



Growing McMinnville **MINDFULLY**

McMinnville Growth Management and Urbanization Plan, 2003 – 2023

City of McMinnville

Remand Order 12-WKTASK-001814

PHASE 1 Expansion Land Study Areas

December, 2020

Attachment 6

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.

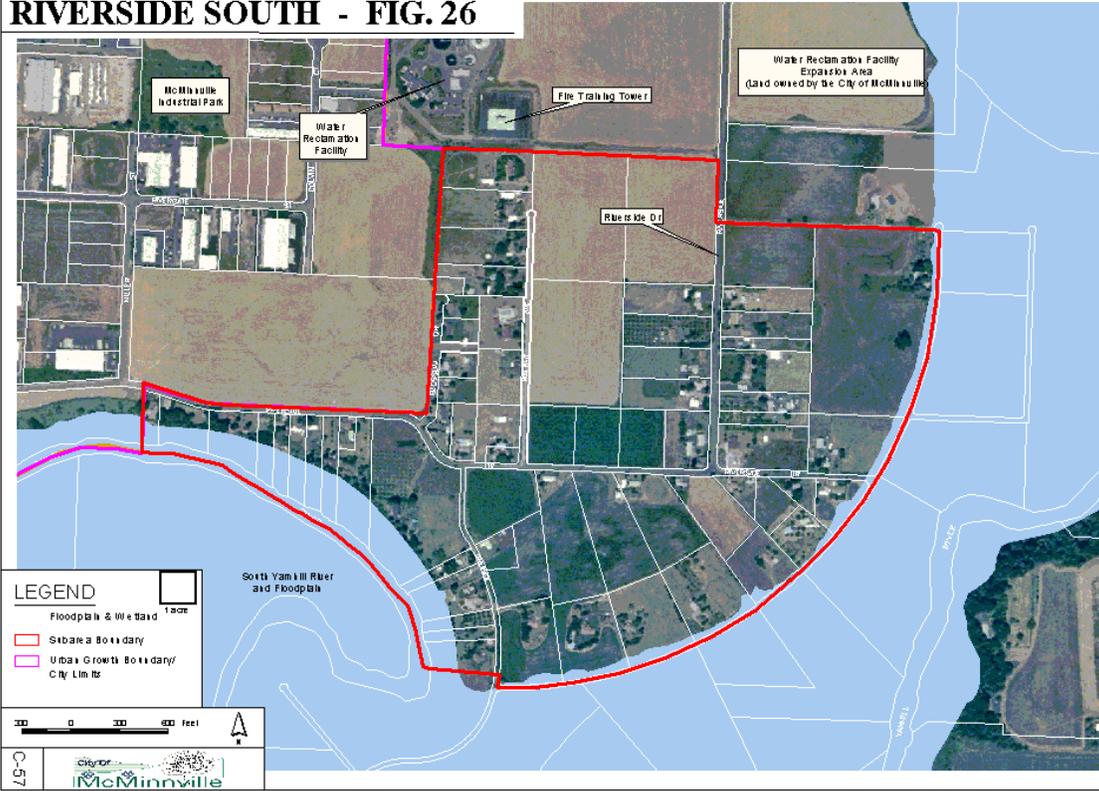
Topographically, the northern portion of this area is fairly flat, with the southern portion characterized by lands that slope gently downward to the floodplain of the South Yamhill River. Single-family homes, and numerous accessory buildings and large barns occupy 57 of the 71 individual parcels that 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:

