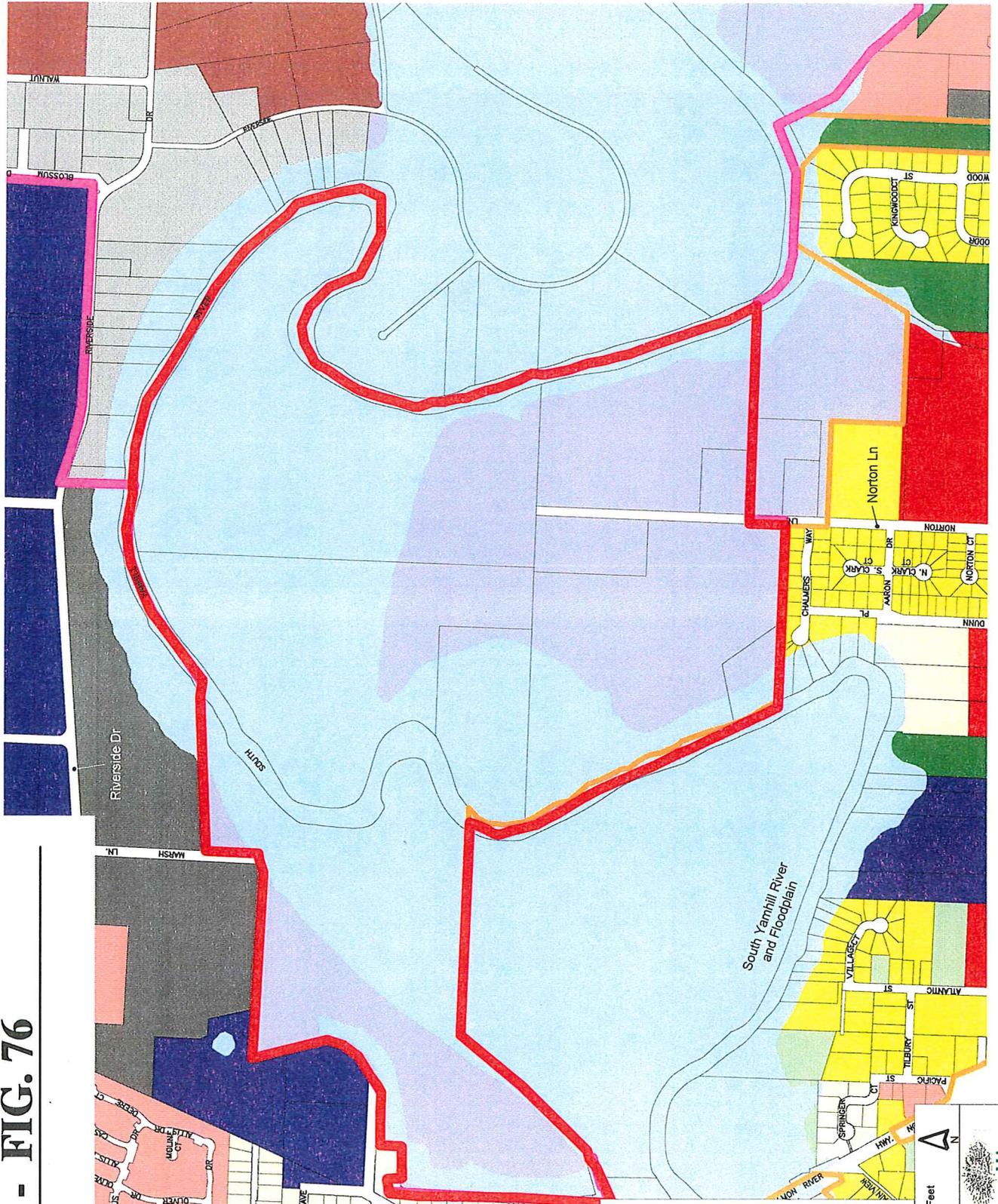
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



(SALMON RIVER HWY. NO. 39)

ZONING - FIG. 76

Norton Lane



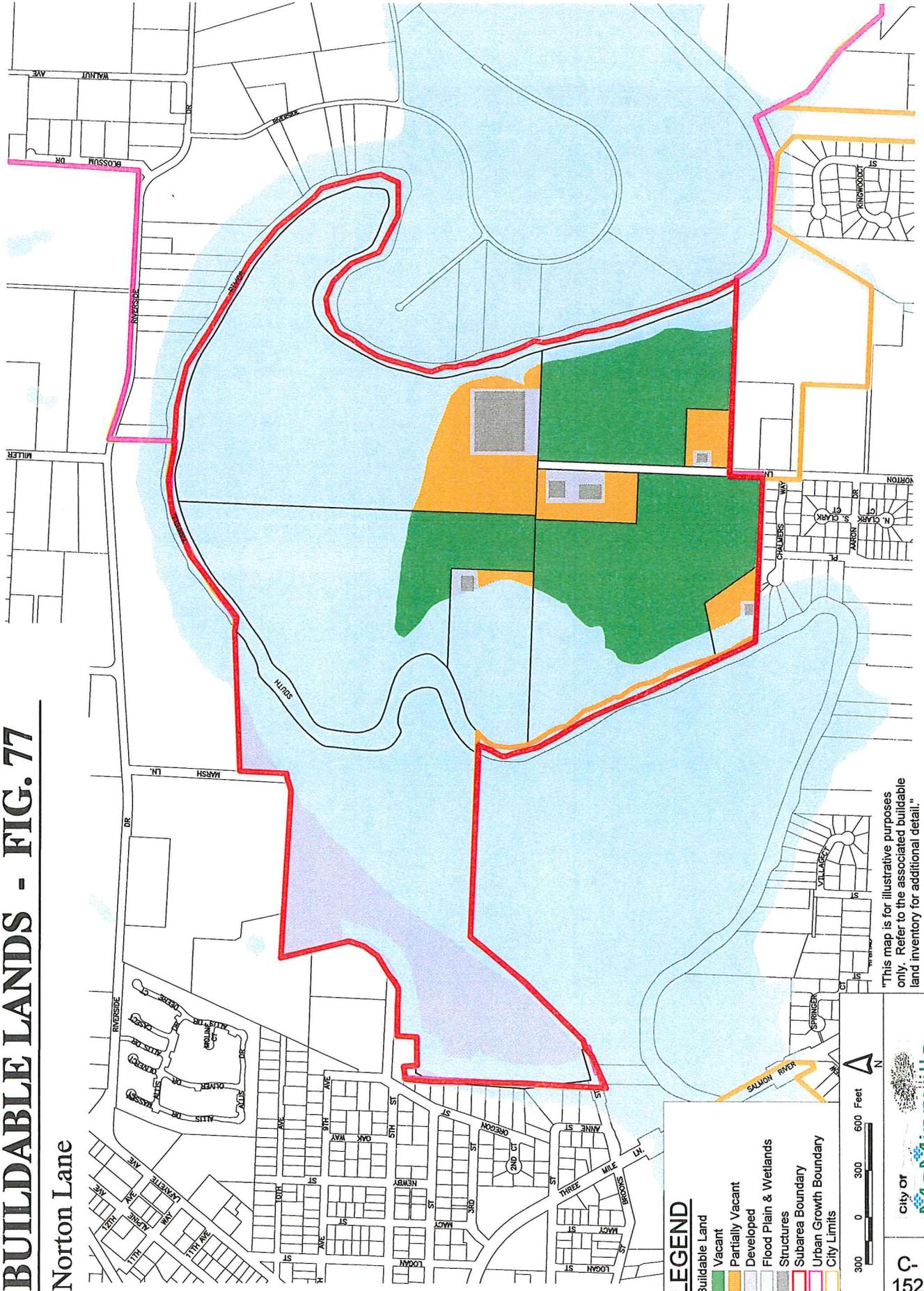
LEGEND

- County Zoning**
 - EF-80
 - AF-10
 - VLDR-2.5
 - VLDR 1
- City Zoning**
 - R-1
 - R-2
 - C-3
 - M-1
 - M-2
 - AH
- Other Features**
 - Flood Plain
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limits



BUILDABLE LANDS - FIG. 77

Norton Lane



LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



Public Services (Figure 78):

Sewer:

The area east of the South Yamhill River is served exclusively by private septic systems. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of systems connecting to public facilities. An extension of the trunk line presently located within the Norton Lane right-of-way just south of the sub-area would be necessary to provide serviceability to the sub-area, as well as a pump station.

Water:

The area east of the river is served exclusively by private wells. Provision of municipal water to serve this area will be provided by the extension of the existing trunk line located to the north in the Riverside Drive right-of-way. McMinnville Water and Light is currently developing a design for this extension and is planning to construct it later this year.

Electric:

This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be adequate to accommodate the future urban development within this sub-area.

Transportation:

This eastern portion of the sub-area is provided access by Norton Lane. Within this sub-area, Norton Lane is a gravel road within a forty (40) foot wide right-of-way that extends nearly half way through the sub-area's midsection in a north to south alignment. The western portion of the sub-area is served by public drives extending east from the 3rd Street and Brooks Street intersection, and south from Marsh Lane.

Development constraints and opportunities, and proximity to services are identified on Figures 79 and 80, respectively.

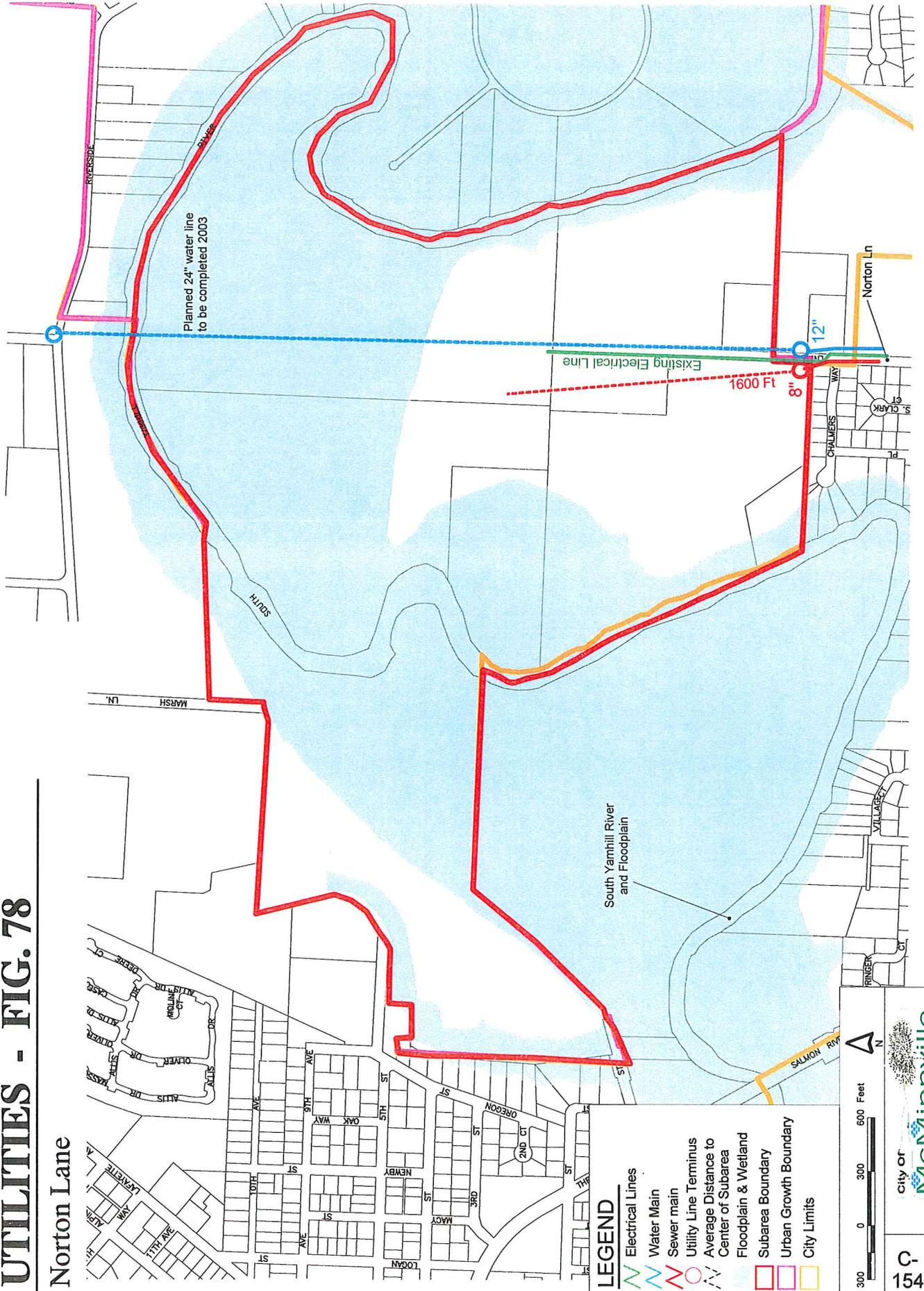
Soil Classification:

Soil classification within the eastern portion of this sub-area (the portion east of Joe Dancer Park) was field investigated and mapped in 1999 by a private soil scientist²². That investigation found that some 1.9 percent (3.73 acres) of the soils within the area are classified as SCS Class I. This soil is located

²² Jack Parcell, Certified Soil Scientist, #19574 CPSC – June, 1999. (Attachment 3)

UTILITIES - FIG. 78

Norton Lane



Planned 24" water line to be completed 2003

Existing Electrical Line

1600 Ft

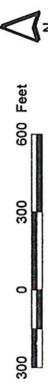
8"

12"

South Yamhill River and Floodplain

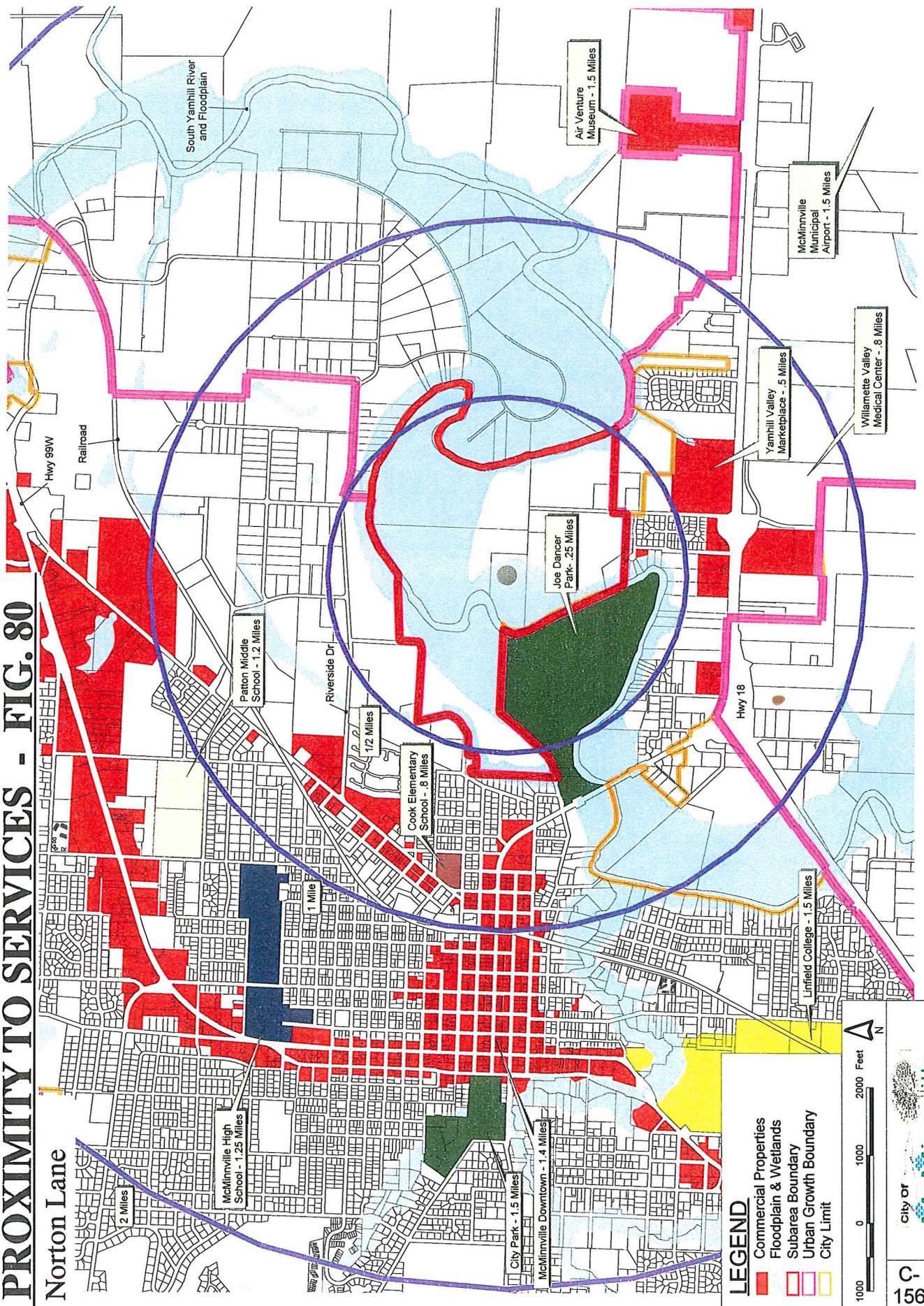
LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits

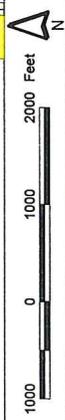


PROXIMITY TO SERVICES - FIG. 80

Norton Lane



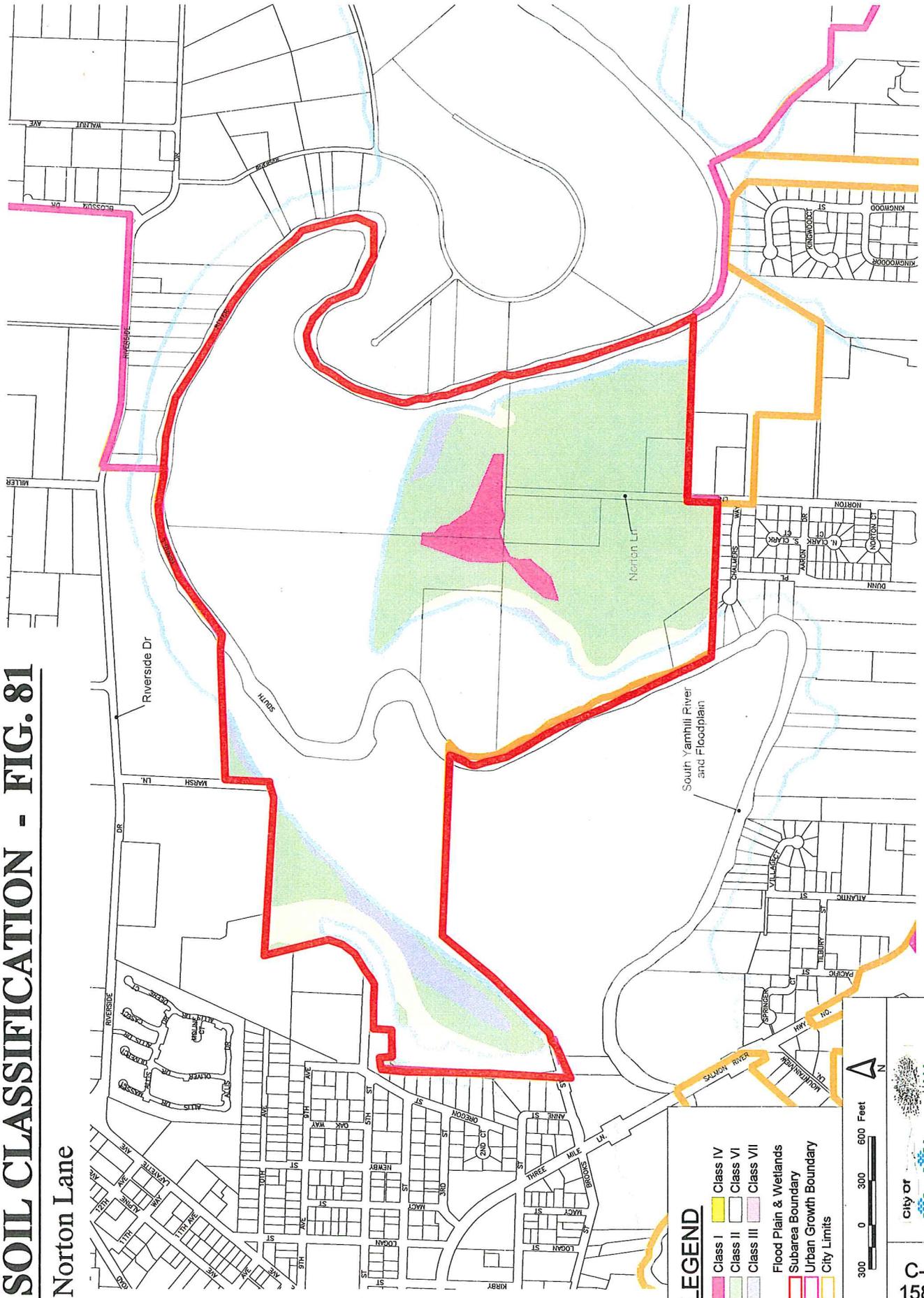
- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



primarily west of the location of the milking barns of the Shurig Dairy that was in operation on this site in the recent past. Class II soils comprise nearly 75 percent of the site. The balance of this area is composed of Class III (14.5 percent), Class IV (1.8 percent), and Class VI (7 percent) soils. The majority of the western portion of this sub-area (Joe Dancer Park area) is identified as Class II and contains no Class I soils (Figure 81).

SOIL CLASSIFICATION - FIG. 81

Norton Lane



LEGEND

- Class IV
- Class II
- Class III
- Class VII
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



Three Mile Lane Sub-area

General Site Description and Surrounding Development:

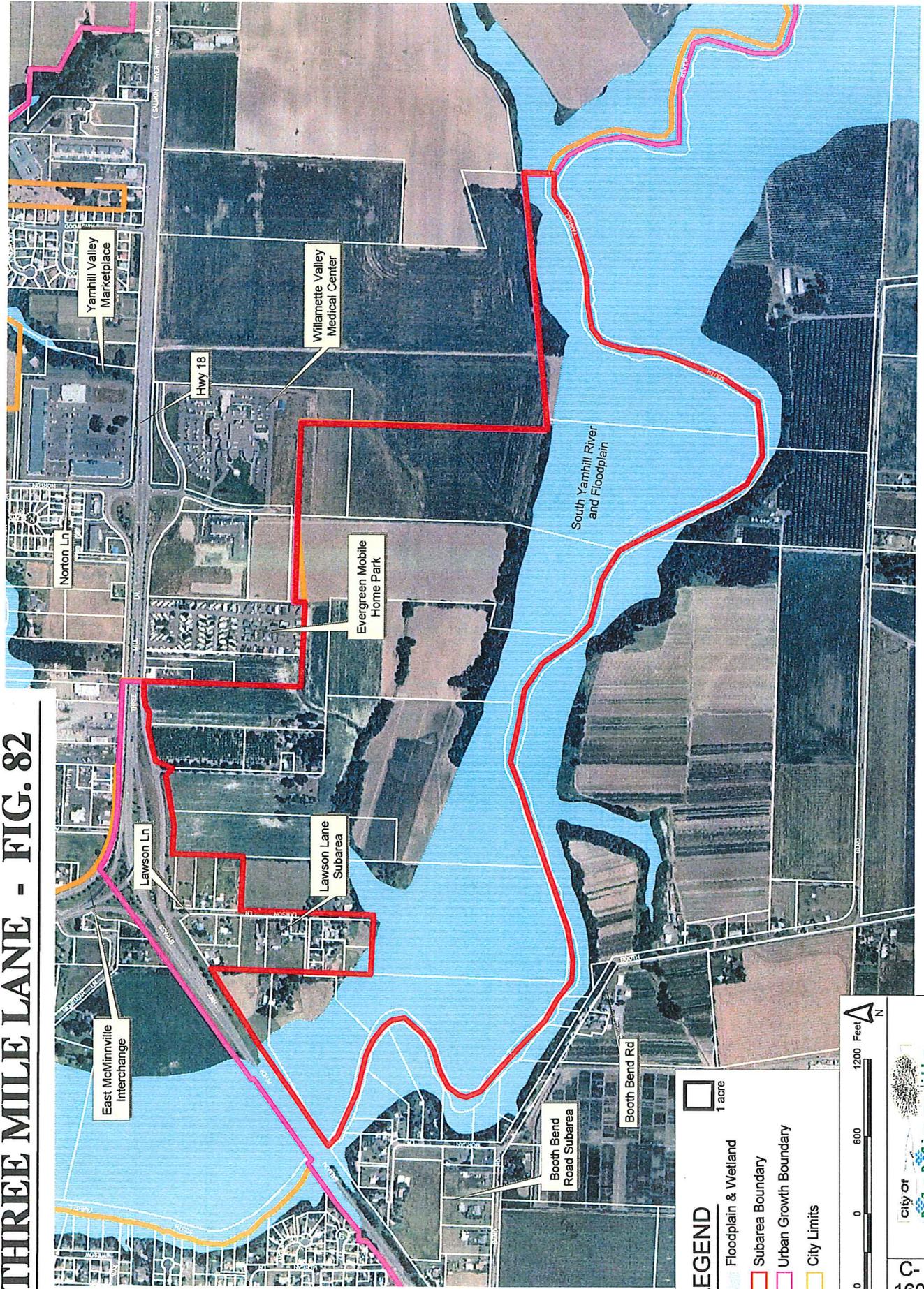
The Three Mile Lane sub-area is located south of McMinnville across Oregon State Highway 18 and, with the exception of the Lawson Lane sub-area, encompasses all of the land lying south of Highway 18, east and north of the South Yamhill River, and south and west of the existing McMinnville UGB. Topographically, its relatively flat terrain characterizes this approximately 321 gross acre sub-area, with the southern portion sloping to the south and east toward the 100-year floodplain of the South Yamhill River. This area is largely in active farm use. A dense band of mature evergreen and deciduous trees line the banks of the river (Figure 82).

The urban land to the north across Highway 18 is served by the highway's north frontage road and is developed with a mix of residential, industrial and commercial uses. These uses include Burch Ready-Mix Concrete & Supply, Rob's Minute Tune, American Legion Post 21, Pacific Pride Cardlock fueling station among other such uses in addition to other single-family and multi-family residential uses. East of the sub-area is located Norwest Logging Supply and Ed's Auto Service, the Evergreen Mobile Terrace Mobile Home and RV Park, an outpatient medical office complex and, further to the east across Norton Lane, the Willamette Valley Medical Center. The land located to the east and southeast of the hospital site is land located within both the McMinnville UGB and the city limits that is zoned ML (Limited Light Industrial) and is currently under active farm use; future development of this land is limited to aviation related industries requiring extensive use of airport services (McMinnville ORD 3141). The roughly 500-acre McMinnville Municipal Airport site is located adjacent to the southeast corner of this sub-area (Figure 83).

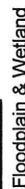
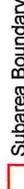
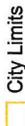
South and west of the sub-area, across the South Yamhill River and its associated floodplain, is land zoned EF-40 that is largely in active farm use (Figure 84). Due west of the sub-area across the South Yamhill River and adjacent to the south side of Highway 18, is found an area of rural residential development (see the Booth Bend Road sub-area description for further information regarding improvements within this sub-area).

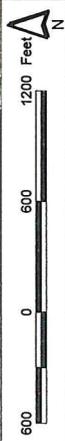
Yamhill County has zoned the entire sub-area EF-80 (Exclusive Farm Use, 80-acre minimum). With 163.62 acres being accounted for by existing development, land located within the 100-year floodplain or on steep slopes, 157.63 acres of the sub-area exists as vacant, buildable land (Figure 85). The sub-area is comprised of fourteen parcels upon which are situated six rural, single-family residences. Most of these home sites also contain barns, storage buildings, workshops, or other assorted outbuildings and gardens. One additional parcel is developed with a barn only and is identified as "vacant" for this analysis. The

THREE MILE LANE - FIG. 82



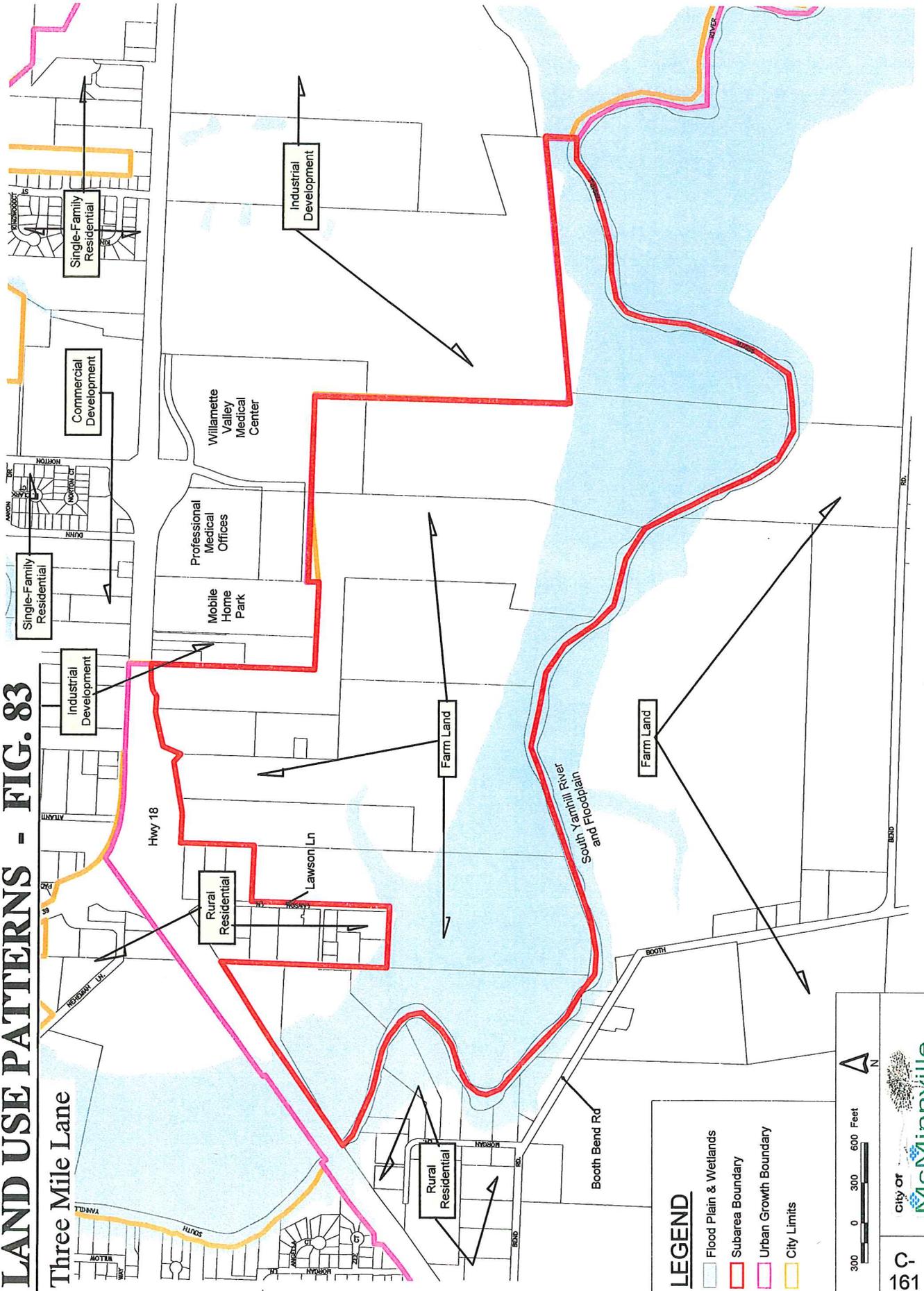
LEGEND

-  1 acre
-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary
-  City Limits



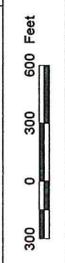
LAND USE PATTERNS - FIG. 83

Three Mile Lane



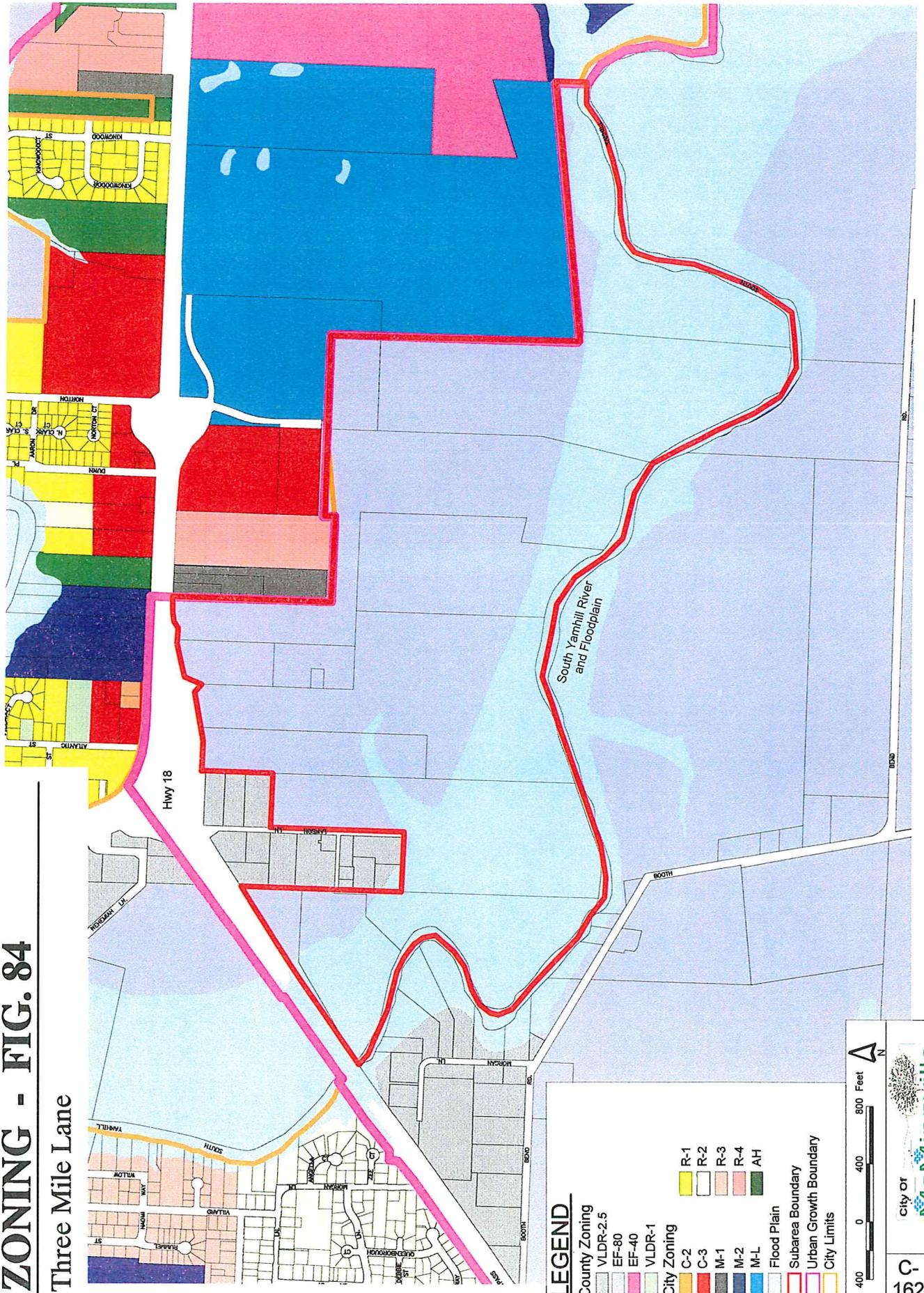
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



ZONING - FIG. 84

Three Mile Lane



LEGEND

County Zoning

- VLDR-2.5
- EF-80
- EF-40
- VLDR-1

City Zoning

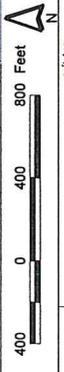
- C-2
- C-3
- M-1
- M-2
- M-L
- Flood Plain

Subarea Boundary

Urban Growth Boundary

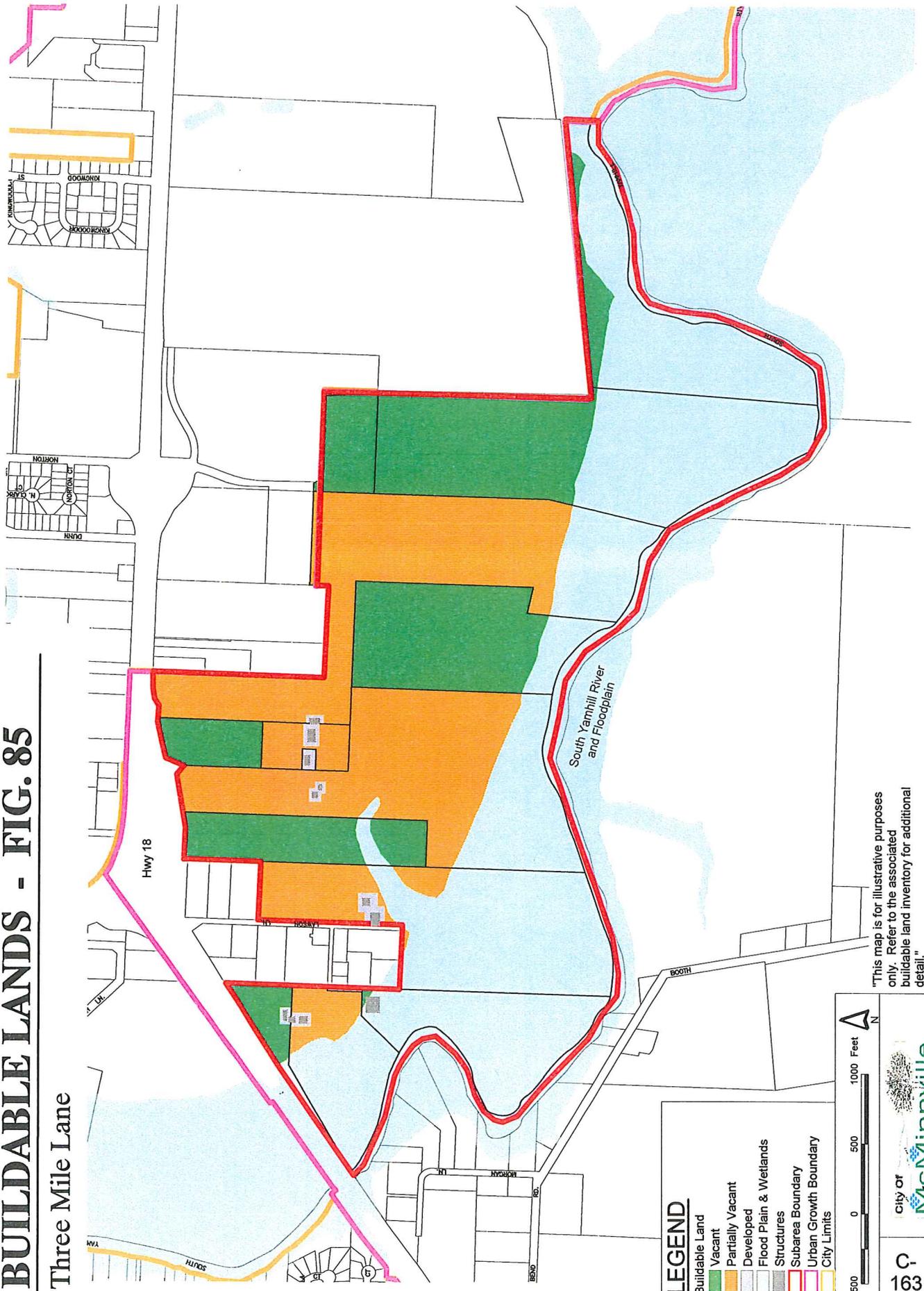
City Limits

- R-1
- R-2
- R-3
- R-4
- AH



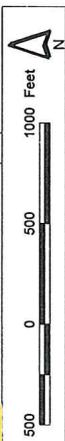
BUILDABLE LANDS - FIG. 85

Three Mile Lane



LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



residences are provided vehicular access by Lawson Lane, Nobel Lane, Cirrus Avenue, Norton Lane, or Martin Lane. There are no commercial or industrial developments within the sub-area. A summary of buildable land for the Three Mile Lane sub-area is provided in Table 12, below.

Table 12

Three Mile Lane Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	321.25	100%
Plan Designation:		
<u>Resource:</u>	321.25	100%
Developed/constrained acres:	(163.62)	51%
Total Gross Vacant Buildable Acres	157.63	49%
Vacant Resource Acres:	73.27	46%
Partially Vacant Resource Acres:	84.36	54%

Public Services (Figure 86):

Sewer:

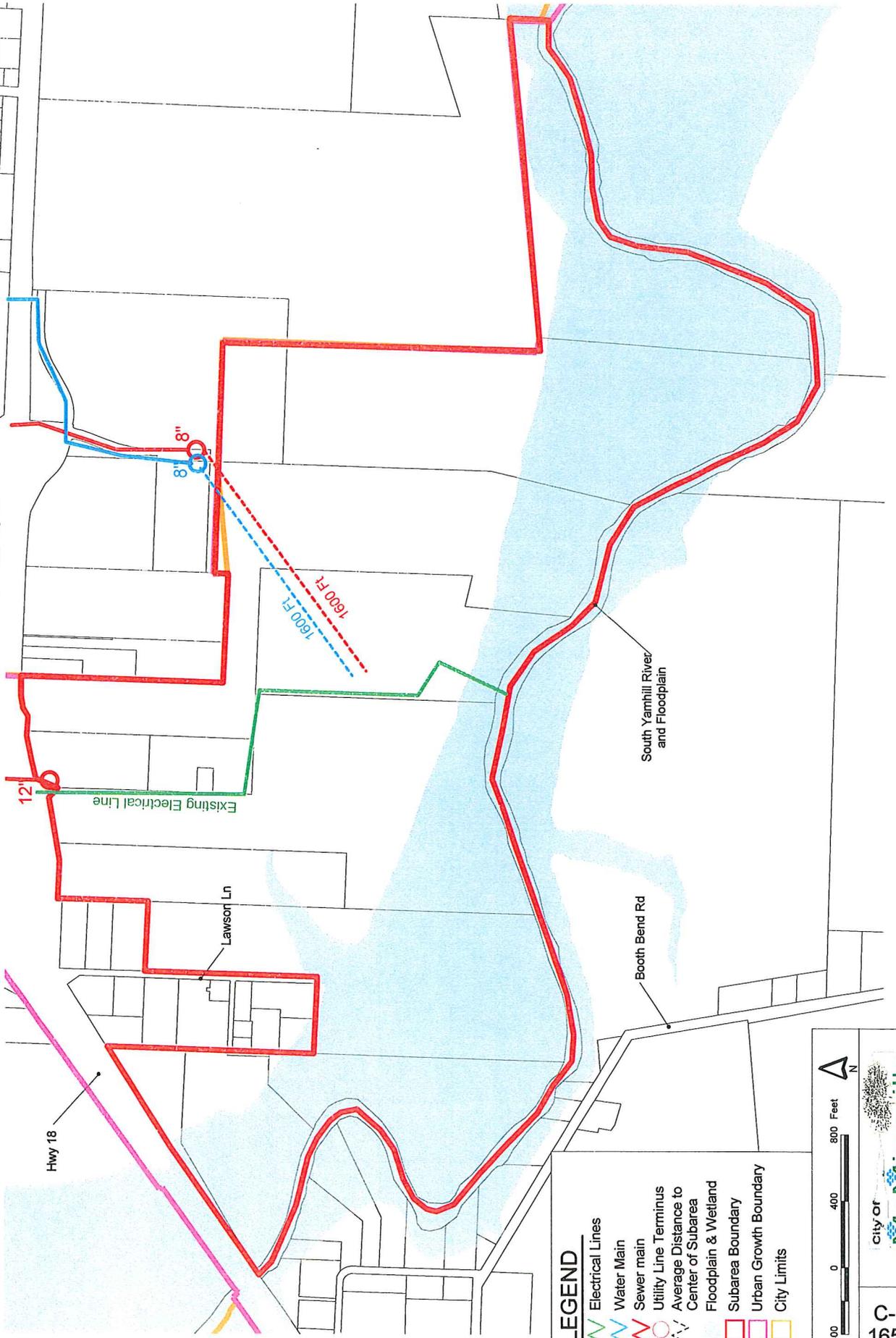
The sub-area is served exclusively by individual private septic systems. Development of this sub-area to urban residential densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. The provision of such a system would require the extension of trunk lines located within the Norton Lane and Cirrus Avenue rights-of-way. This effluent would be moved through a pump station within the Airport basin to reach the balance of the system leading to the Water Reclamation Facility.

Water:

Provision of municipal water to serve this area will be provided by connecting to the service presently located within the urbanized area south of Highway 18 and adjacent to this sub-area. The municipal water main that is closest to this sub-area is a ten-inch line and is located at the northeast corner of the sub-area in the Cirrus Avenue right-of-way. The existing system currently providing service to the Three Mile Lane area will be augmented with a connection through Norton Lane to Riverside Drive to the north across the South Yamhill River thereby creating a looped system and improving existing pressure and flow. This improvement is scheduled to be completed in the coming year.

UTILITIES - FIG. 86

Three Mile Lane



LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- Average Distance to Center of Subarea
- ▭ Floodplain & Wetland
- ▭ Subarea Boundary
- ▭ Urban Growth Boundary
- ▭ City Limits



Electric:

This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be adequate to accommodate future urban development within this sub-area.

Transportation:

This sub-area is provided access by Cirrus Avenue, Norton Lane and Martin Lane. Cirrus Avenue is a frontage road that runs parallel to the south side of Highway 18. Norton Lane currently terminates with a temporary barricade in the sub-area's northeast corner adjacent to the Willamette Valley Medical Center site, and Martin Lane is a county rural road improved only with a gravel surface.

Additionally, the Oregon Highway 18 Corridor Refinement Plan identifies the redesign and construction of a comprehensive interchange and frontage road system providing improved, signalized access to the majority of this sub-area. The improvements contemplated by this plan would also remove a considerable amount of buildable acreage from the sub-area's midsection.

Soil Classification:

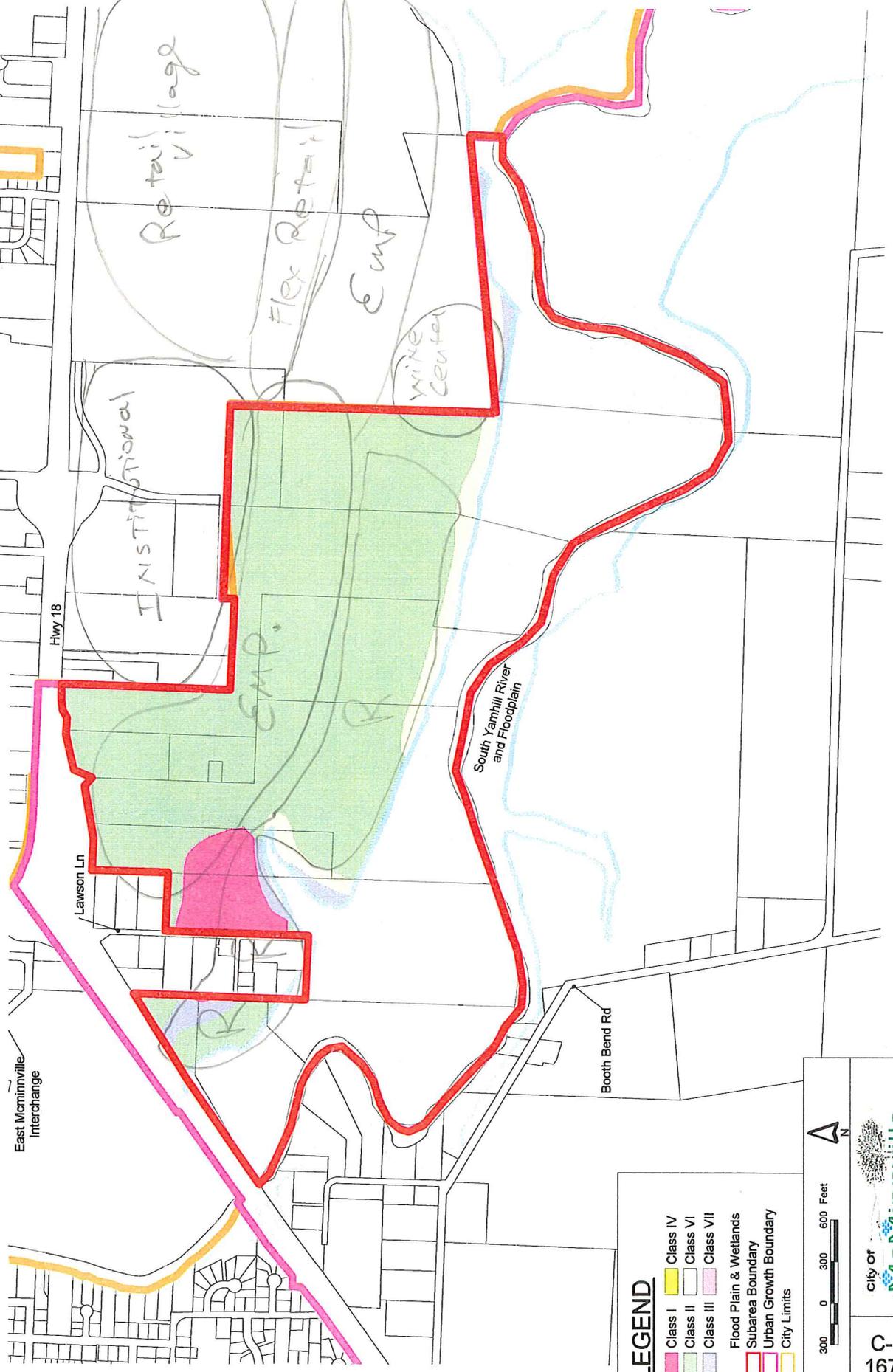
Soils within this sub-area are almost entirely Class II with a small amount of Class III and Class VI found mainly within the 100-year floodplain of the South Yamhill River. A relatively small occlusion of Class I soil extends east from the Lawson Lane sub-area²³ (Figure 87).

Additional observations regarding development constraints and opportunities, and proximity to services are provided in Figures 88 and 89, respectively.