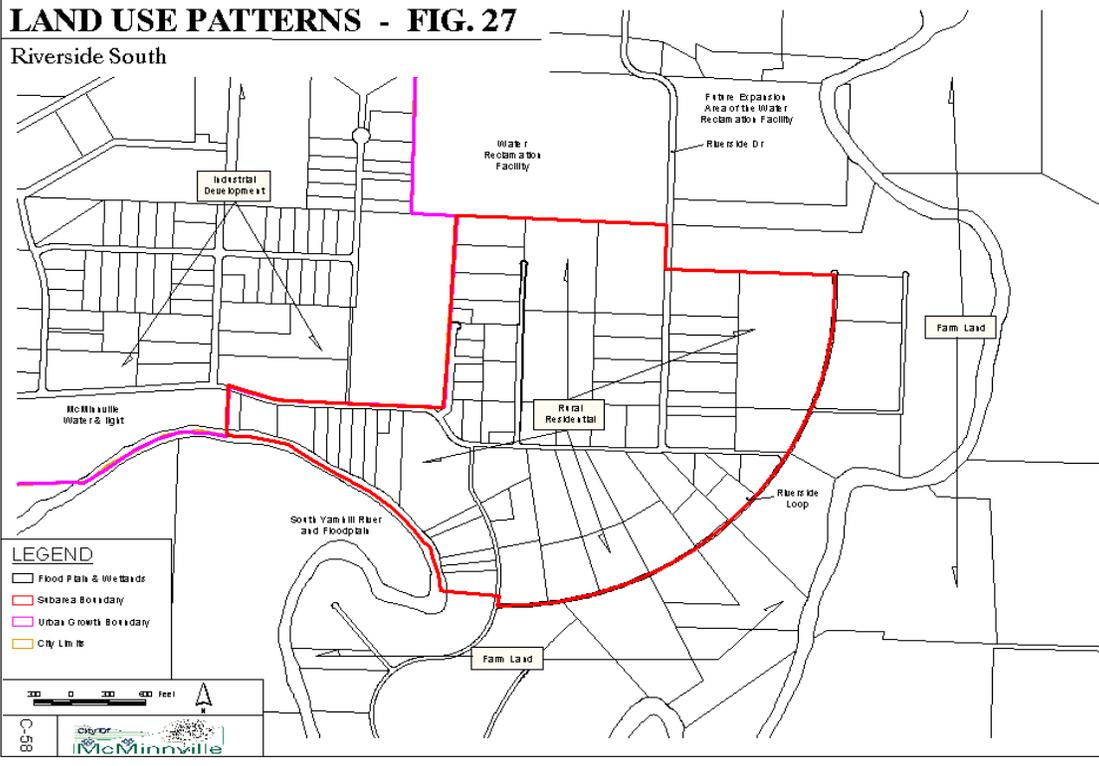
Land uses within this 193-acre sub-area are comprised primarily of 57 rural, single-family homes situated on parcels averaging approximately 2.5 gross acres in size (a density of approximately 0.40 dwelling units per gross acre). However, as two of these properties show improvement values of less than \$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



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 road¹ 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.

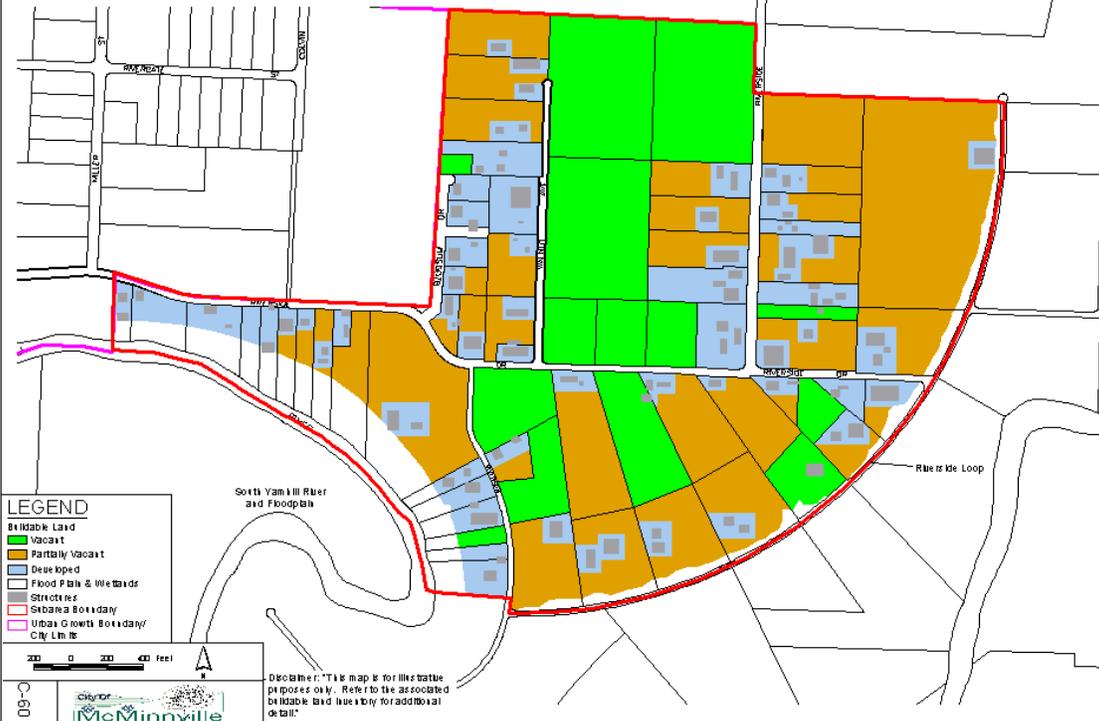
Of the 71 parcels within this sub-area, 15 are identified as vacant, yielding 53.92 gross acres of buildable land. Thirty-five of the remaining parcels are identified as "partially vacant" and contain a total of 74.68 gross vacant buildable acres of land, and yield an average of 2.13 buildable acres 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.