²³ Natural Resources Conservation Service (NRCS) - <http://www.nrcs.usda.gov>

SOIL CLASSIFICATION - FIG. 87

Three Mile Lane



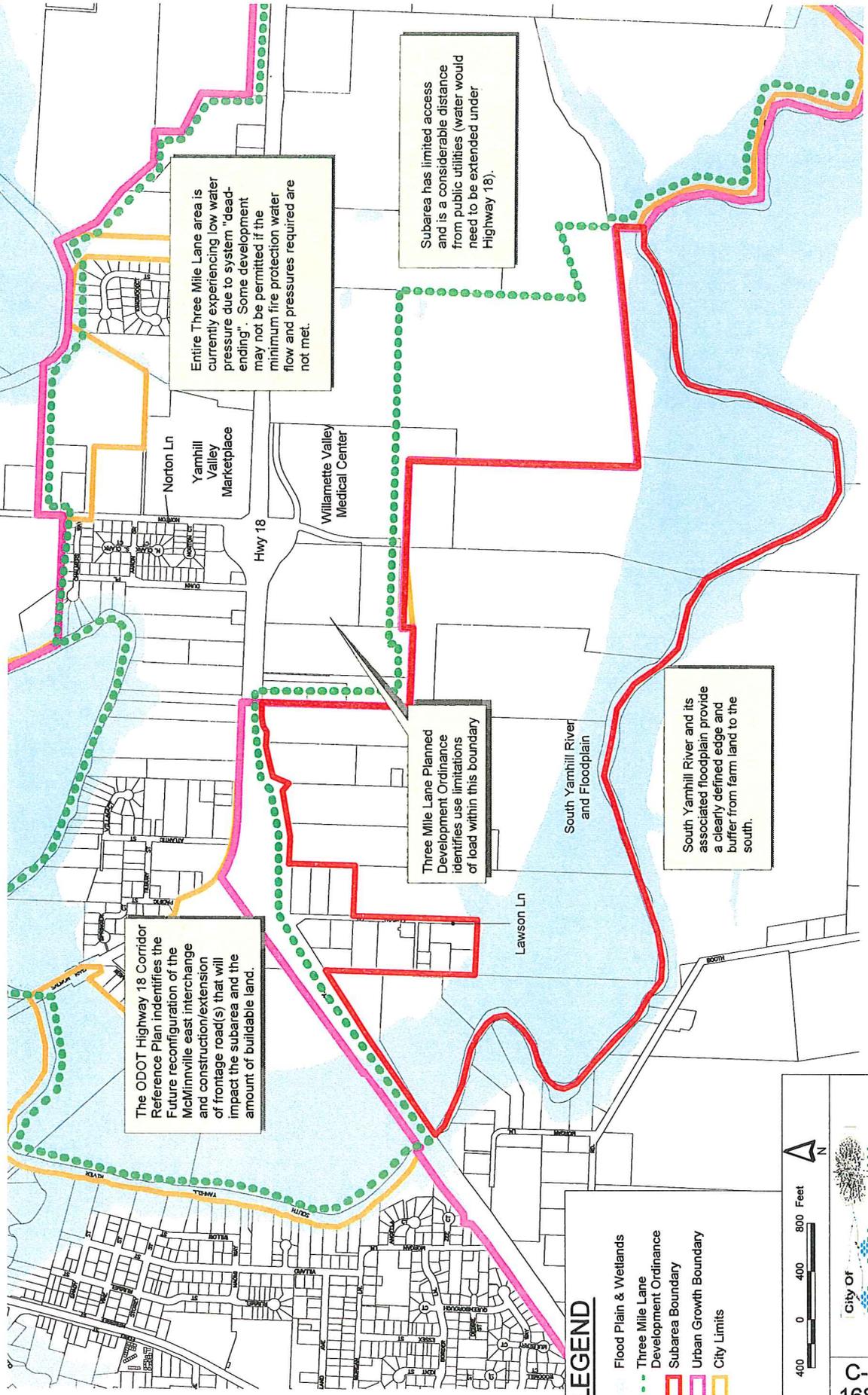
LEGEND

- Class I
- Class II
- Class III
- Class IV
- Class VI
- Class VII
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



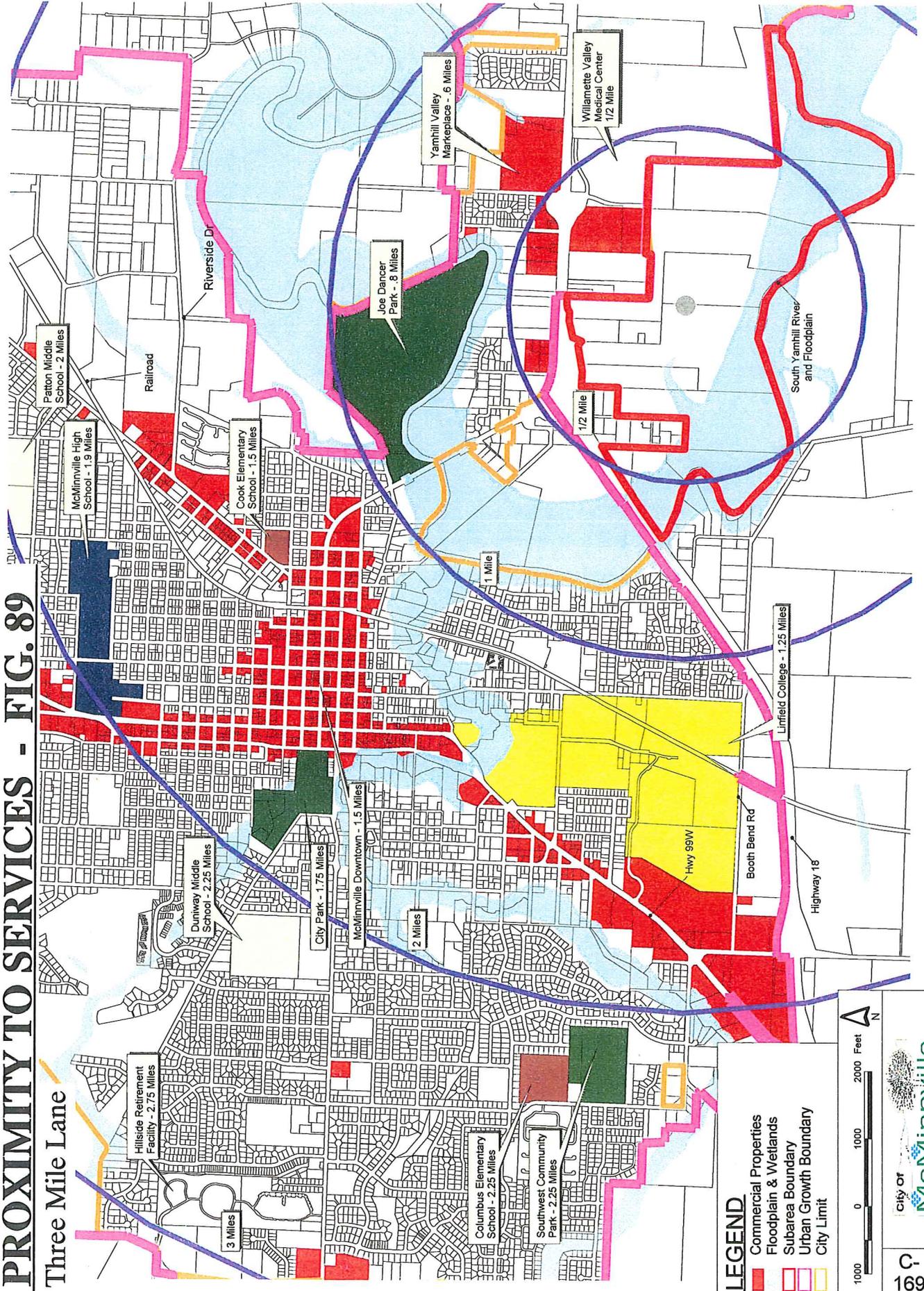
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 88

Three Mile Lane



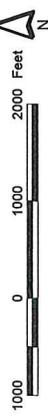
PROXIMITY TO SERVICES - FIG. 89

Three Mile Lane



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit



Southwest Sub-area

General Site Description and Surrounding Development:

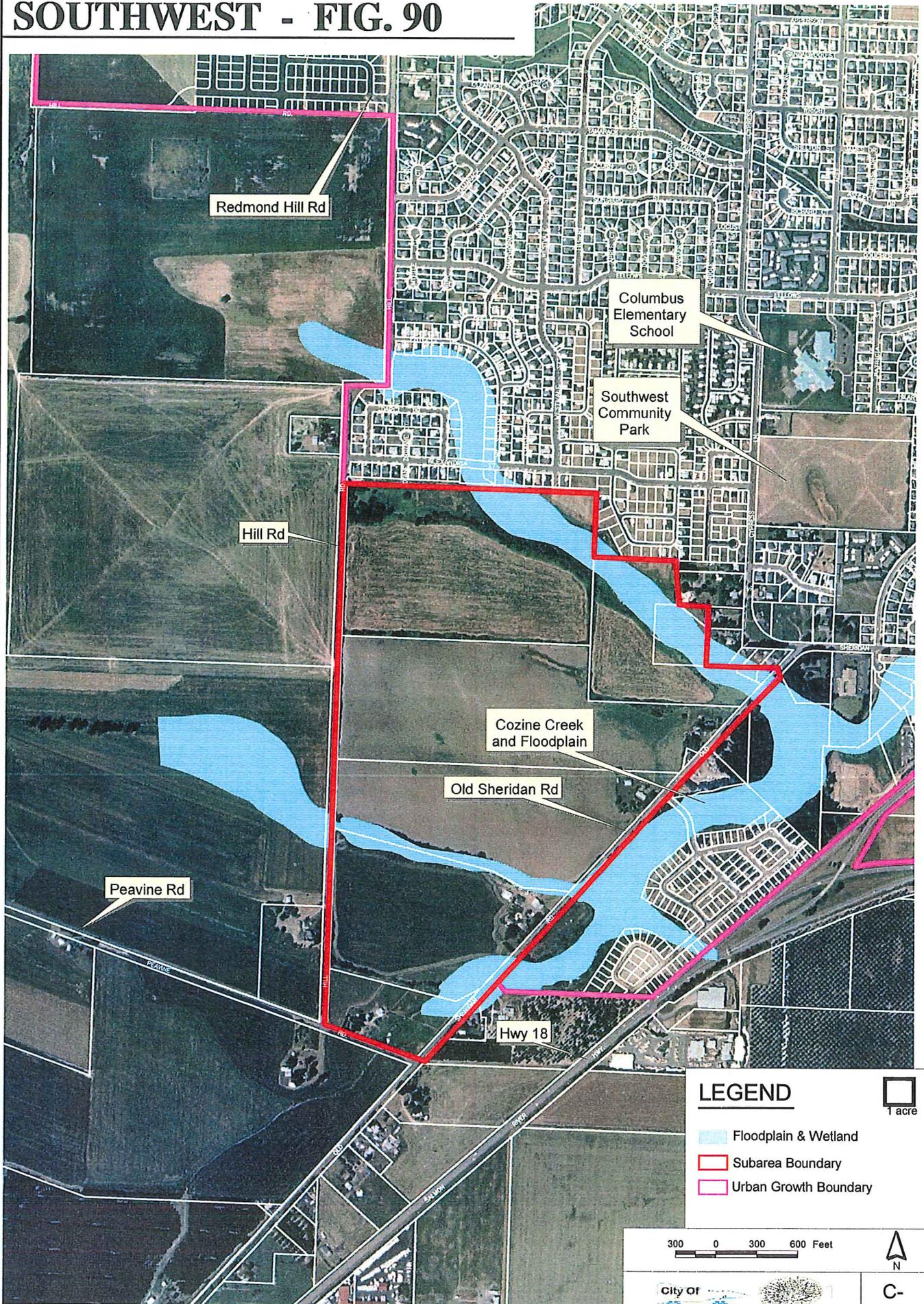
The Southwest sub-area is located southwest of the McMinnville urban growth boundary (UGB) and encompasses 194.62 gross acres of land. This sub-area is largely in active agricultural farm use and is dotted with a few rural residences (situated adjacent to Old Sheridan Road), and mature stands of trees within the riparian areas that parallel the two Cozine Creek tributaries that traverse this area. Topographically, this sub-area is relatively flat with limited, undulating variations in elevation generally following the paths of the natural drainage ways and streambeds (Figure 90).

The sub-area is bounded by Hill Road on the west, Peavine Road on the south, Old Sheridan Road on the east and the existing McMinnville UGB on the north. The sub-area contains 194.62 gross acres, of which 151.97 gross acres are vacant or partially vacant and considered buildable.

Urban land to the north and east of the sub-area where it abuts the UGB is developed with residential neighborhoods exhibiting a range of housing type and densities. Adjacent to the balance of the east edge of the sub-area is a non-resource area identified in this project as the Old Sheridan Road sub-area (refer to the section addressing that sub-area for additional description of its features, current development patterns, and development opportunities and constraints). To the south and west of this sub-area is additional resource zoned land currently in agricultural farm use (Figure 91).

Yamhill County has zoned the entire sub-area EF-80 (Exclusive Farm Use, 80-acre minimum). To the north and northeast are lands in the current McMinnville city limits that are zoned for single-family residential development (R-2). Lands to the east of the sub-area that are also inside the city limits are zoned for higher density single-family detached and multi-family development (R-4) as shown in Figure 92. The sub-area is comprised of 11 parcels upon which are situated eight rural, single-family residences. Most of these home sites also contain barns, storage buildings, workshops, or other assorted outbuildings and gardens. The residences are provided vehicular access by Old Sheridan Road, or Peavine Road. There are no commercial or industrial developments within the sub-area (Figure 93).

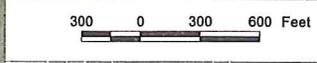
SOUTHWEST - FIG. 90



LEGEND

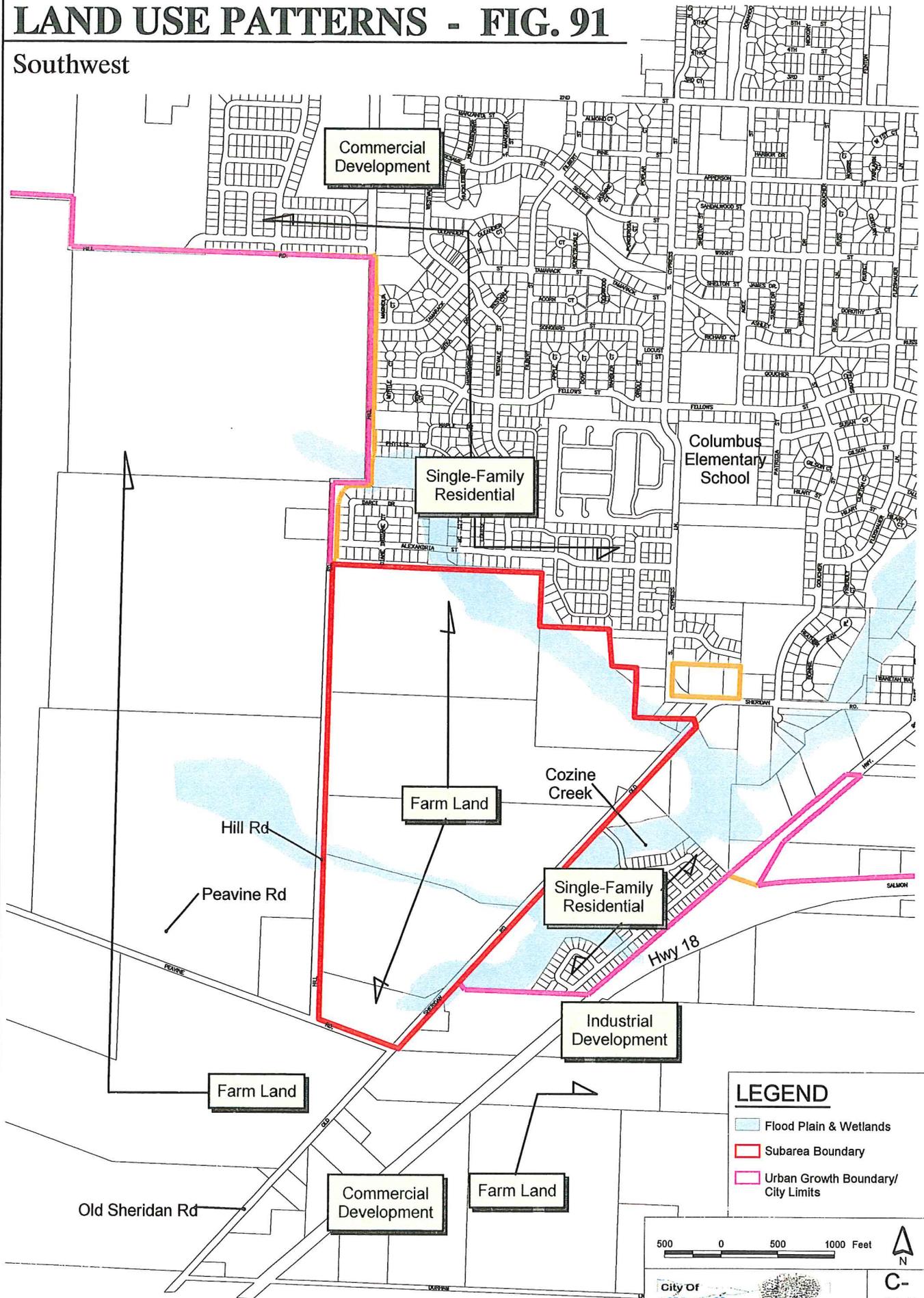
-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary


1 acre



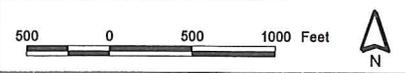
LAND USE PATTERNS - FIG. 91

Southwest



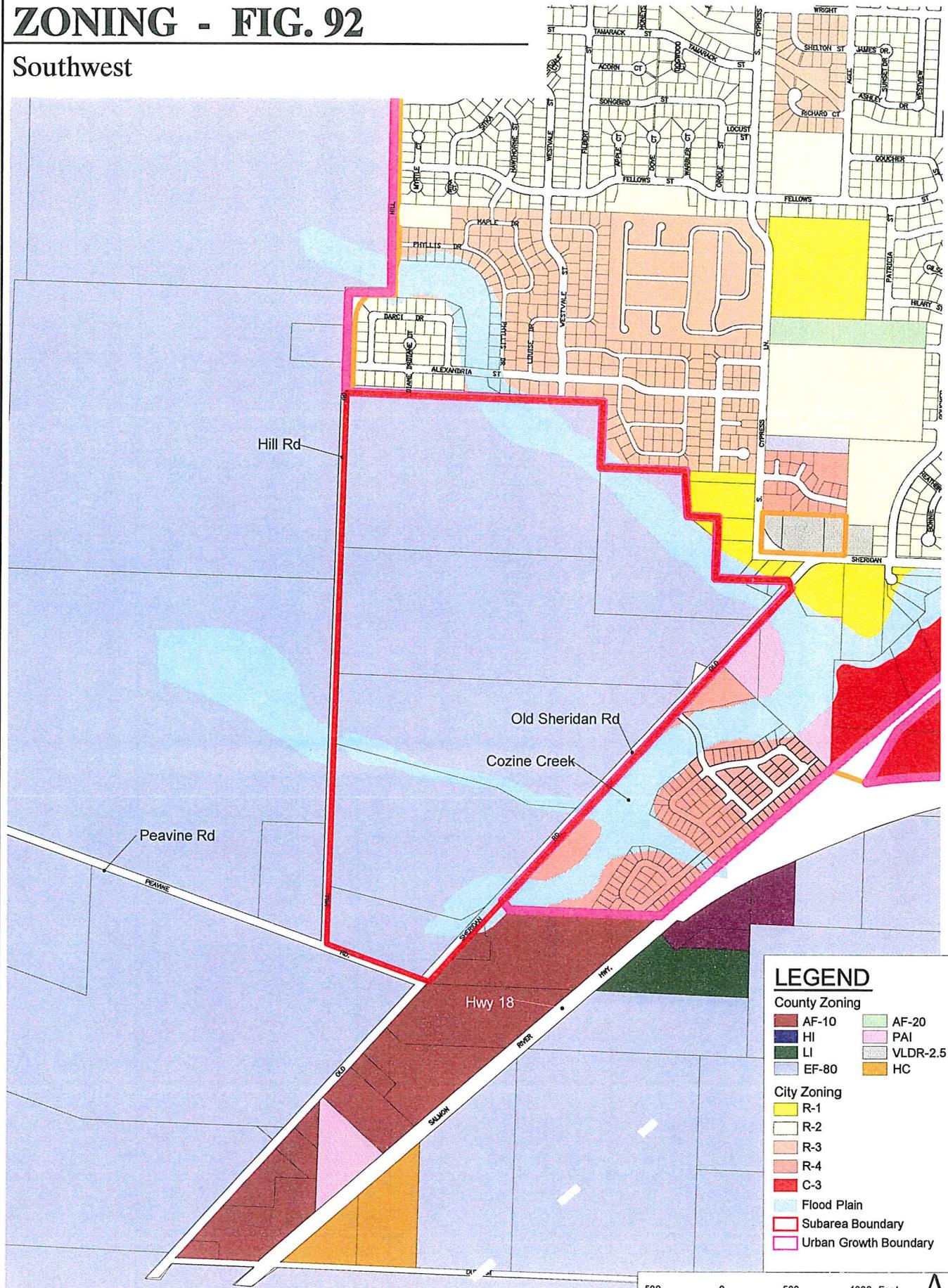
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary/ City Limits



ZONING - FIG. 92

Southwest



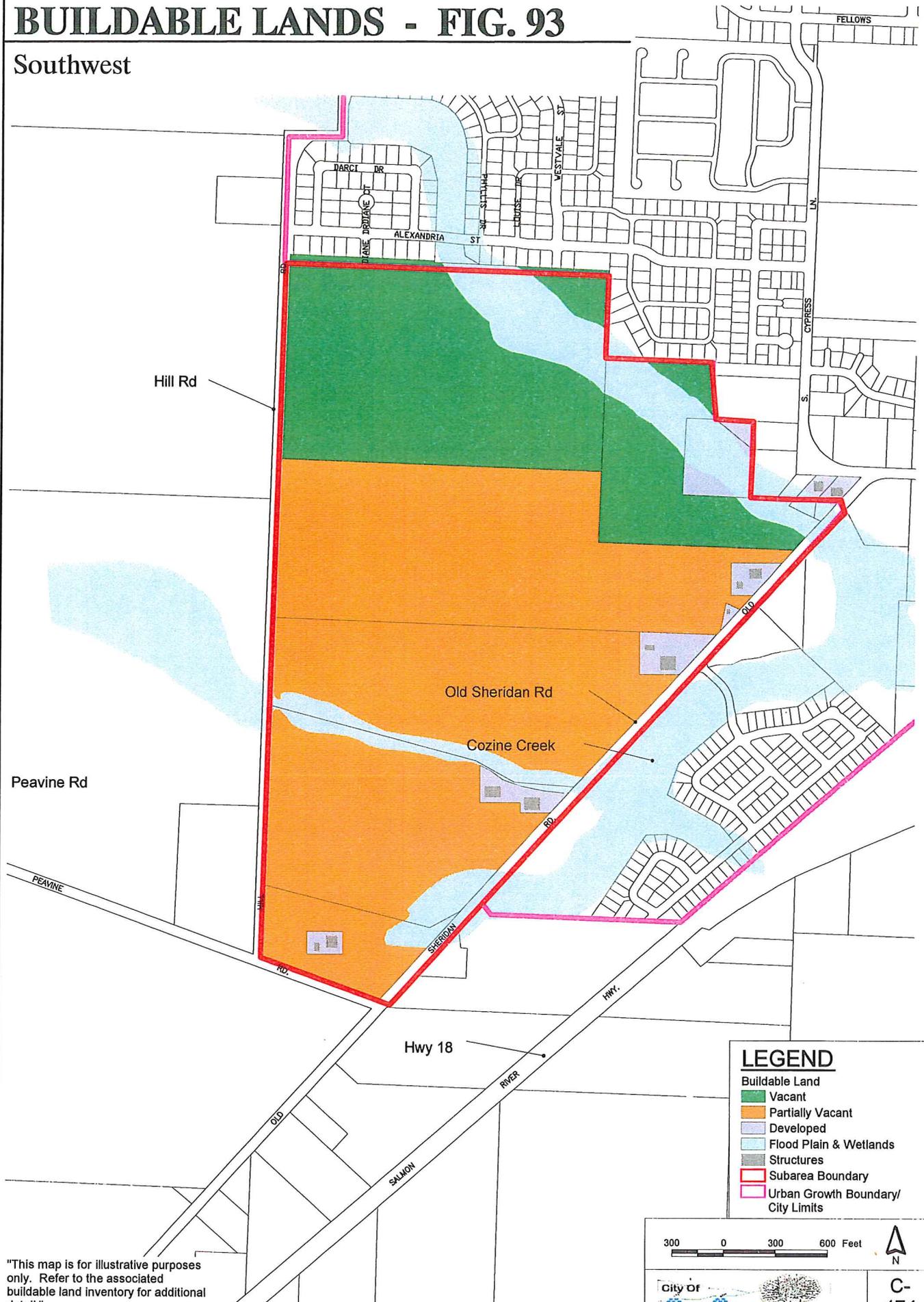
LEGEND

- County Zoning**
- AF-10
 - HI
 - LI
 - EF-80
 - AF-20
 - PAI
 - VLDR-2.5
 - HC
- City Zoning**
- R-1
 - R-2
 - R-3
 - R-4
 - C-3
- Other Features**
- Flood Plain
 - Subarea Boundary
 - Urban Growth Boundary



BUILDABLE LANDS - FIG. 93

Southwest



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary/ City Limits



Table 13

Southwest Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	194.62	100%
Plan Designation:		
<u>Resource:</u>	194.62	100%
Developed/constrained acres:	(42.65)	22%
Total Gross Vacant Buildable Acres	151.97	78%
Vacant Resource Acres:	50.25	33%
Partially Vacant Resource Acres:	101.72	67%

Public Services (Figure 94):

Sewer:

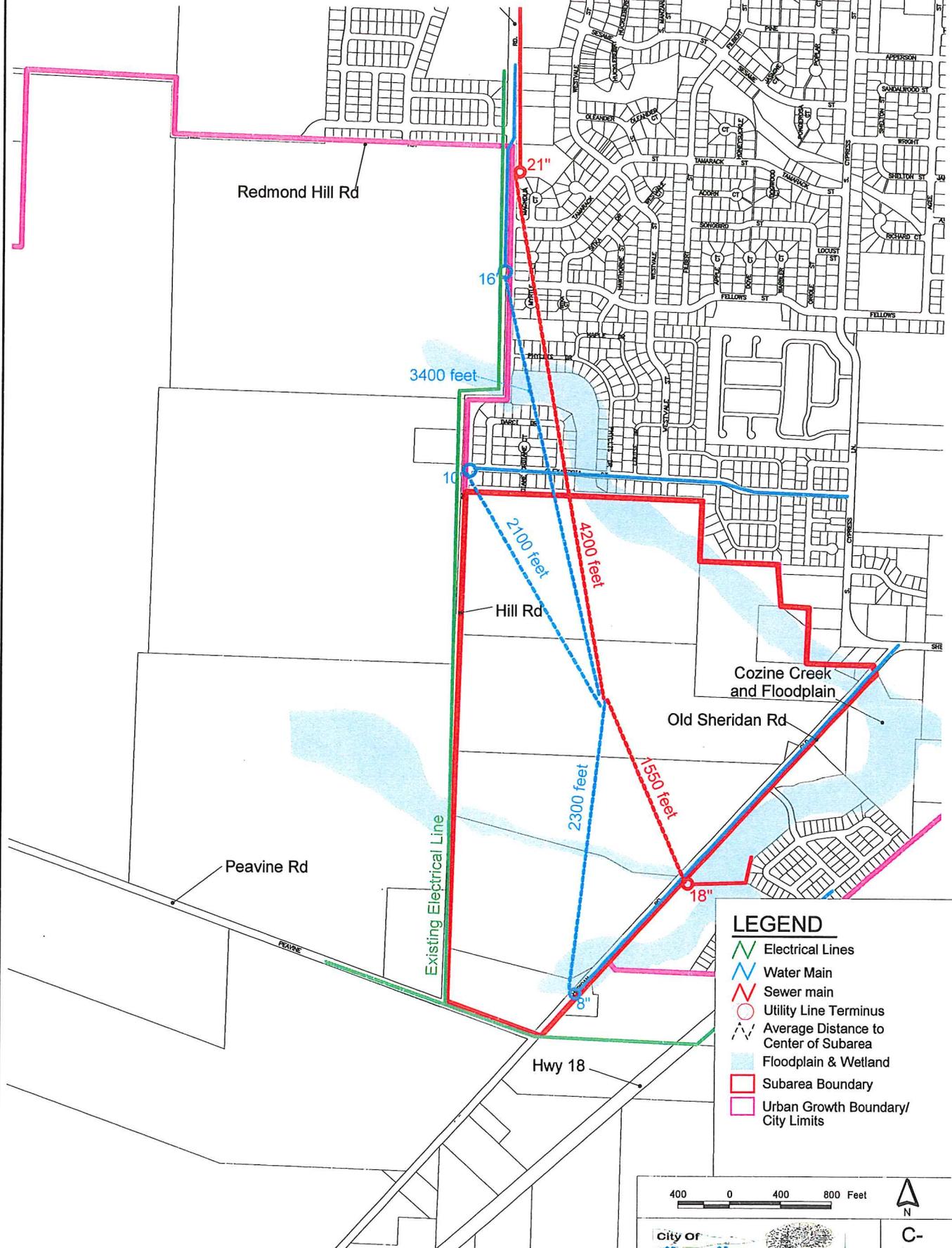
The sub-area is served exclusively by individual private septic systems. Development of this sub-area to urban residential densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. The provision of such a system would require the extension of the 18-inch trunk line in Old Sheridan Road adjacent to the Creekside at Cozine Meadows residential subdivision, located east of the sub-area. The resultant effluent would be moved through the Cozine Basin and, assisted by the Elmwood pump station, through the Downtown and Yamhill Basins to the Water Reclamation Facility. This would require line size upgrades to a large portion of the existing Cozine trunk, as well as the trunk line that passes through the Yamhill basin. While this cost would be estimated as high, the amount of developable land within this sub-area would likely soften some of the financial impacts.

Water:

Provision of municipal water to serve this area would be provided by connecting to the service presently located within the urbanized area to the north and east of the sub-area. There are two municipal water mains that are adjacent to this sub-area: a 10-inch line at the intersection of Hill Road and Alexandria Street, and an 8-inch line in Old Sheridan Road just south of the Creekside at Cozine Meadows residential subdivision. The cost of providing water service to this sub-area is estimated as *low*.

UTILITIES - FIG. 94

Southwest



LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary/ City Limits



Electric:

This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be adequate to accommodate future urban development within this sub-area. The cost of providing such service to this sub-area is estimated as *low*.

Transportation:

This sub-area is provided access by Peavine Road to the south, Old Sheridan Road to the east, and Hill Road to the west. All of these roads are under County jurisdiction and are not improved to urban standards. Urbanization of this sub-area would require improvements to these roads in order to adequately serve adjacent urban development.

In particular, Old Sheridan Road, which borders the sub-area along its eastern edge, is designated in both the Yamhill County "Transportation System Plan" and the McMinnville "Transportation Master Plan" as a minor arterial street. As such, the current right-of-way width of 60-feet would need to be increased to 100-feet in order to meet City standards. The existing road would also have to be reconstructed to provide 50-feet of paved travel surface. Given the close proximity of some of the residences and other improvements to Old Sheridan Road, and the presence of wetlands to the east and west of this road, acquiring this additional right-of-way may prove problematic and disruptive to the existing property owners. Other than the existing paving, this public roadway is devoid of any other improvements.

Hill Road, designated as a minor arterial in the City of McMinnville Transportation Master Plan, traverses the western edge of the sub-area. Hill Road currently lacks the right-of-way width (50 feet) sufficient to accommodate and support full, urban development of this sub-area and as called for in the City's Transportation Master Plan (minor arterial; 100 foot wide right-of-way). Such improvements would likely be required commensurate with development within this sub-area.

Soil Classification:

Soils within this sub-area are almost entirely Class II with a notable amount of lesser soils located along the perimeter and in the middle of the sub-area. A small portion of the sub-area's lowest class soils is located with the 100-year

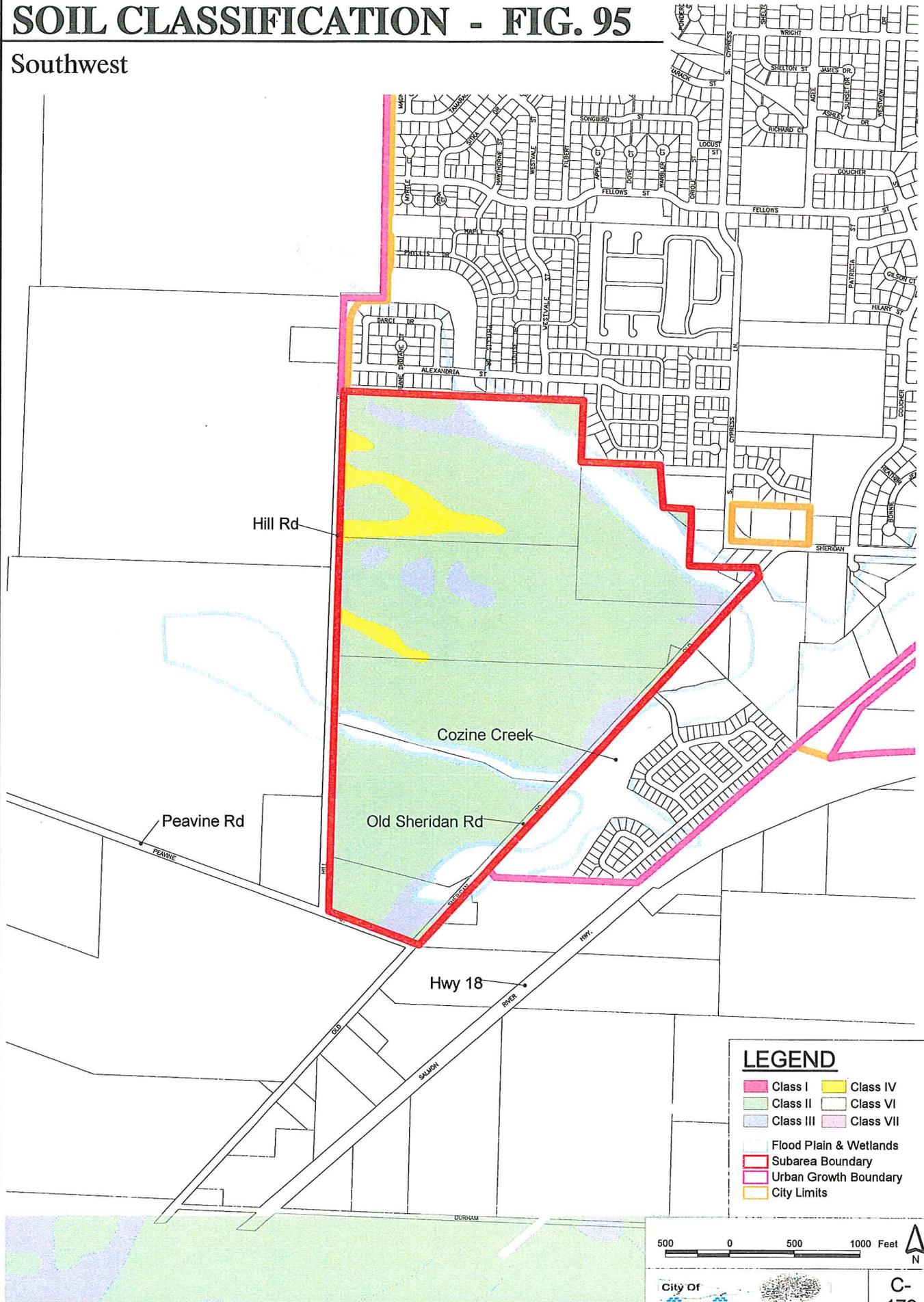
floodplain of Cozine Creek. There are no Class I soils within this sub-area²⁴ (see Figure 95).

Additional observations regarding development constraints and opportunities, and proximity to services are provided in Figures 96 and 97, respectively.

²⁴ Natural Resources Conservation Service (NRCS) - <http://www.nrcs.usda.gov>

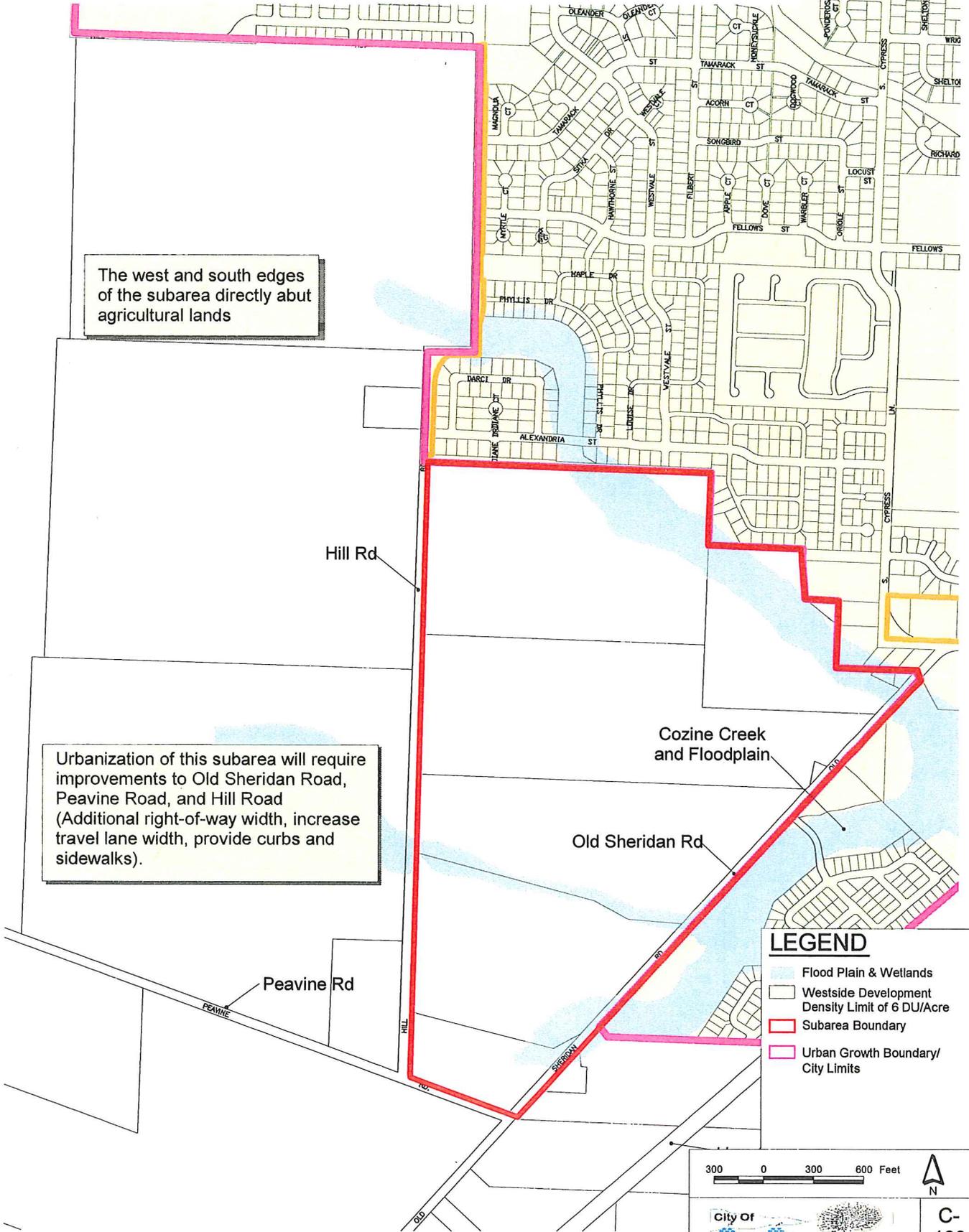
SOIL CLASSIFICATION - FIG. 95

Southwest



DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 96

Southwest



The west and south edges of the subarea directly abut agricultural lands

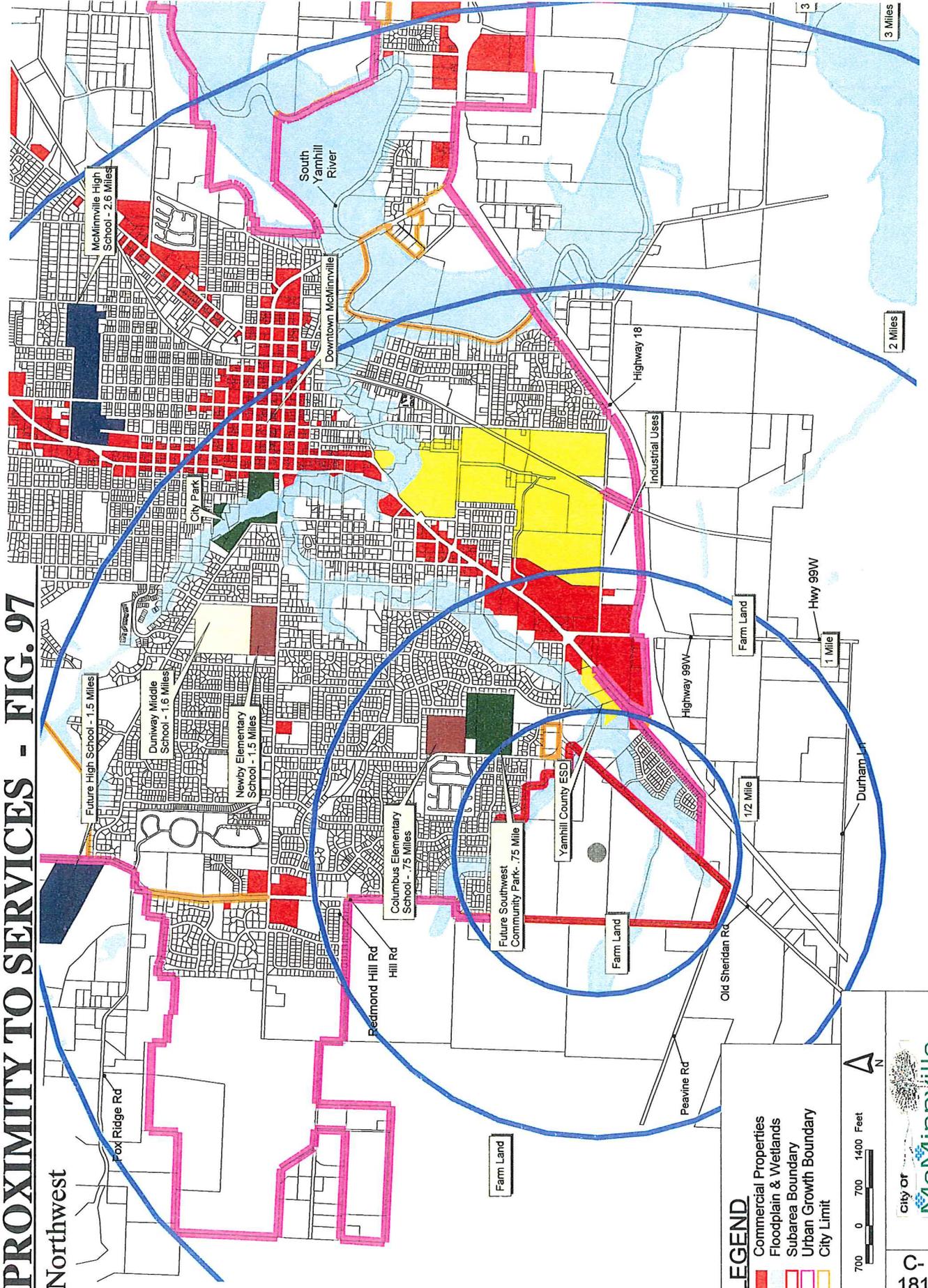
Urbanization of this subarea will require improvements to Old Sheridan Road, Peavine Road, and Hill Road (Additional right-of-way width, increase travel lane width, provide curbs and sidewalks).

LEGEND

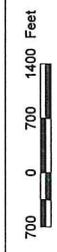
- Flood Plain & Wetlands
- Westside Development Density Limit of 6 DU/Acre
- Subarea Boundary
- Urban Growth Boundary/ City Limits

PROXIMITY TO SERVICES - FIG. 97

Northwest



- LEGEND**
- Commercial Properties
 - Floodplain & Wetlands
 - Subarea Boundary
 - Urban Growth Boundary
 - City Limit



Northwest Sub-area

General Site Description and Surrounding Development:

The Northwest sub-area is located west of McMinnville. Hill Road and the McMinnville urban growth boundary form the sub-area's eastern edge. A portion of Fox Ridge Road delineates the southernmost extent of the sub-area while property lines define the remaining edges (Figure 98). The sub-area is bordered by actively farmed agricultural land to the west and north, by rural residential uses to the west and south, and by the Park Meadows and Shadden Claim residential subdivisions as well as vacant land planned for residential development across Hill Road to the east; twelve acres of this land has been identified as the location of a future public elementary school (Figure 99).

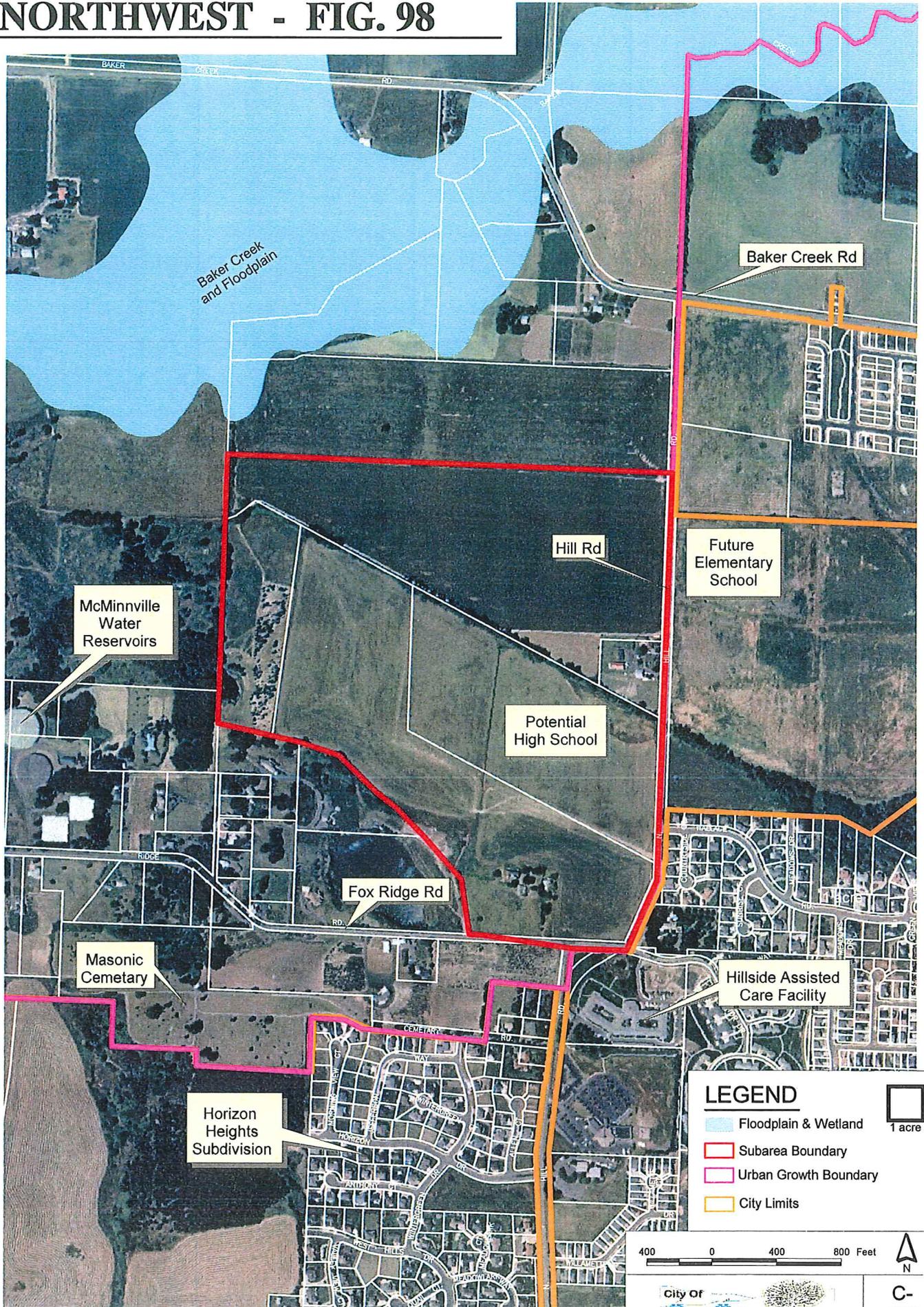
Topographically, the sub-area is almost entirely flat, sloping slightly upward to the southwest. A drainage slough, historically referenced as the Star Mill ditch and significant to McMinnville's local history, traverses the midsection of the site in a southeast to northwest alignment. Access to this sub-area is provided entirely by Hill Road to the east and Fox Ridge Road to the south.

The sub-area contains approximately 145 acres of land. With 4.31 acres being accounted for by existing development, 140.22 acres of the sub-area exists as vacant buildable land. The sub-area is comprised of five parcels with an average size of 28.91 acres, all carrying a Yamhill County zoning designation of EF-80 (Exclusive Farm Use, 80-acre minimum) – (Figure 100). One of these parcels, 32-acres in size (R4418-00701), was purchased by the McMinnville School District No. 40 several years ago and is identified by the District as the future site of a high school to serve the west side of McMinnville and the surrounding rural area (Figure 101). Table 14, below, provides a buildable lands summary of this sub-area.