¹ A local county road with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

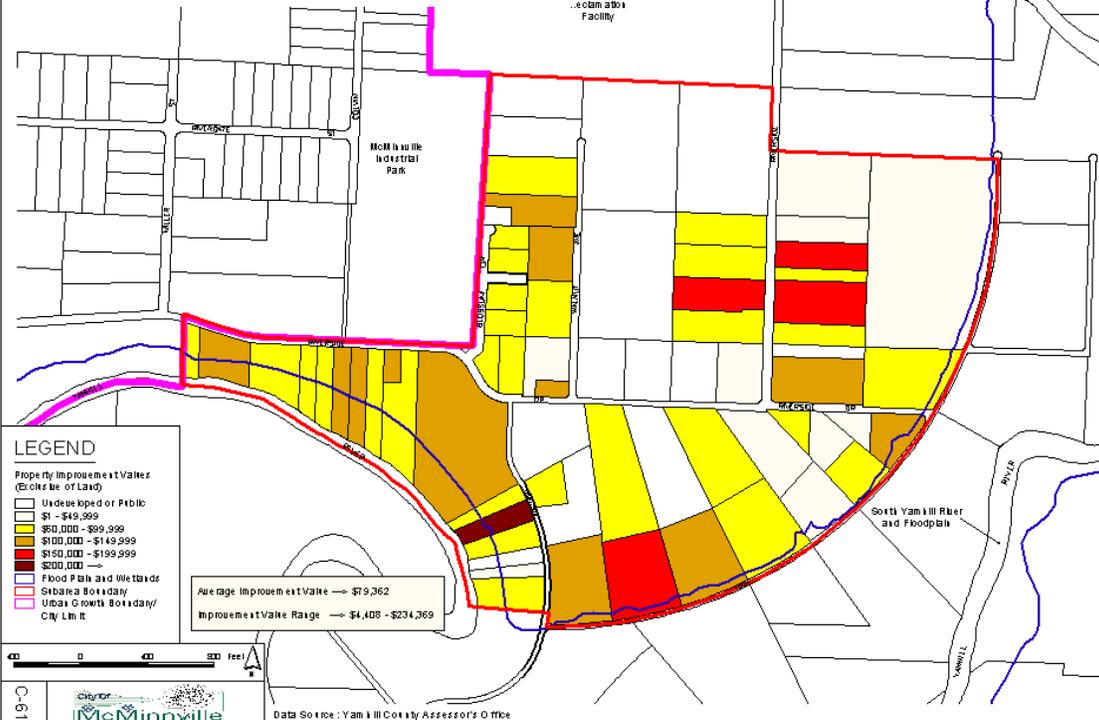
BUILDABLE LANDS - FIG. 28

Riverside South



IMPROVEMENT VALUES - FIG. 29

Riverside South



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

Table 4

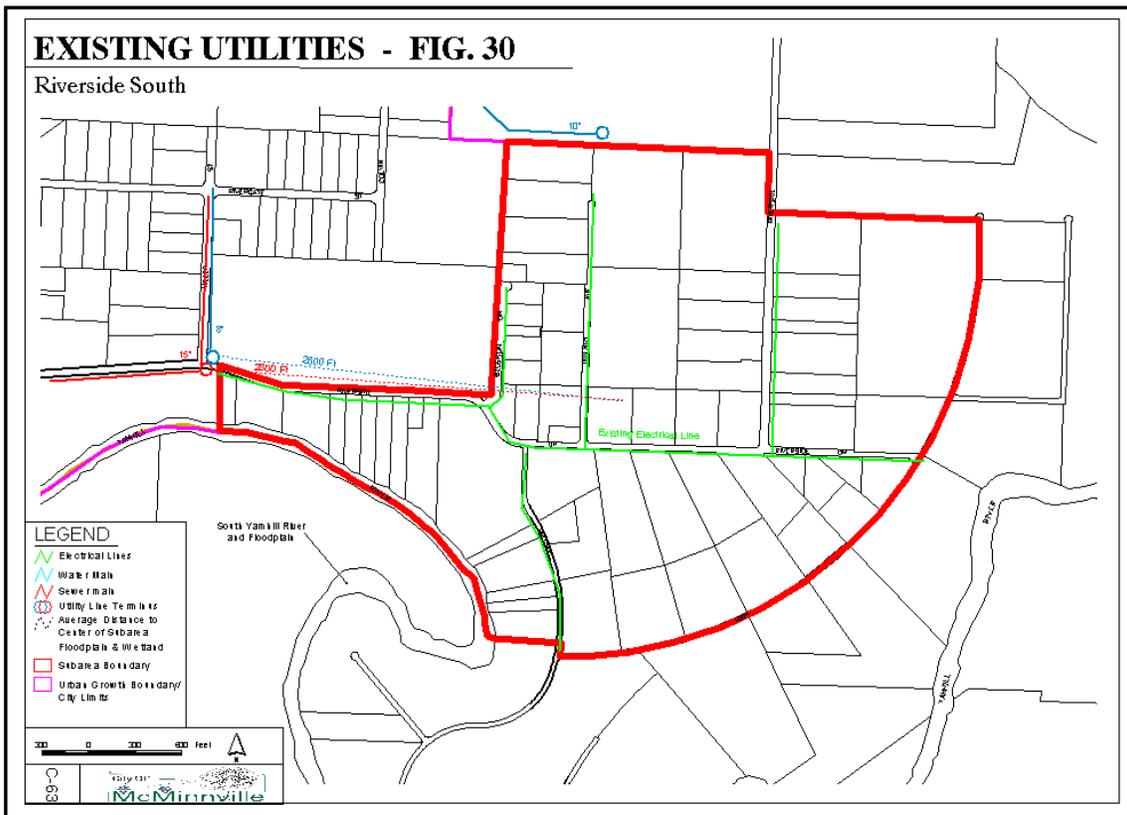
Riverside South Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	192.58	100%
Plan Designation:		
<u>Residential:</u>	192.58	100%
Developed/constrained acres:	(63.98)	33%
Total Gross Vacant Buildable Residential Acres	128.60	67%
Vacant Residential Acres:	53.92	42%
Partially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