Table 14

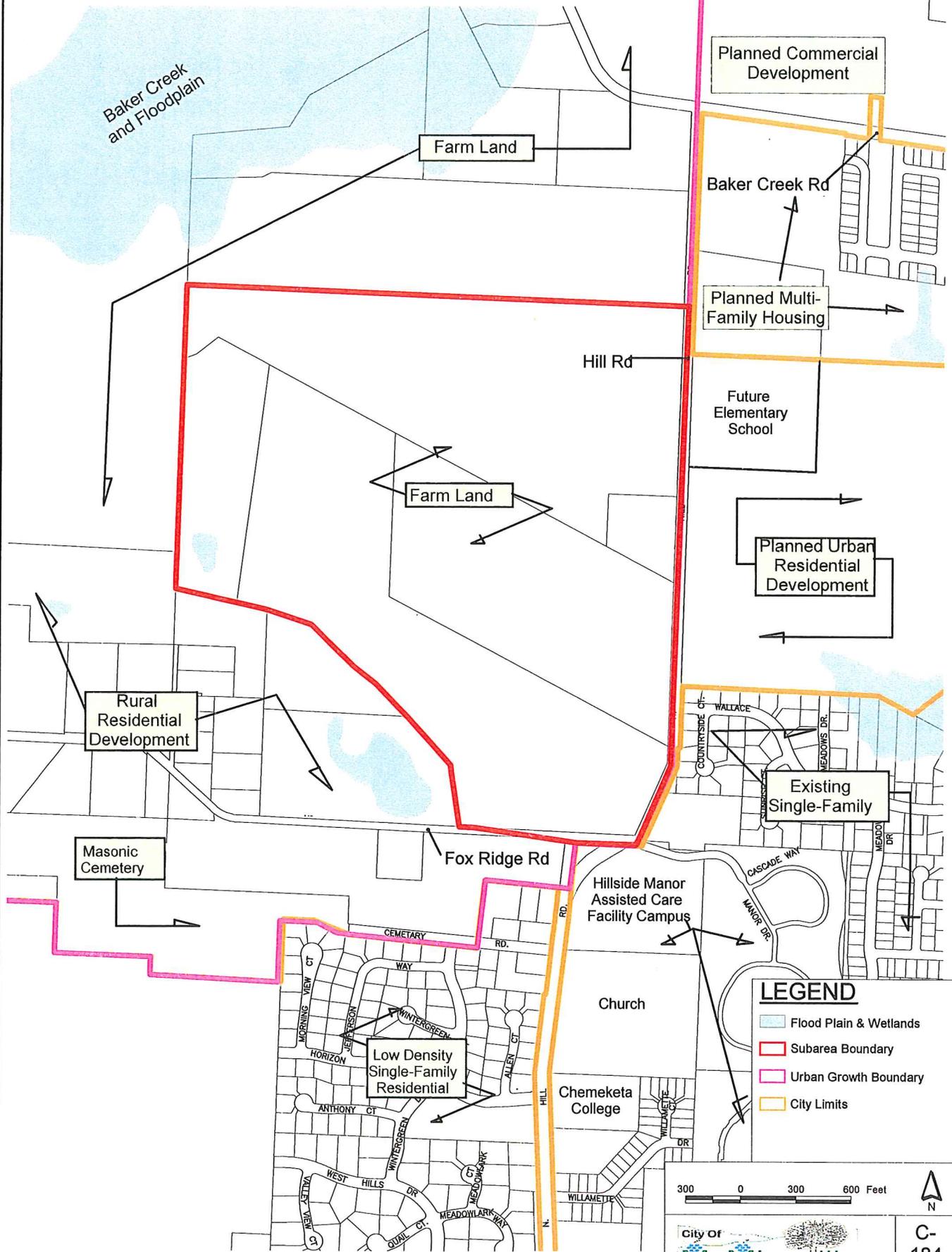
Northwest Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	144.53	100%
Plan Designation:		
Resource:	144.53	100%
Developed/constrained acres:	(4.31)	3%
Total Gross Vacant Buildable Acres	140.22	97%
Vacant Resource Acres:	83.70	60%
Partially Vacant Resource Acres:	56.52	40%

NORTHWEST - FIG. 98



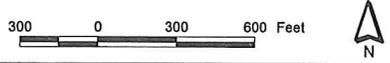
LAND USE PATTERNS - FIG. 99

Northwest



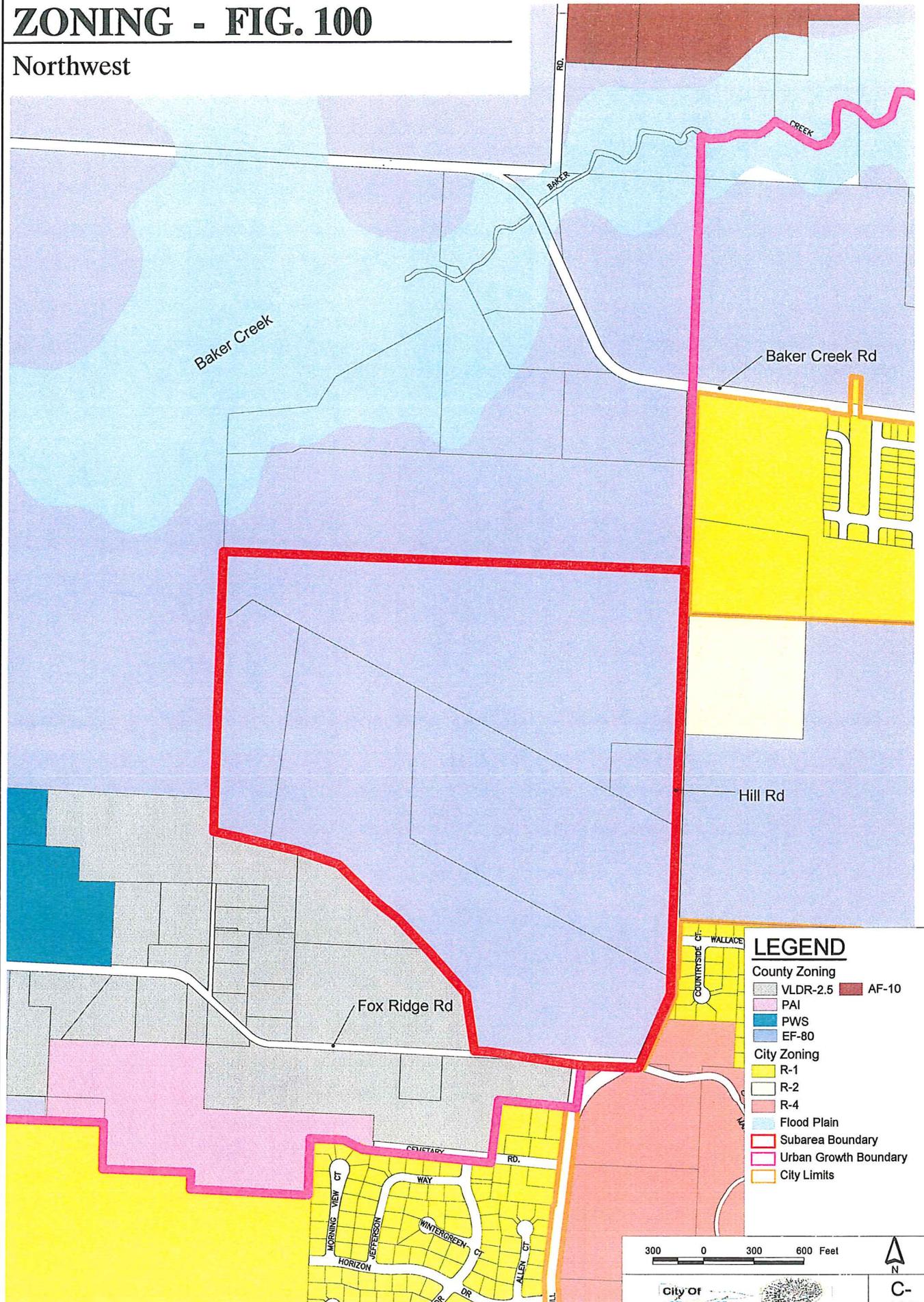
LEGEND

- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



ZONING - FIG. 100

Northwest



LEGEND

County Zoning	
VLDR-2.5	AF-10
PAI	
PWS	
EF-80	
City Zoning	
R-1	
R-2	
R-4	
Flood Plain	
Subarea Boundary	
Urban Growth Boundary	
City Limits	

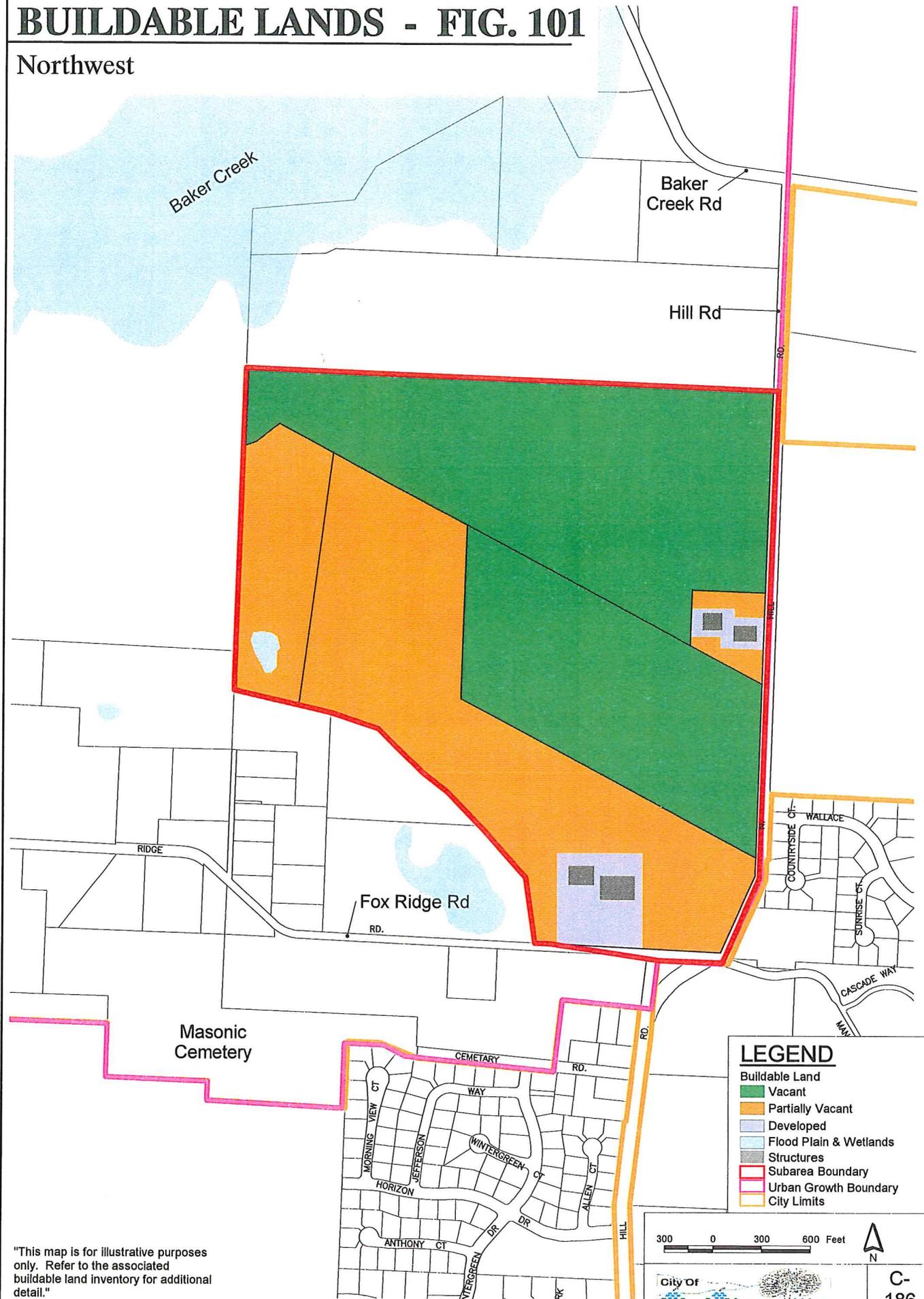
300 0 300 600 Feet

City of McMinnville

C-185

BUILDABLE LANDS - FIG. 101

Northwest



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."

LEGEND

- Buildable Land
- Vacant
- Partially Vacant
- Developed
- Flood Plain & Wetlands
- Structures
- Subarea Boundary
- Urban Growth Boundary
- City Limits

300 0 300 600 Feet



Public Services (Figure 102):

Sewer:

The Northwest sub-area is served exclusively by individual private septic systems. Development of this sub-area to urban residential densities will require the abandonment of these private systems and, in their place, the provision of a public sanitary sewer system. Sewer improvements necessary to support urbanization of this sub-area would include a westward extension of the existing eight-inch trunk line located within Hill Road. There are no known geographic or topographic features that would complicate this extension. Pump stations are not anticipated.

Water:

Municipal water to serve this area will be provided by extending the sixteen-inch line that runs along the southern portion of the sub-area. As there are no topographic or other physical constraints to providing this service, such improvement cost is anticipated to be low (ranging from \$0 to \$200,000).

Electric:

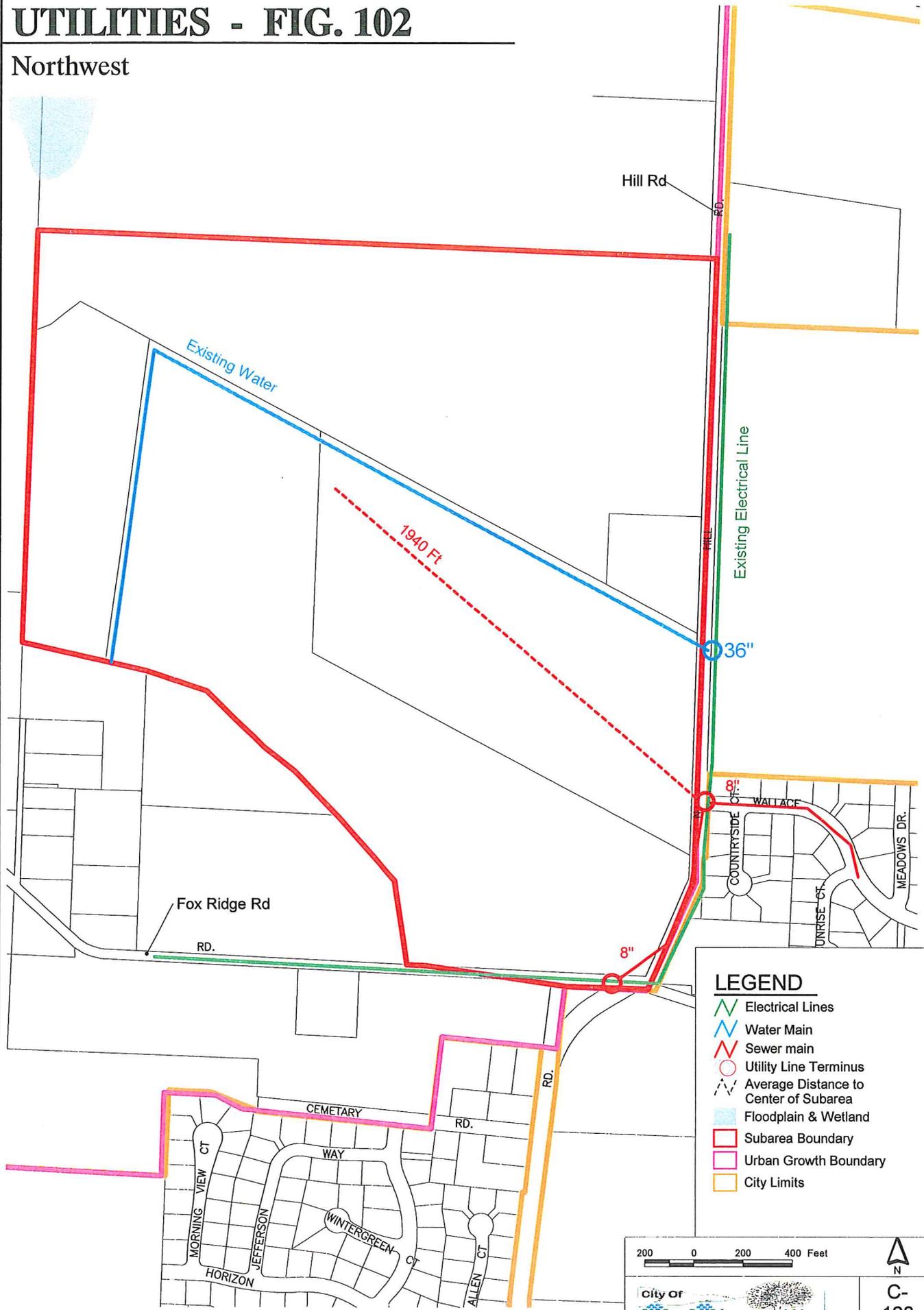
This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be adequate to accommodate the future urban development within this sub-area. McMinnville Water and Light estimates the costs for providing electric service to this sub-area as low (ranging from \$0 to \$200,000).

Transportation:

Hill Road, designated as a minor arterial in the City of McMinnville Transportation Master Plan, currently serves as the primary vehicular access to this sub-area. Additional access is provided by Fox Ridge Road, a Yamhill County road that travels west from Hill Road. Both Hill Road and Fox Ridge Road currently lack the right-of-way width (50 feet and 40 feet, respectively) sufficient to accommodate and support full, urban development of this sub-area; additional travel lanes, sidewalks, street lights, curbs, and gutters. Such improvements would be required of individuals developing property within this sub-area commensurate with their project demands and impacts (the need for additional right-of-way lessens the amount of buildable land within the sub-area). Additionally, straightening of the existing Hill Road "S" curve, located at the southeast corner of this sub-area, would be required during the planning period. More specifically, the McMinnville Transportation Master Plan calls for the softening of this curve (creation of larger

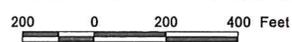
UTILITIES - FIG. 102

Northwest



LEGEND

-  Electrical Lines
-  Water Main
-  Sewer main
-  Utility Line Terminus
-  Average Distance to Center of Subarea
-  Floodplain & Wetland
-  Subarea Boundary
-  Urban Growth Boundary
-  City Limits



centerline radii) so as to sufficiently accommodate the vehicular and pedestrian impacts of future urban development within the area

The McMinnville Bikeway Plan (1994) recommends the modification of street design standards to include bike lanes. Additionally, the adopted McMinnville Transit Study (1997) identifies a future transit route (Conceptual Bus Route 1) to serve areas located along Hill Road. This route would provide service to this sub-area.

Soil Classification:

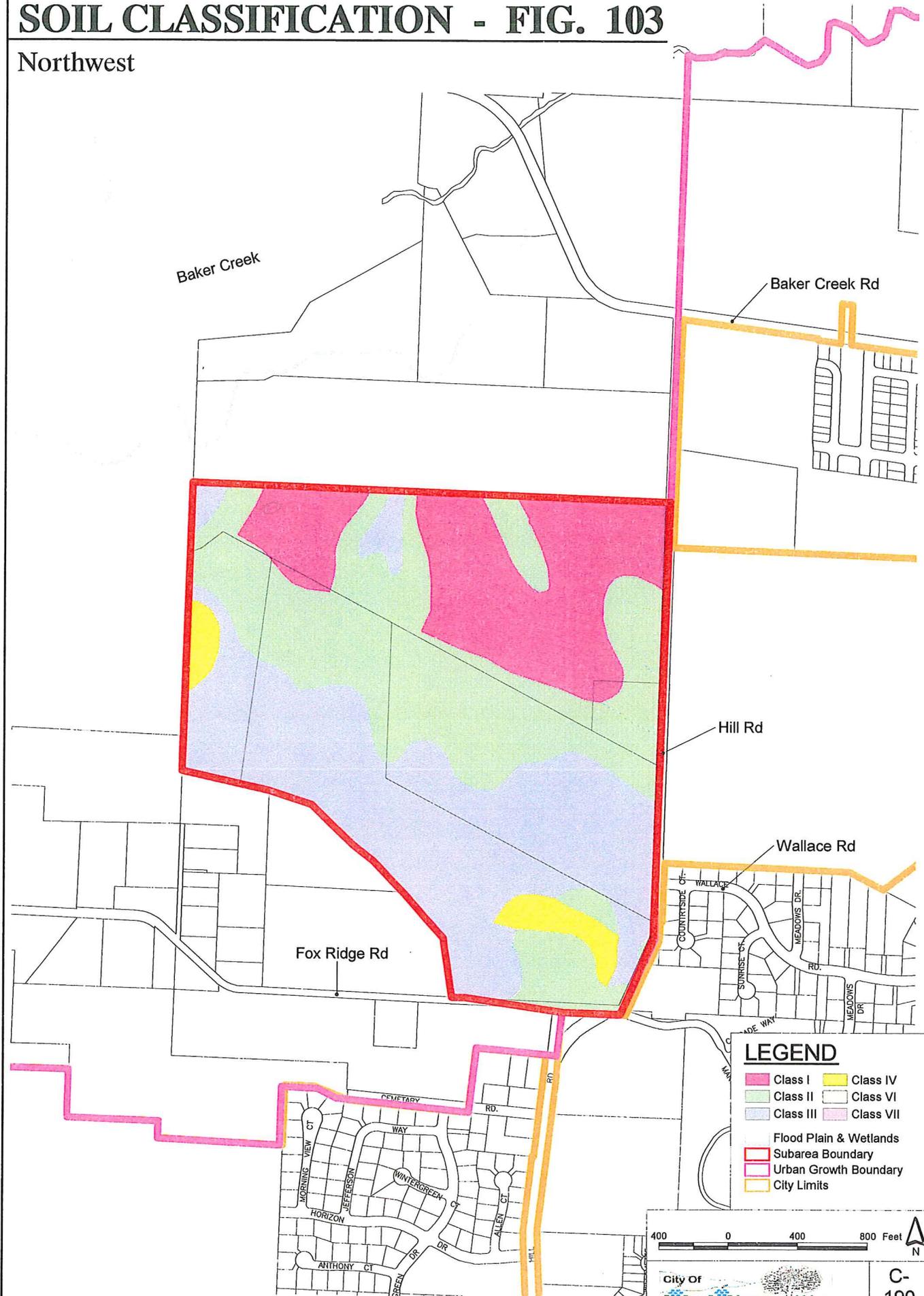
Soil classification within this sub-area is almost entirely Class II and Class III, with a smaller amount of Class I soil present in the extreme northern portion. There also exist a few isolated areas of Class IV soil located throughout the sub-area²⁵ (Figure 103).

Additional observations regarding development constraints and opportunities, and proximity to services are provided in Figures 104 and 105, respectively.

²⁵ Natural Resources Conservation Service (NRCS) - <http://www.nrcs.usda.gov>

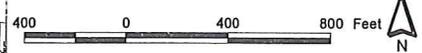
SOIL CLASSIFICATION - FIG. 103

Northwest



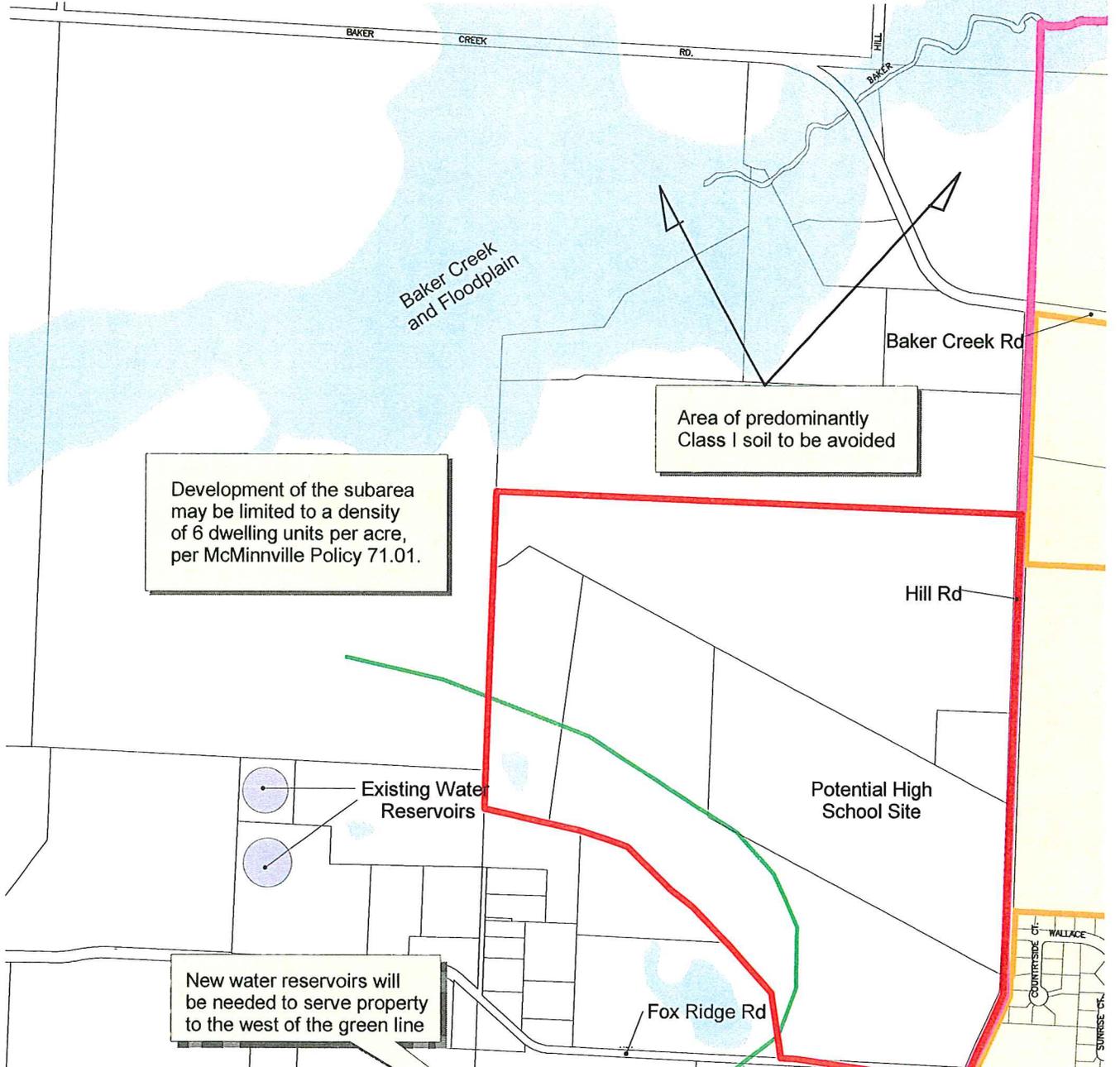
LEGEND

- Class I
- Class II
- Class III
- Class IV
- Class VI
- Class VII
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 104

Northwest



Development of the subarea may be limited to a density of 6 dwelling units per acre, per McMinnville Policy 71.01.

Area of predominantly Class I soil to be avoided

New water reservoirs will be needed to serve property to the west of the green line

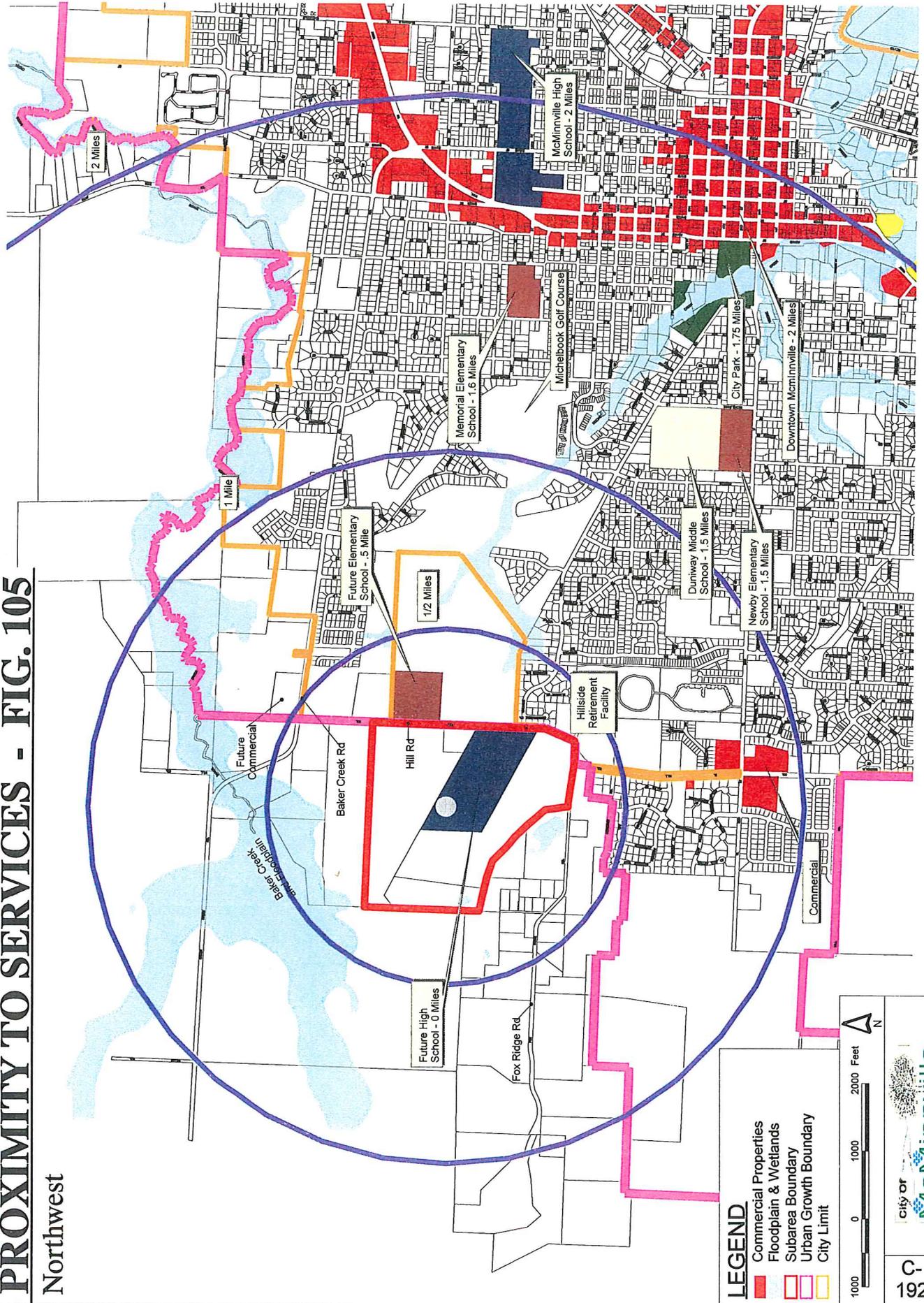
LEGEND

- Current Water Service Level
- Slope (25% and Greater)
- Westside Development Density Limit of 6 DU/Acre
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



PROXIMITY TO SERVICES - FIG. 105

Northwest



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit

1000 0 1000 2000 Feet

city of **McMinnville**

192

Grandhaven Sub-area

General Site Description and Surrounding Development:

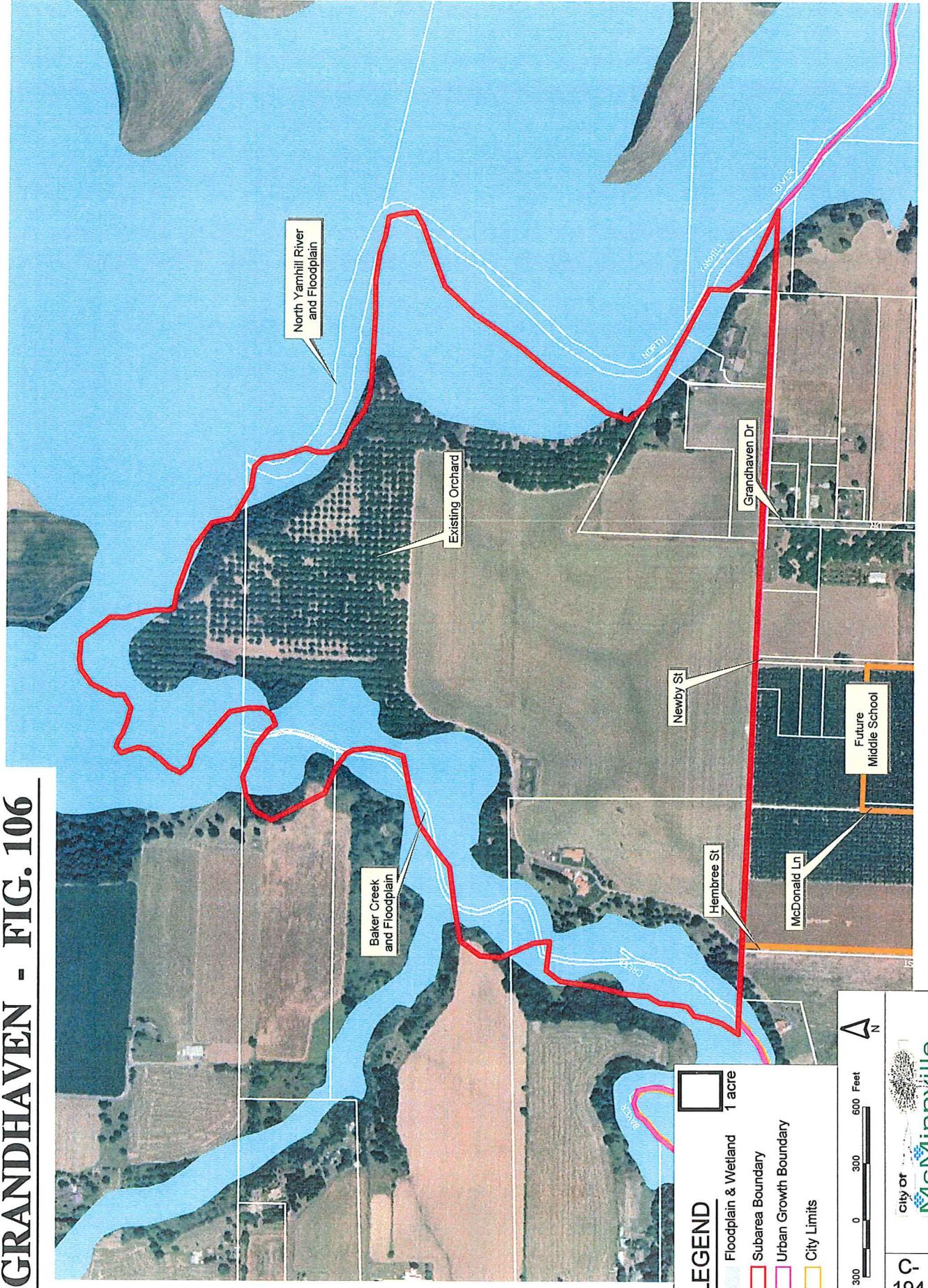
The Grandhaven sub-area is located north of McMinnville and abuts the urban growth boundary along its northern edge. This sub-area is also bordered to the west, north, and east by the waterways and associated floodplains of Baker Creek, Panther Creek, and the North Yamhill River, respectively (Figure 106). Topographically, this sub-area is mainly flat with its edges sloping steeply downward to the waterways to the west, north and east. The sub-area has historically been used for agricultural purposes and includes an existing filbert orchard comprising some 60 acres within the northern portion of the sub-area and along a portion of the west and east perimeters.

The sub-area is comprised of nine parcels that range in size from 1.04 acres to 148.5 acres. Within the sub-area are situated three single-family residences, along with other barns and accessory buildings. Two of the residences are located in the southeast corner of the sub-area with the third residence being located near the southwest corner; this third residence also includes a large guest house, detached garage, a secondary garage, and a brick accessory structure associated with an animal pen and habitat area protected by a security fence that it believed to have been designed to house a liger (offspring of a male lion and a female tiger). Access to the sub-area is provided by Hembree Street to the west and Grandhaven Drive to the east; both of which are under Yamhill County jurisdiction and are classified by them as rural roads (Figure 107).

Surrounding land uses consist of large-parcel farm operations to the west, north, and east of the creeks and river that border this sub-area. To the immediate south is found both large-acreage farm operations and rural-residential development. Further to the south and to the southwest is residentially zoned land within the McMinnville city limits that is developed with single-family residential neighborhoods, the Heather Manor manufactured home park, apartments, churches and the Grandhaven Elementary School and adjacent vacant land on which a future middle school is proposed (Figures 108 and 109).

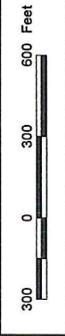
A summary of the Grandhaven sub-area's buildable land inventory is provided in Table 15.

GRANDHAVEN - FIG. 106



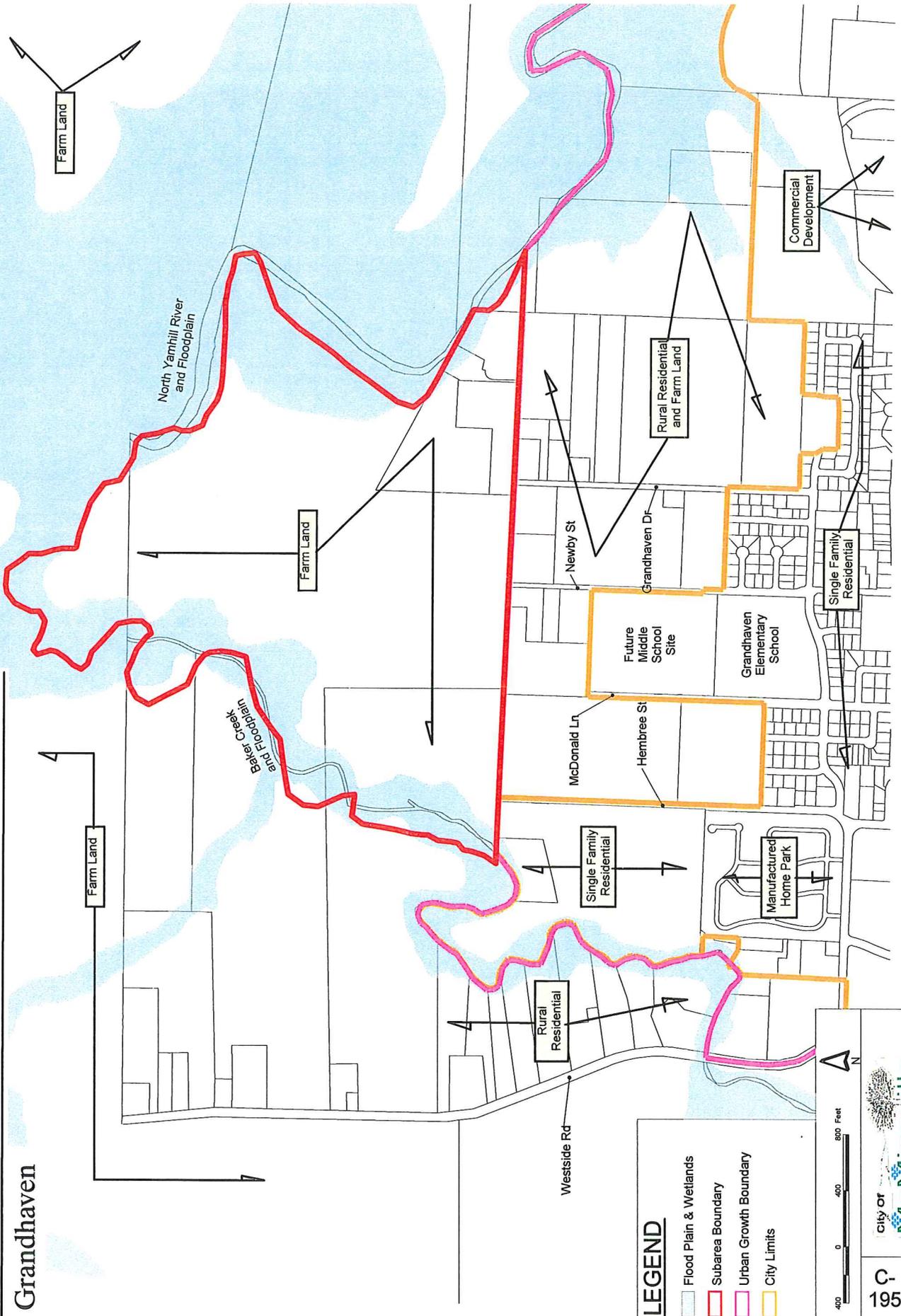
LEGEND

- Floodplain & Wetland 1 acre
- Subarea Boundary
- Urban Growth Boundary
- City Limits



LAND USE PATTERNS - FIG. 107

Grandhaven



LEGEND

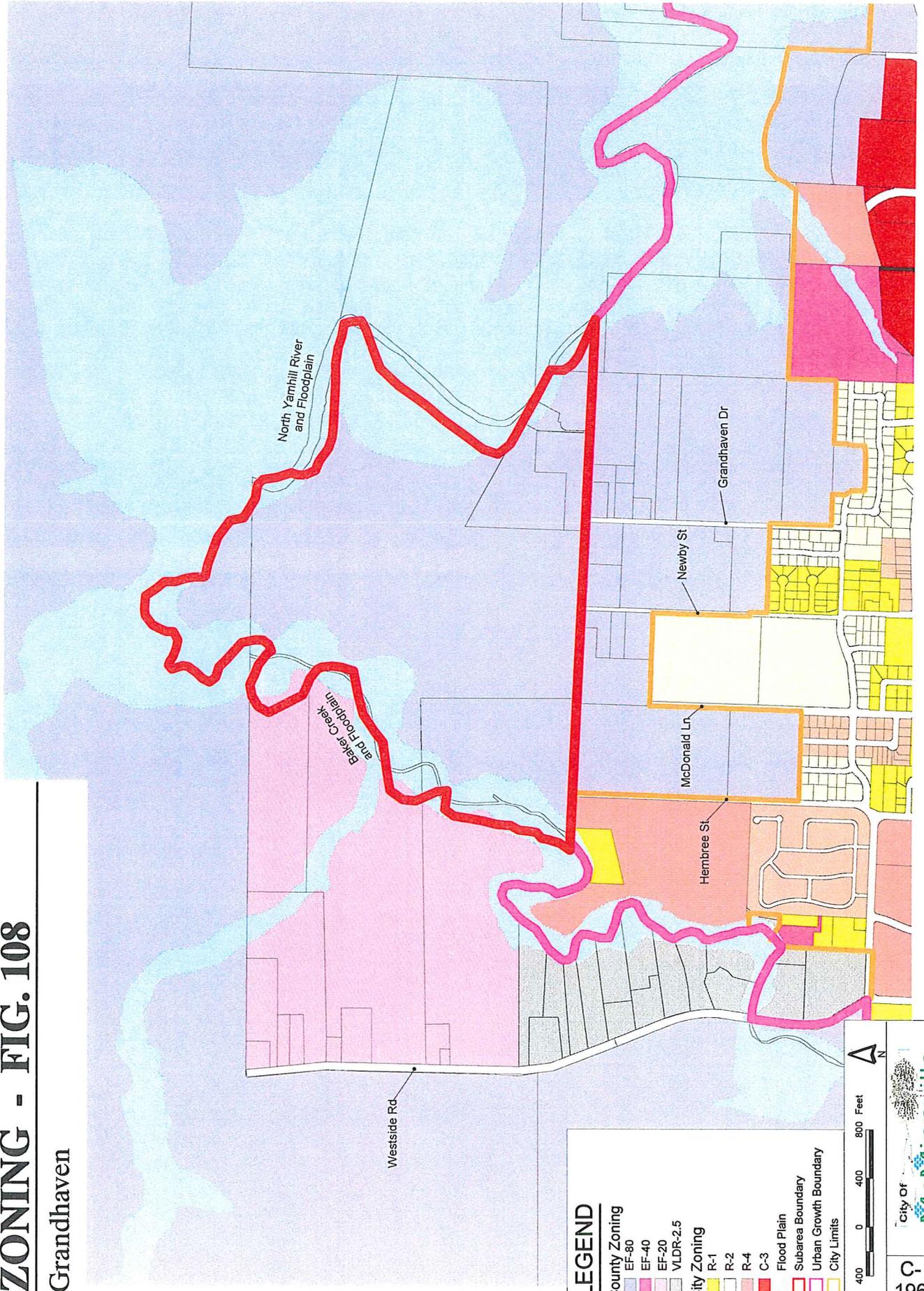
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits

0 400 800 Feet



ZONING - FIG. 108

Grandhaven



LEGEND

- County Zoning**
- EF-80
- EF-40
- EF-20
- VLDR-2.5
- City Zoning**
- R-1
- R-2
- R-4
- C-3
- Flood Plain
- Subarea Boundary
- Urban Growth Boundary
- City Limits

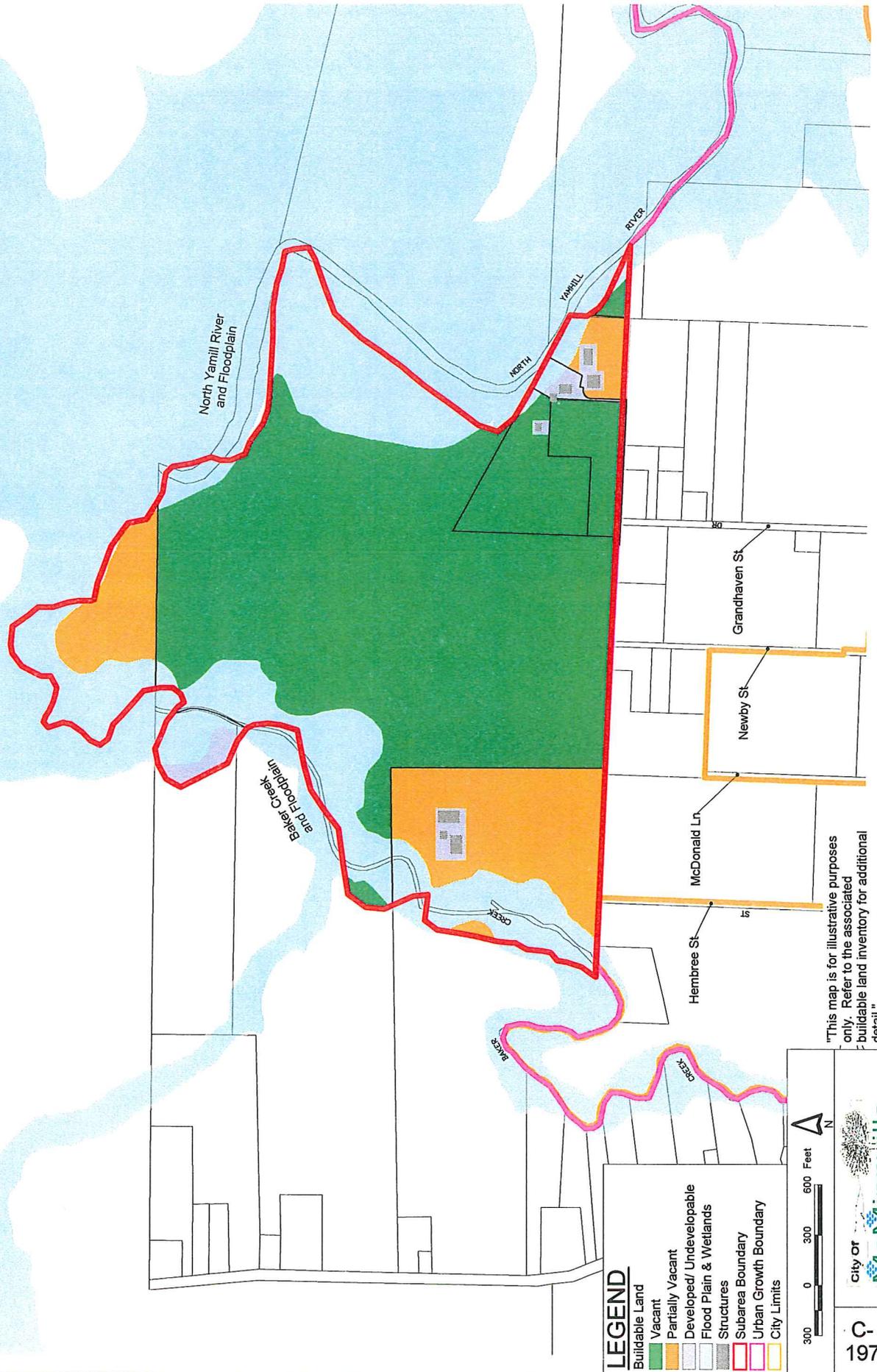
400 0 400 800 Feet

City of McMinnville

196

BUILDABLE LANDS - FIG. 109

Grandhaven



"This map is for illustrative purposes only. Refer to the associated buildable land inventory for additional detail."



Table 15

Grandhaven Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	227.63	100%
Plan Designation:		
<u>Resource:</u>	227.63	100%
Developed/constrained acres:	(90.57)	40%
Total Gross Vacant Buildable Acres	137.06	60%
Vacant Resource Acres:	20.20	15%
Partially Vacant Resource Acres:	116.86	85%

Public Services (Figure 110):

Sewer:

This area is served exclusively by private septic and water systems. Development of this sub-area to urban densities will require the abandonment of these private systems and, in their place, the provision of systems connecting to public facilities. Sewer improvements necessary to support the build-out of this sub-area include the installation of a trunk line running east-west across the Fairgrounds basin and northward to serve this area. One or two pump stations will need to be constructed in the eastern portion of the sub-area to make the system functional. Additional down-line trunk size improvements within the Fairgrounds basin may also be necessary. The estimated costs for providing sanitary sewer service to the sub-area are estimated as *moderate to high*.

Water:

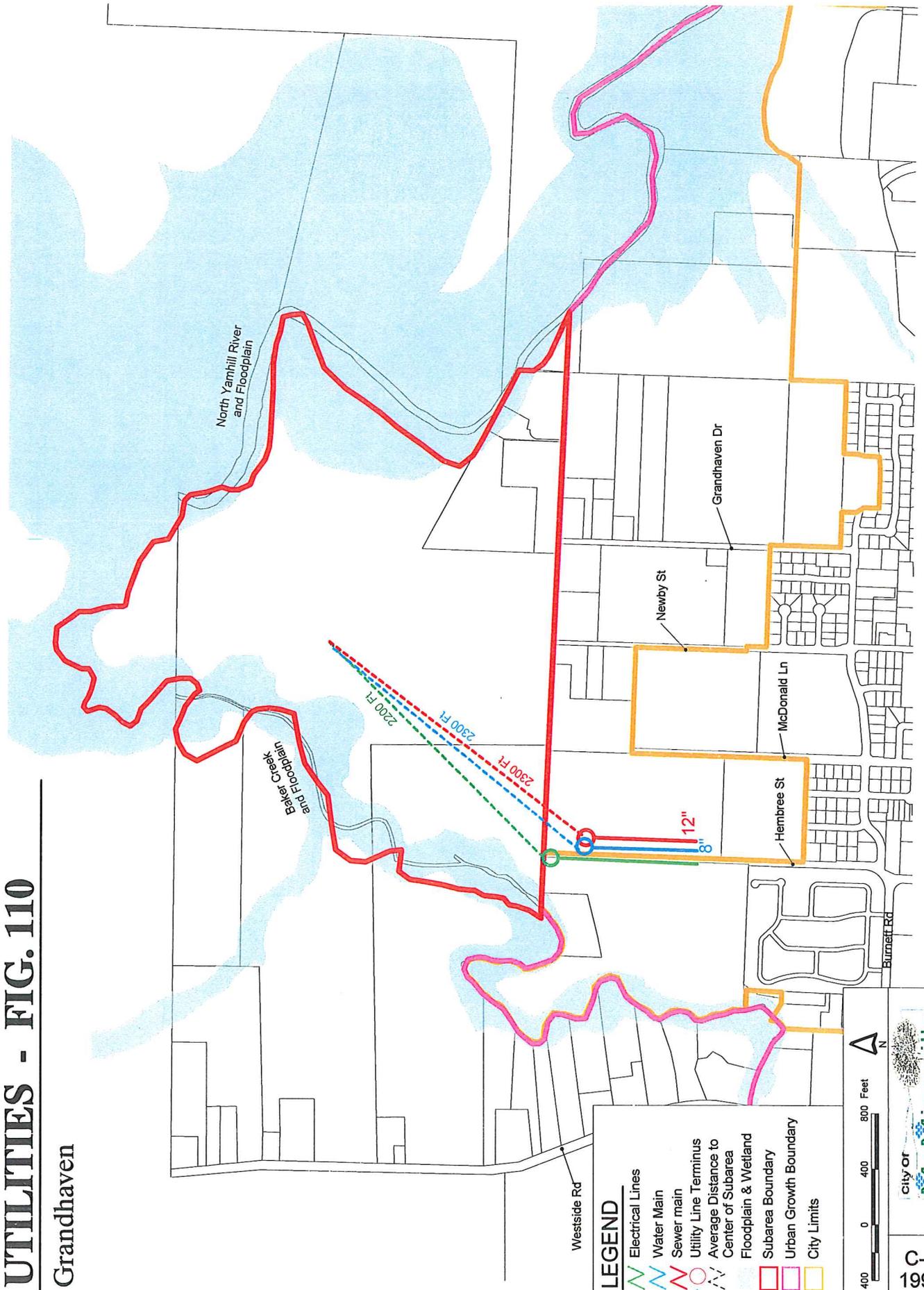
Provision of municipal water to serve this area will be provided by connecting to the existing trunk lines to the south that currently serve the urban area. The existing reservoirs provide sufficient capacity to adequately serve the sub-area. McMinnville Water and Light estimates the costs for providing water service to the sub-area as *moderate*.

Electric:

This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be inadequate to accommodate the future urban development within this sub-area. McMinnville Water and Light estimates the costs for providing electric service to this sub-area high primarily due to the need for

UTILITIES - FIG. 110

Grandhaven



LEGEND

- Electrical Lines
- Water Main
- Sewer main
- Utility Line Terminus
- - - Average Distance to Center of Subarea
- Floodplain & Wetland
- Subarea Boundary
- Urban Growth Boundary
- City Limits



the construction of a new substation to provide adequate service and routing capacity to this area.

Transportation:

This sub-area is virtually devoid of transportation improvements save those serving the four existing residences. However, this sub-area can be well served by the extension of existing streets that currently extend northward and terminate near the southern edge of the sub-area. More specifically, both Hembree Street to the west and Grandhaven Drive to the east, and in-between, McDonald Lane and Newby Street.

Soil Classification:

Soil classification within this sub-area is almost entirely Class II soil with a very small amount of Class IV and Class VI along the edge of and within the 100-year floodplain of the adjacent waterways²⁶ (Figure 111).

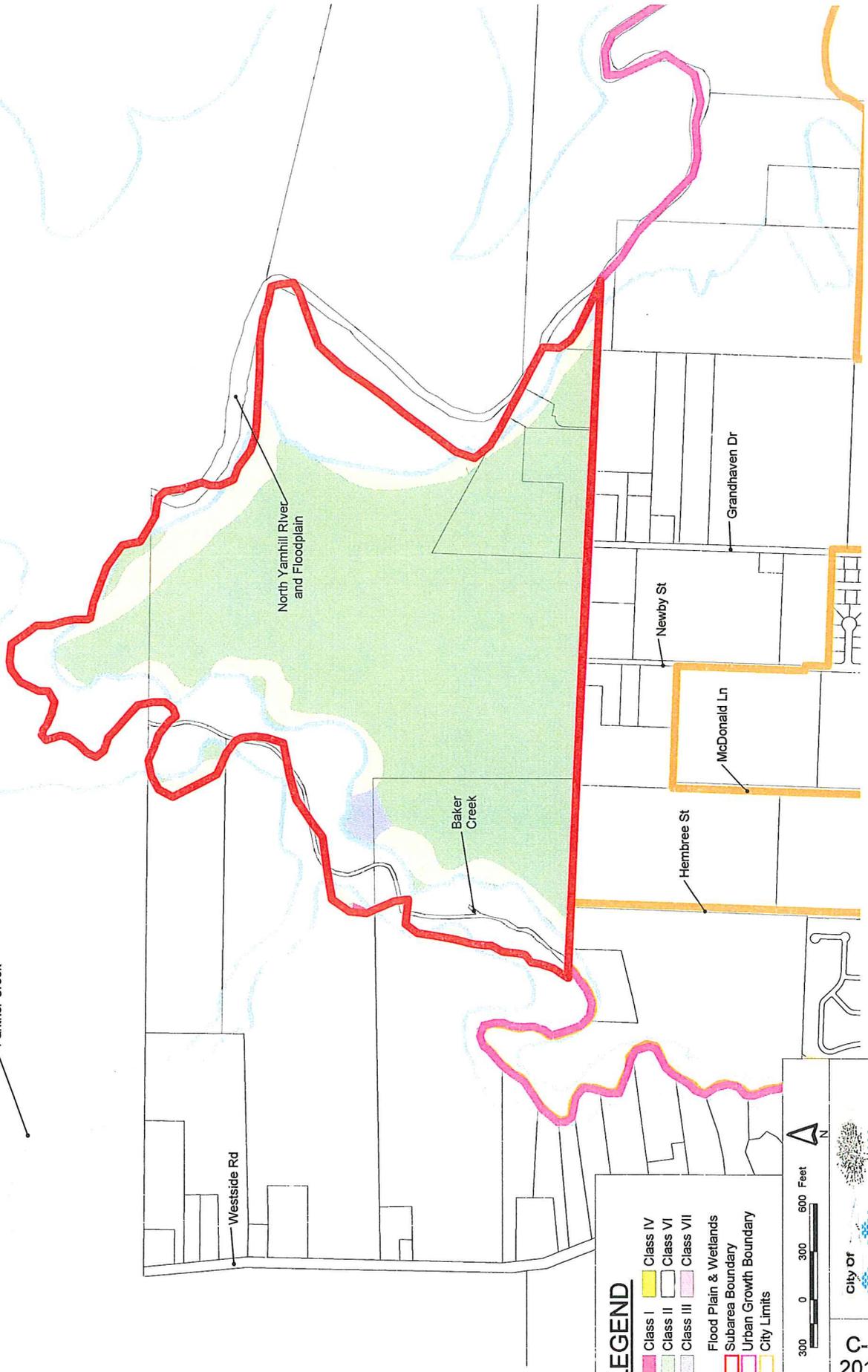
Additional observations regarding development constraints and opportunities, and proximity to services are provided in Figures 112 and 113, respectively.

²⁶ Natural Resources Conservation Service (NRCS) - <http://www.nrcs.usda.gov>

SOIL CLASSIFICATION - FIG. 111

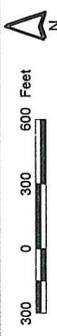
Grandhaven

Panther Creek



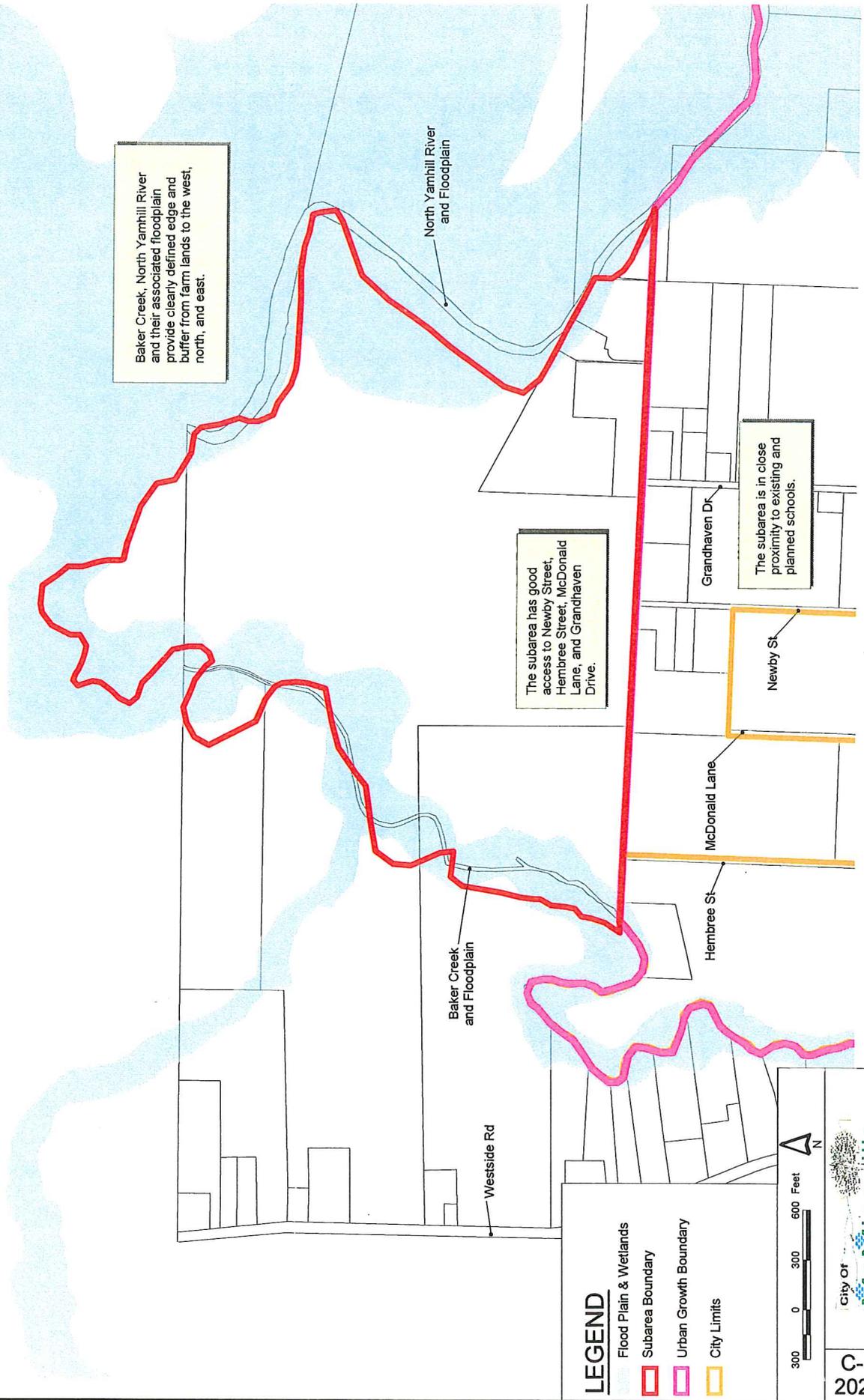
LEGEND

- Class I
- Class II
- Class III
- Class IV
- Class VI
- Class VII
- Flood Plain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limits



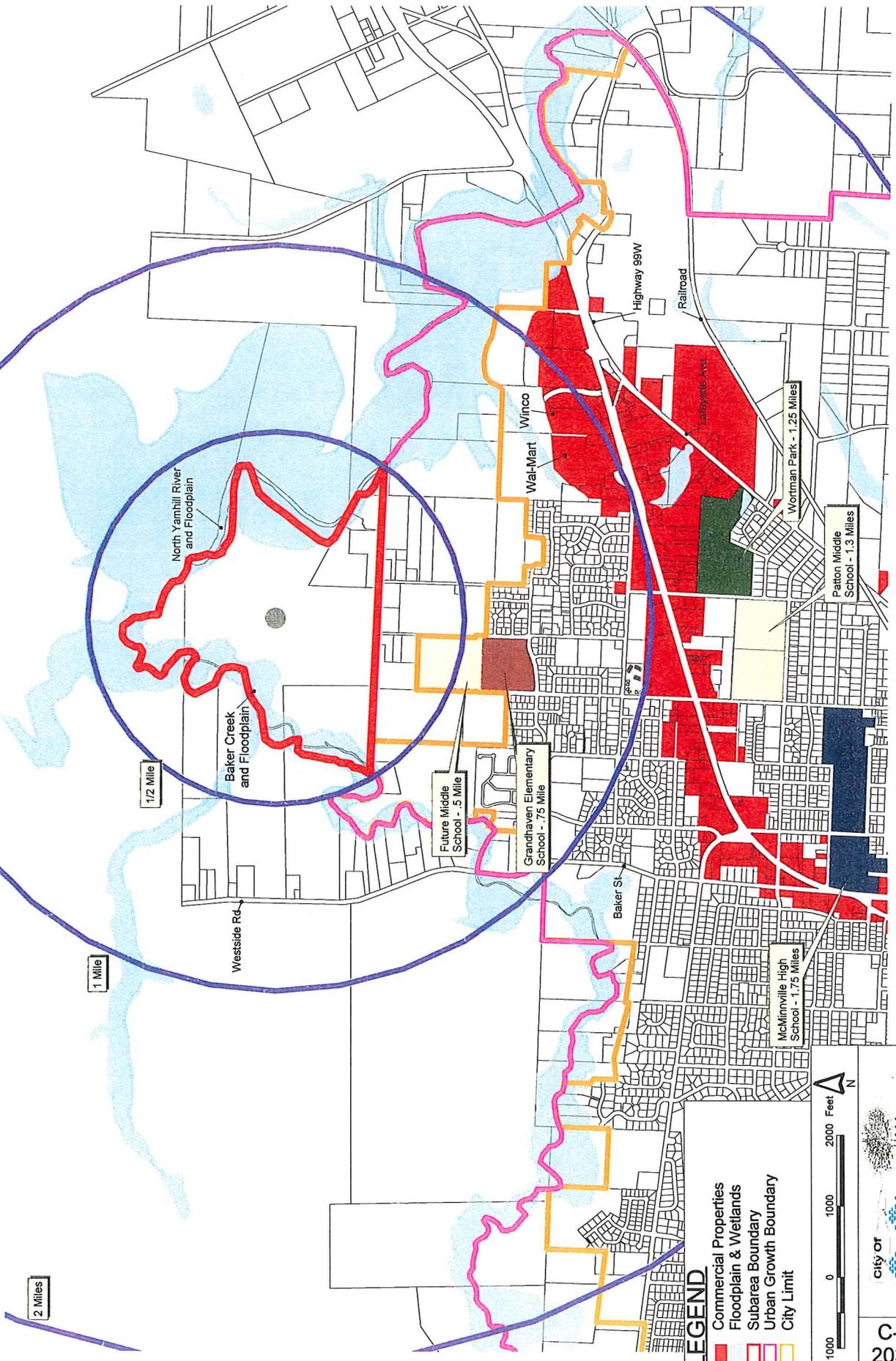
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 112

Grandhaven



PROXIMITY TO SERVICES - FIG. 113

Grandhaven



LEGEND

- Commercial Properties
- Floodplain & Wetlands
- Subarea Boundary
- Urban Growth Boundary
- City Limit



RESOURCE LAND SUB-AREA CAPACITY

Inclusion of the Norton Lane, Three Mile Lane, Southwest, Northwest, and Grandhaven sub-areas will provide an additional 653.15 gross acres of vacant buildable land for urban development as detailed in Table 16, below. At planned densities, this land will accommodate 4,082 dwelling units. This figure assumes that all land within these sub-areas would be planned for housing. As a practical matter, this number would be reduced to allow for lands needed to accommodate commercial uses, parks, schools, churches, and similar identified residential land needs (Figure 114).

Resource Areas	Number of Tax Lots	Gross Acres	Existing Development/ Constraints	Gross Vacant Buildable Acres	Assumed Gross Density	Dwelling Units
Norton Lane	9	256.20	189.93	66.27	6.3	414
Three Mile Lane	14	321.25	163.62	157.63	6.3	985
Northwest	5	144.53	4.31	140.22	6.3	876
Grandhaven	9	227.63	90.57	137.06	6.3	857
Southwest	11	194.62	42.65	151.97	6.3	950
Resource Area Subtotals	48	1,144.23	491.08	653.15	6.3	4,082

Conclusion

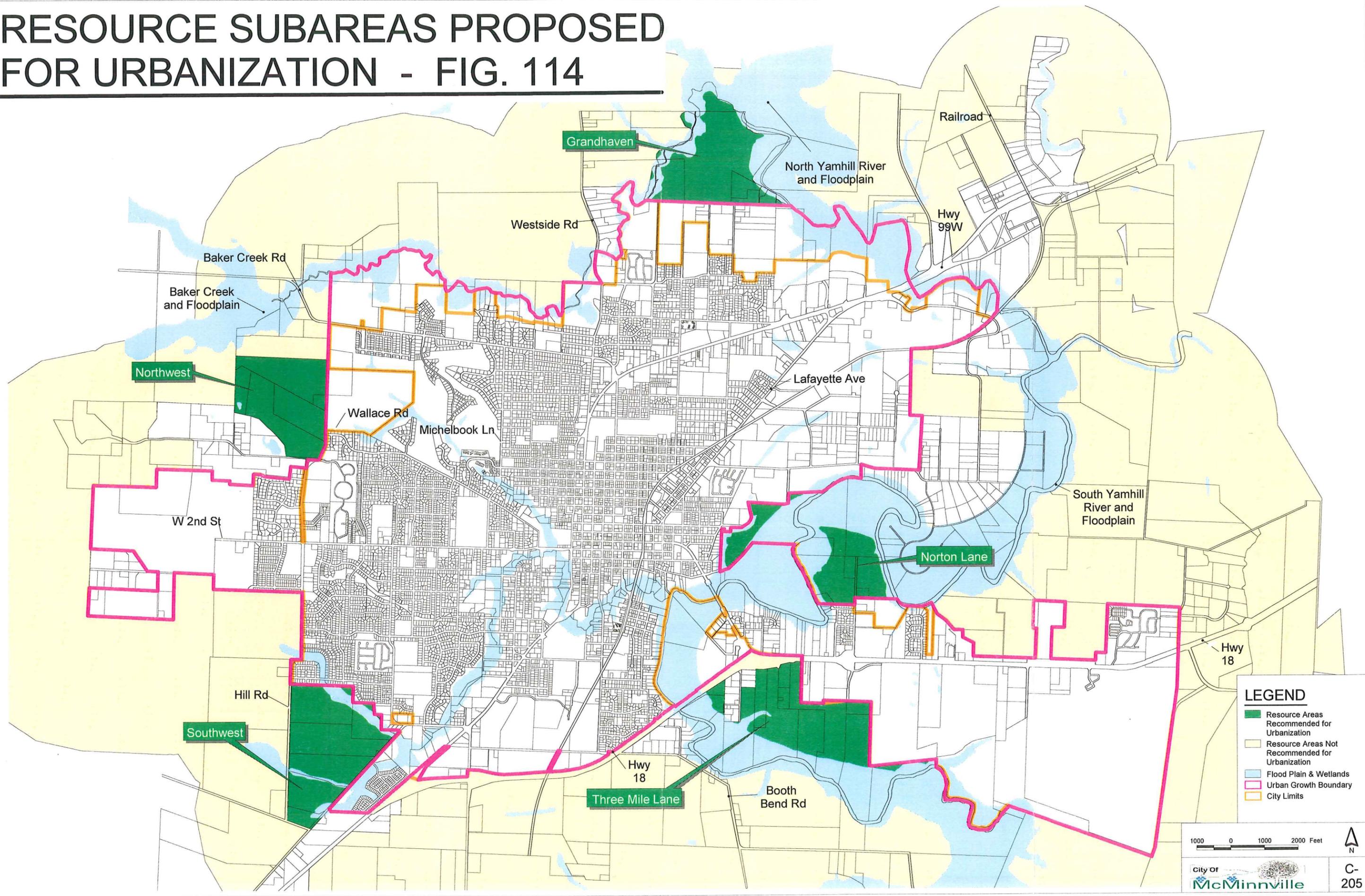
This study provides the justification to add more land to the UGB based on the factors and standards in state law. However, this study is only one piece of a larger package of background information and related planning and zoning amendments necessary to implement the City's vision for more compact and efficient development opportunities and to provide for the land needs of the planning period.

In addition to action by the City, the Yamhill County Board of Commissioners must hold hearings to approve the proposed amendments to the McMinnville urban growth boundary. Concurrent with the expansion of this boundary, there will be several companion plan policy, plan map, and zoning ordinance amendments that will require adoption by the City. These include, but are not limited to, the following:

Plan / Zoning Map Amendments –

1. Amend the current urban growth boundary to include an additional 881 acres of land;
2. Designate Neighborhood Activity Centers in four locations (Three Mile Lane, Southwest, Northwest, and Grandhaven) and apply planned development overlays; and,

RESOURCE SUBAREAS PROPOSED FOR URBANIZATION - FIG. 114



LEGEND

- Resource Areas Recommended for Urbanization
- Resource Areas Not Recommended for Urbanization
- Flood Plain & Wetlands
- Urban Growth Boundary
- City Limits

1000 0 1000 2000 Feet

City of McMinnville

C-205

3. Amend the plan and zone designation(s) of those lands approved for such action;

Plan Policy Amendments –

1. Adopt plan policies for Neighborhood Activity Centers;
2. Adopt locational policies for residential land uses; and,
3. Adopt transit supportive policies (higher density development within major transportation corridors).

Zoning Ordinance Amendments –

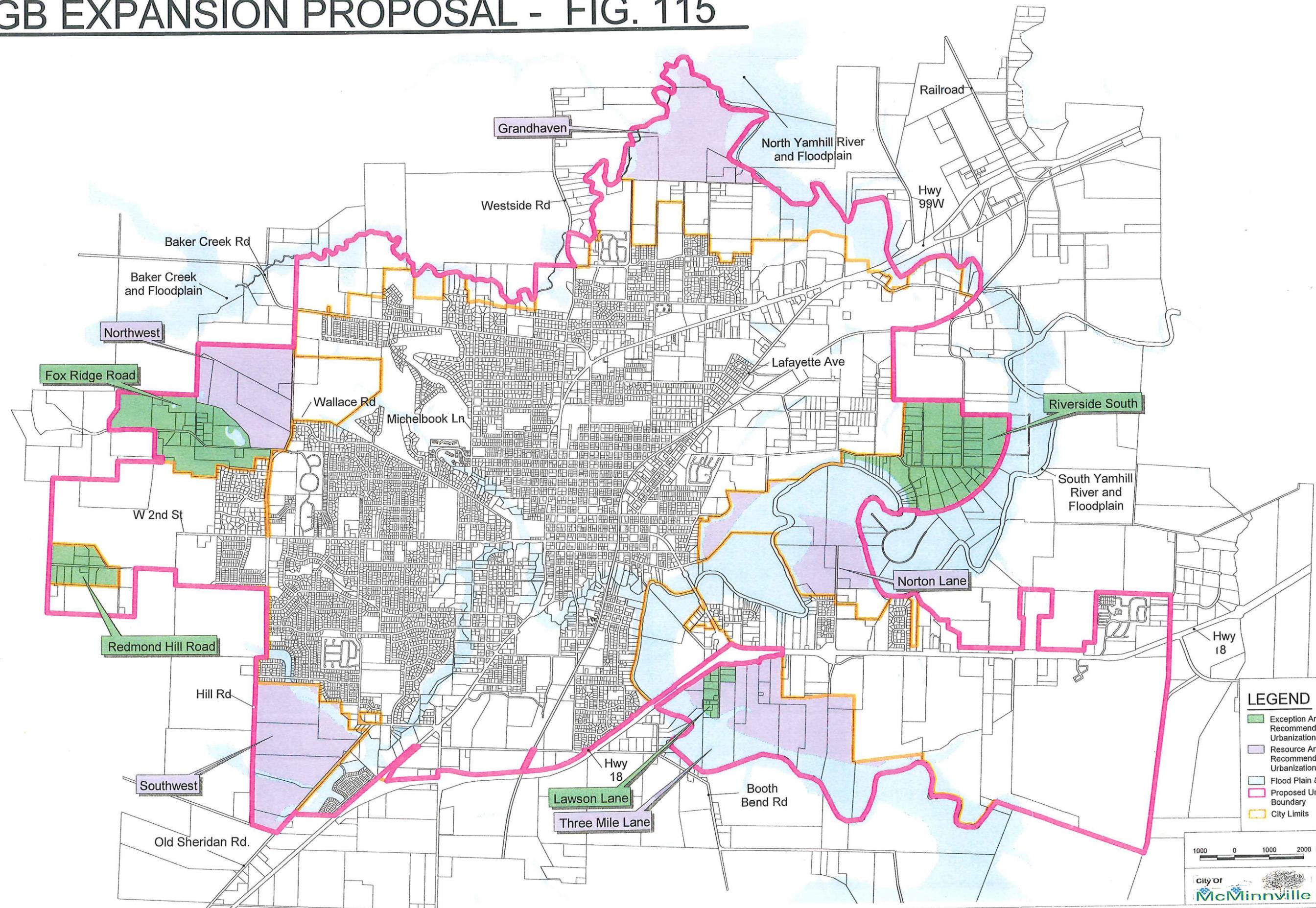
1. Adopt accessory dwelling unit ordinance;
2. Adopt new high density residential zone (R-5);
3. Adopt new Neighborhood Activity Center ordinance(s); and,
4. Adopt new economic development policies.

COMBINED UGB INCLUSION AREAS - CAPACITY

Inclusion of the sub-areas identified in Tables 10 and 16 will provide an additional 880.66 gross acres of vacant and partially vacant buildable land for urban development, as detailed in the Table 17, below. As part of this analysis, it is important to recall that the approximately 425 acres of other identified residential land needs (parks, schools, churches) and 106 acres of land for commercial use are not calculated as part of this residential capacity analysis. The additional capacity, as shown in this table, would be used for purposes other than housing and would satisfy the amount of such land needed to the year 2023. Figure 115 provides a map of the exception land and resource land sub-areas proposed to be added to the existing McMinnville urban growth boundary.

Table 17		Sub-Area Capacity Analysis				
Exception and Resource Areas	Number of Tax Lots	Gross Acres	Existing Development/ Constraints	Gross Vacant Buildable Acres	Assumed Gross Density	Dwelling Units
Riverside South	71	192.58	63.98	128.60	4.3	552
Lawson Lane	15	18.24	7.48	10.76	4.3	46
Redmond Hill Road	12	39.92	16.77	23.15	3.5	81
Fox Ridge Road	29	143.48	78.48	65.00	3.5	227
Exception Area Subtotals	127	394.22	166.71	227.51	4.0	906
Norton Lane	9	256.20	189.93	66.27	6.3	414
Three Mile Lane	14	321.25	163.62	157.63	6.3	985
Northwest	5	144.53	4.31	140.22	6.3	876
Grandhaven	9	227.63	90.57	137.06	6.3	857
Southwest	11	194.62	42.65	151.97	6.3	950
Resource Area Subtotals	48	1,144.23	491.08	653.15	6.3	4,082
Combined Totals:	175	1,538.45	657.79	880.66	5.7	4,988

UGB EXPANSION PROPOSAL - FIG. 115



LEGEND

- Exception Areas Recommended for Urbanization
- Resource Areas Recommended for Urbanization
- Flood Plain & Wetlands
- Proposed Urban Growth Boundary
- City Limits

1000 0 1000 2000 Feet

N

City of McMinnville

C-207

Attachment 1
(Page 1 of 2)



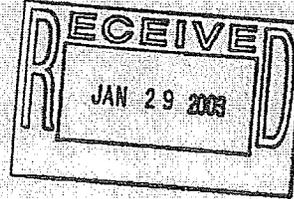
Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 2
455 Airport Rd. SE, Bldg B
Salem, OR 97301-5395
503-986-2600
FAX 503-986-2630

January 28, 2003



FILE CODE:

Mr. Ron Pomeroy, Senior Planner
City of McMinnville
Planning Department
202 E. Second Street
McMinnville, OR 97128

Dear Ron:

Thank you for providing the Oregon Department of Transportation (ODOT) with an opportunity to review and comment on potential changes to the city's urban growth boundary (UGB). We have reviewed the proposed expansion areas and have identified two that are of particular concern. Our comments on those areas are as follows.

Area NR-3

This proposed expansion area is located southwest of the city, generally between OR 18 and Old Sheridan Road. The majority of this expansion area is located west of OR 18, however, there are several parcels on the east side of the highway as well (the parcels on the east side are currently developed). OR 18 (Salmon River Highway) is designated as a statewide level of importance highway and an expressway by the 1999 Oregon Highway Plan. OR 18, in this area, is a high speed, high volume route which carries both regional and local traffic. Due to the configuration of the property in this expansion area, inclusion in the city could facilitate nonresidential development which depends on the highway for visibility and access. Since ODOT would not permit direct access to OR 18, traffic generated by potential future uses of these properties may adversely affect the safety and operation of the highway at its intersection with Durham Road. Further, the properties on the east side of the highway are dependent, either directly or via Durham Road, on OR 18 for access. Inclusion in the UGB could result in higher intensity uses that will generate significant additional traffic that will access OR 18 near an interchange.

Based on the above, ODOT recommends the following regarding Area NR-3:

- ODOT does not support inclusion of Area NR-3 in the UGB due to the potential adverse impacts of development-generated traffic to traffic operations and safety at the intersection of OR 18 and Durham Road. Further, inclusion of the properties east of OR 18 may encourage redevelopment to higher intensity land uses which may not be compatible with function and designation of the highway.

Area NR-8

This proposed expansion area is located northeast of the city and straddles OR 99W. For the most part, this expansion includes existing commercial and residential

Form 734-1867A (1-03)

Mr. Ron Pomeroy
City of McMinnville
January 28, 2003
Page 2 of 2

development. OR 99W is designated as a regional level of importance highway by the 1999 Oregon Highway Plan. In this area, the highway is generally four travel lanes and includes a divided highway section for approximately 2,500 feet. Through most of the area, the posted speed is 55 mph, however, it is slower in the divided section where the road is relatively narrow. Additionally, the area is bisected by a railroad line which has a grade-separated crossing of the highway. Inclusion of this expansion area in the UGB will increase the potential for urbanization which could adversely affect the highway. This area is wholly dependent on OR 99W for access to urban services in the City. The divided highway section includes two bridges over the South Yamhill River, one of which has been designated "functionally obsolete." ODOT recommends the following regarding this area:

- ODOT does not support the extension of the existing UGB to include this area. Increased development/redevelopment that could be encouraged in this area may adversely affect traffic safety and operations on OR 99W.
- If the City chooses to include this area in a UGB expansion, ODOT strongly recommends that an overlay, or conditions of approval, be adopted that require the City and ODOT adopt an access management plan for OR 99W prior to the development or redevelopment of any parcels within Area NR-8. This plan will identify highway improvements required as a result of future development that will ensure that safety and traffic operations on OR 99W are maintained at an acceptable level.

Thank you again for providing ODOT with an opportunity to comment on these UGB expansion proposals. This letter should be included in the record as ODOT testimony. ODOT should be considered a party to the hearing and be entitled to notices of future hearings, or hearing continuances or extensions. Please provide me with a copy of the City's decision, including findings and conclusions.

Sincerely,



Daniel L. Fricke
Senior Transportation Planner

DLF:

cc: Dave Bishop, ODOT Region 2
Darci Rudzinski, DLCD

Attachment 2
(Page 1 of 2)

Criteria:	Points
Physical constraints (slope, floodplain)	
More than 25 percent of the area constrained	0
Between 10 and 25 percent of area constrained	3
Less than 10 percent of area constrained	5
Existing / Planned Facilities	
Proximity to existing public elementary school(s) -	
More than 1 mile	0
Between 1/2 mile and 1 mile	3
Between 1/4 mile and 1/2 mile	5
Between 1/8 mile and 1/4 mile	7
0.0 to 1/8 mile	10
Cost of providing service:	
Sanitary sewer	
High	0
Medium	5
Low	10
Municipal water	
High	0
Medium	5
Low	10
Electricity	
High	0
Medium	5
Low	10
Transportation	
High	0
Medium	5
Low	10
Surrounding Uses	
Percent of sub-area perimeter bordering resource land or heavy industrial land	
80.1 to 100 percent	0
60.1 to 80 percent	3
40.1 to 60 percent	5
20.1 to 40 percent	7
0.0 to 20 percent	10
Improvement Values	
Average improvement value of sub-area:	
More than \$225,000	0
Between \$175,000 and \$225,000	3
Between \$125,000 and \$175,000	5
Between \$75,000 and \$125,000	7
Less than \$75,000	10
Urban Containment	
Less than 50 percent of sub-area contained by natural edge	0
Between 50 and 99 percent of sub-area contained by natural edge	5
Sub-area entirely contained by natural edge	10
Factors Affecting Urbanization	
Annexation	-2
Water service	-2
Transportation	-2
Development patterns	-2
Urban form	-2
Public safety	-2

Exception Sub-areas	Exception Land Subarea									
	Lawson Lane	Fox Ridge Road	Redmond Hill Road	Booth Bend Road	Old Sheridan Road	Riverside North	Riverside South	Westside Road	Bunn's Village	
Buildable Lands Data										
Gross Acres (GA)	18.24	143.5	39.92	42.33	48.97	100.82	192.58	34.9	201.99	
Percent of GA that are developed/constrained	41%	55%	42%	59%	25%	54%	33%	60%	40%	
Gross Vacant Buildable Acres (GVBA)	10.76	65.0	23.15	13.17	36.51	36.34	128.6	13.9	121.02	
Percent of GVBA that are "partially vacant"	85%	92%	81%	78%	100%	84%	58%	100%	72%	
Percent of GVBA that are "vacant"	15%	8%	19%	22%	0%	16%	42%	0%	28%	
Criteria										
Physical Constraints										
Percent of floodplain, slope Existing / Planned Facilities	5	5	0	0	5	0	5	0	3	
Proximity to elementary school	3	0	0	0	0	0	0	3	0	
Cost of Service										
Sanitary Sewer	5	0	0	0	0	0	0	0	0	
Municipal Water	10	0	0	10	5	5	5	0	0	
Electricity	10	10	10	10	10	10	10	10	10	
Transportation	5	5	0	0	0	0	0	0	0	
Surrounding Uses										
Percent of perimeter bordering resource land	0	5	10	0	0	0	0	5	0	
Improvement Value										
Average sub-area value	10	5	7	7	7	7	0	0	5	
Urban Containment										
Urban Containment	0	5	5	0	0	5	5	0	0	
Factors affecting urbanization:										
Annexation	-2	---	---	-2	-2	-2	-2	-2	-2	
Transportation	-2	-2	-2	-2	-2	-2	-2	-2	-2	
Utility service	---	-2	-2	-2	---	-2	---	---	-2	
Public safety	---	-2	---	---	-2	---	---	---	---	
Development pattern	---	-2	-2	---	---	---	-2	---	-2	
Urban form	-2	---	---	-2	-2	-2	-2	-2	-2	
Totals:	42	27	26	19	19	19	17	12	8	
Rank:	1	2	3	4 (T)	4 (T)	4 (T)	7	8	9	

Attachment 3
(Page 1 of 6)

JACK PARCELL, CERTIFIED SOIL SCIENTIST
7440 SOUTH WEST HYLAND WAY
BEAVERTON, OR 97008
(503) 644-6481

July 20, 1999

McMinnville Urban Area Management Commission
McMinnville Urban Growth Boundary Steering Committee
230 East 2nd
McMinnville, OR 97128

Dear Committee Members:

I have been asked by the team leader of Willowbrook Properties, Jeff Bennett to summarize and address the items below regarding the analysis of the Willamette soil type:

- ✓ What is Willamette
- ✓ What is Woodburn
- ✓ How are they different
- ✓ Why is Willamette (Class I) and Woodburn (Class II)
- ✓ What Testing Protocol was followed:
 - Depth of Borings
 - What to look for
- ✓ What was observed
- ✓ ARCPACS Certification & Code of Ethics

What is Willamette: Willamette soils are deep well-drained soils formed in old water deposits (Alluvium). They have a dark silt loam surface and a silty clay loam subsoil. They have moderate permeability and a high fertility level. On slopes of less than 3%, they are in capability unit I. They normally have no mottles or very few mottles within 60 inches from the surface. The Technical soil classification is - Fine-Silty, mixed, mesic Pacific Udic Argixerolls

What is Woodburn: Woodburn soils are deep moderately well drained soils formed in old water deposits (Alluvium). They have a dark silt loam surface and a silt clay loam subsoil. They have moderate permeability and a high fertility level. On slopes of less than 7%, they are in capability unit II. They normally have a few mottles within 30 inches from the surface. The technical soil classification is - Fine-silty, mixed, mesic Aquilic Argixerolls

How are they different: The fundamental difference is drainage. Since they are very similar soils they must be examined to a depth of 60 inches to determine if mottles do occur and to determine the colors of the mottles with a Munsell color chart. Willamette soils often have a thicker dark surface layer than Woodburn soils.

7440 SW HYLAND WAY • BEAVERTON / OREGON • 97008
PHONE: 503 644 6481

July 20, 1999

Why is Willamette Class I and Woodburn class II: The primary difference between the two soils is the drainage, Willamette is well drained, while Woodburn is moderately well drained and has mottles at 30" to 60" inches. By evaluating the core samples, one looks for mottles in the subsoil, this identifies the drainage characteristics of the soil.

What Testing protocol did you follow: The testing pattern I utilized is a Order 2 testing protocol. The current mapping submitted from the SCS is consistent with an Order 3. Samples were dug with a soil auger, this tool removes soil cores that are then evaluated as noted above. Roughly, 100 borings were evaluated. Twenty of the samples were located in the reclassified Willamette soil, see attached map.

What did you observe: The samples indicate that the SCS map for Willamette series soil is overstated. The amount Willamette soils should be reduced to approximately 3.9 acres. This reclassification is due to mottling found at 30" to 60" depth. If anything, this representation is a very conservative report of the findings. For example, many of the samples in the 3.9 acres of class I soil contained mottles at the 30" to 60" depth level. By evaluating the mottling at the 30" through 60" level, it is clear that the soil meets the standard of Woodburn series.

ARCPACS Certification & Code of Ethics: Attached is my certification and the minimum core requirements for ARCPACS certification. Also attached is the ARCPACS code of ethics and standards that my findings and research meet. I have maintained this level of discipline and integrity throughout my career as a soil scientist, which includes 34 years of employment with the Soil Conservation Service, and Forest Service.

Thank you for your time.

Cordially,

Jack Parcell

Certified Soil Scientist # 19574 CPSC

Attachments:

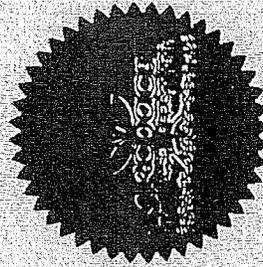
ARCPACS
*A Federation of Certifying Boards in Agriculture,
Biology, Earth and Environmental Sciences*

certifies that

Jack (John) T. Parcell

*Subscribes to the Code of Ethics and has met the requirements
established for the certification of*

Certified Professional Soil Classifier



Certified—January 30, 1997
Valid through December 31, 1999
No. 19574

Valid 1997

Larry J. Powell
ARCPACS Council Chair
Colin C. Finckel
ARCPACS Registrar

ARCPACS is a membership service of the American Society of Agronomy

Minimum Core Requirement for ARCPACS Certification

	Area of Certification												
	Agronomist		Crop Scientist Crop Specialist		Soil Scientist Soil Classifier		Plant Pathologist		Horticulturist		Weed Science		
	Sem. hr.	Qtr. hr.	Sem. hr.	Qtr. hr.	Sem. hr.	Qtr. hr.	Sem. hr.	Qtr. hr.	Sem. hr.	Qtr. hr.	Sem. hr.	Qtr. hr.	
I. Professional Core Courses													
Weed Science†												6	8
Plant Pathology‡							12	18					
Crop Production§					6	9							9
Introductory Horticulture								6	3	4			
Crop Sciences	6-9	9-13	15-18	23-27									
Crop Management¶	6-9	9-13	6	9					12	16		6	8
Horticulture Crops**													
Pest Management(Plant Protection)													
(Weed Sci., Plant Path., Entomology, Nematology, IPM, or aquatic courses)													
Soil Sciences††	6-9	9-13	6	9	15	23			3	4	3	3	4
Plant Physiology									3	4			
Plant Biology†††													12
Biology (botany, microbiology)									12	18	3	4	
Chemistry/SS									12	18	8	12	9
Genetics											3	4	
Additional—Professional Core Courses	6-9	9-13	0-3	0-4	3	5	6	9					
Total Professional Core	30	45	30	45	24	37	48	72	41	57	42		56
II. Supporting Core Courses													
Soil Sciences													
Biology (botany; microbiology)	10	15	12	18	6	9							
Chemistry (including one course in organic/biochemistry)	10	15	12	18	12	18							
Computer Applications	3	4											
Weed Science or Entomology	3	5	6	9	9	14	3	5					
Mathematics (college algebra or equiv. 1 sem. computer sci. accepted)	3	5	6	9	9	14	6	9	3	4			
Physics													
Physics, Geology, or Climatology	3	5	3	5	3	5	3	5					
Statistics	3	5	3	5	3	5	3	5					
Communications†††† (Speech and technical writing)	6	9	6	9	6	9	6	9	6	9			
Economics (may include agric. econ.)	6	9	6	9	3	5	3	5					
Engineering													
Geology													
Horticultural Specialization##													
Additional—Supporting Core Courses	7	11			3	5			6	9			

† To include Intro Weed Science and one of the following: advanced weed science, weed ecology, aquatic vegetation management, weed identification, biocontrol of pests, research methods in Weed Science, pesticides in soils, herbicide physiology, pesticide toxicology, weed science internship, or special problem.

‡ Three semester units of plant disease diagnosis or three semester units of plant disease control are required.

§ Production or management-oriented courses to include: agronomy, horticulture, forestry, range science, and horticulture. Forestry and turf courses are limited to 6 semester hours.

¶ Horticulture crop courses to include field crop production, plant/crop physiology, crop science, and horticulture. Forestry and turf courses are limited to 6 semester hours.

** Horticulture crop courses such as vegetable crops, fruit crops, ornamental crops, greenhouse crops, foliage crops, floral crops, or plant propagation.

†† Soil Classifier requires 5 semester hours of soil science courses including soil genesis, morphology, classification, interpretation, and mapping.

††† General botany or biology, anatomy, ecology, genetics, physiology, plant taxonomy, microbiology or aquatic biology.

†††† General chemistry limited to 6 semester or 8 quarter hours for Weed Science Certification, include one course in inorganic, organic, biochemistry, analytical, or water chemistry.

Must include speech and technical writing beyond introductory college level English.

Horticultural specialization courses such as breeding, turf management, plant nutrition, tropical hort. crops, nut crops, viticulture and/or small fruits, processing fruits and vegetables, plant identification, nursery management, landscape horticulture, arboriculture, post harvest horticulture.



Code of Ethics

Article I. Preamble

1. The privilege of professional practice imposes obligations of responsibility as well as professional knowledge. The ARCPACS program certifies the credentials of individuals through national certification boards and state certification boards. Registrants who enter into ARCPACS via national certification boards will receive the designation of Certified Professional. The ARCPACS program will only award the title of Certified Professional to individuals who have completed a BS, MS, or PhD degree and have met the experience requirements as set forth by the following Certification Boards: Agronomy, Crop Science, Soil Science, Plant Pathology, Horticulture, and Weed Science.
2. The ARCPACS program will award the title of Certified to individuals who meet the experience, testing requirements, and the continuing education requirements of the State Boards participating in the Certified Crop Adviser (CCA) program. The CCA program does not require college level education. However, college education will substitute for part of CCA work experience requirement as provided for in the CCA guidelines.
3. Certified Professionals and Certified Crop Advisers (hereafter called Registrants), at the request of a client or employer, must disclose the information used to gain certification. Registrants who knowingly misrepresent their credentials will face disciplinary action.

Article II. Relation of Professional to the Public

1. A Registrant shall avoid and discourage sensational, exaggerated, and/or unwarranted statements that might induce participation in unsound enterprises.
2. A Registrant shall not give professional opinion or make a recommendation without being as thoroughly informed as might reasonably be expected considering the purpose for which the opinion or recommendation is desired, and the degree of completeness of information upon which the opinion is based should be made clear.
3. A Registrant shall not issue a false statement or false information even though directed to do so by employer or client.

Article III. Relation of Professional to Employer and Client

1. A Registrant shall protect, to the fullest extent possible, the interest of his/her employer or client insofar as such interest is consistent with the law and professional obligations and ethics.
2. A Registrant who finds that obligations to their employer or client conflict with their professional obligation or ethics should work to have such objectionable conditions corrected.

3. A Registrant shall not use, directly or indirectly, an employer's or client's information in any way that would violate the confidence of the employer or client.
4. A Registrant retained by one client shall not accept, without the client's written consent, an engagement by another if the interests of the two are in any manner conflicting.
5. A Registrant who has made an investigation for any employer or client shall not seek to profit economically from the information gained, unless written permission to do so is granted or until it is clear that there can no longer be a conflict of interest with the original employer or client.
6. A Registrant shall not divulge information given in confidence.
7. A Registrant shall engage, or advise employer or client to engage, and cooperate with other experts and specialists.
8. A Registrant protects the interests of a client by recommending only products and services that are in the best interest of the client and public.
9. A Registrant protects his/her credibility by disclosing to clients how he/she will be compensated for providing recommendations to the client.

Article IV. Relation of Professionals to Each Other

1. A Registrant shall not falsely or maliciously attempt to injure the reputation of another.
2. A Registrant shall freely give credit for work done by others, to whom the credit is due, and shall refrain from plagiarism of oral and written communications and shall not knowingly accept credit rightfully due another person.
3. A Registrant shall not use the advantage of public employment (i.e., university, government) to compete unfairly with other certified professions.
4. A Registrant shall endeavor to cooperate with others in the profession and encourage the ethical dissemination of technical knowledge.

Article V. Duty to the Profession

1. A Registrant shall aid in exclusion from certification those who have not followed this Code of Ethics or who do not have the required education and experience.
2. A Registrant shall uphold this Code of Ethics by precept and example and encourage, by counsel and advice, other Registrants to do the same.
3. A Registrant having positive knowledge of deviation from this Code by another Registrant shall bring such deviation to the attention of the Board.

Approved by
ARCPACS/ASA
11/92

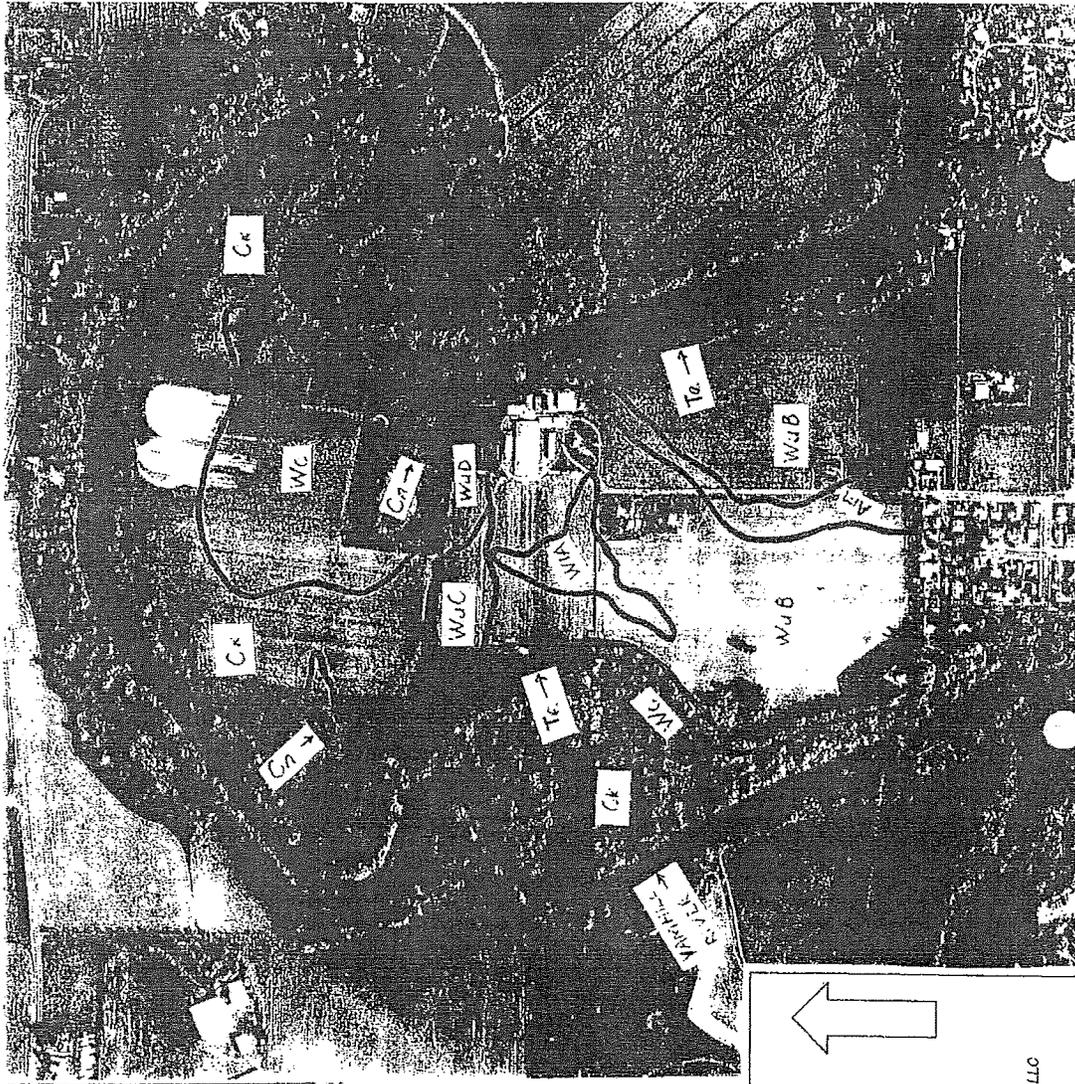


FIGURE 4.
SOIL RECLASSIFICATION
WILLOWBROOK PROPERTIES, LLC

Property Boundary
Soil Mapping Unit

Air Photo Scale 1" = 580' (approx.)
Jack Parcel for Willowbrook Properties, LLC
June 1999