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 sub-stations 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:

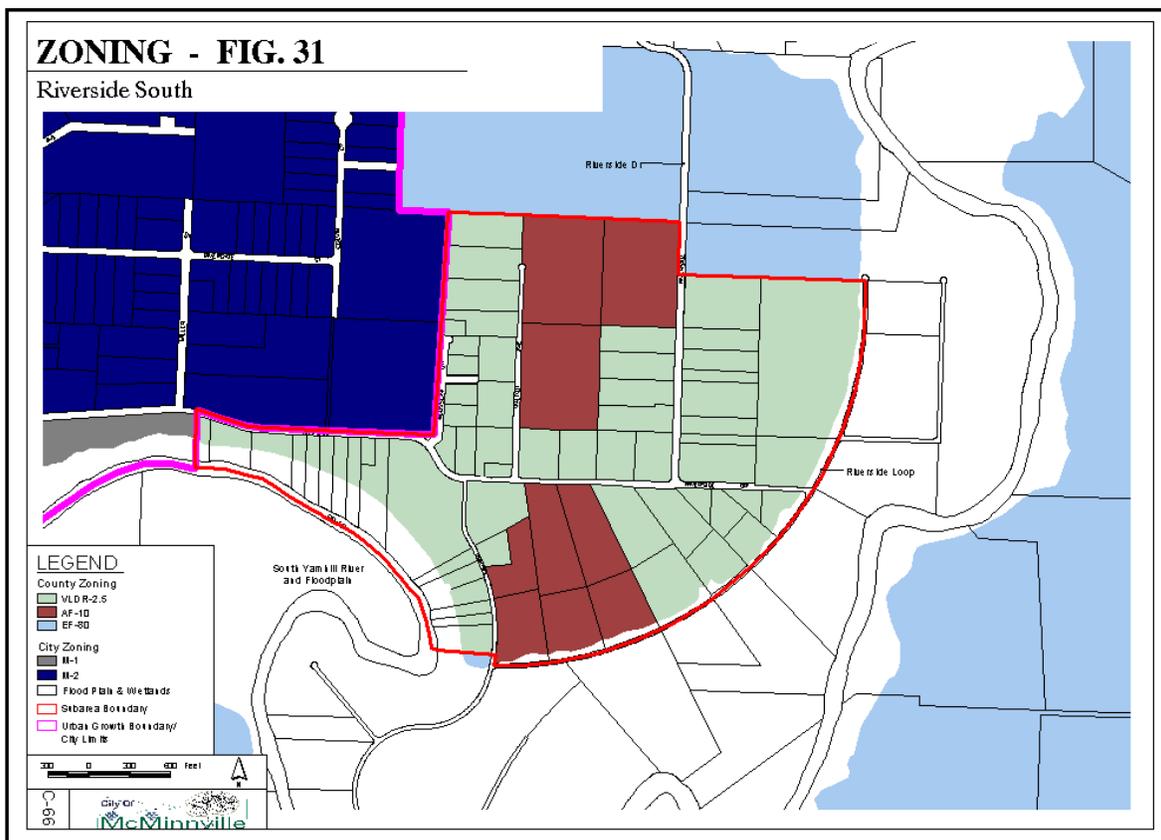
Annexation –

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.



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 roads² 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 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

² A local county road designation with an average daily traffic volume of 500 vehicles or more: Yamhill County Transportation System Plan (1996).

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.

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, it's 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

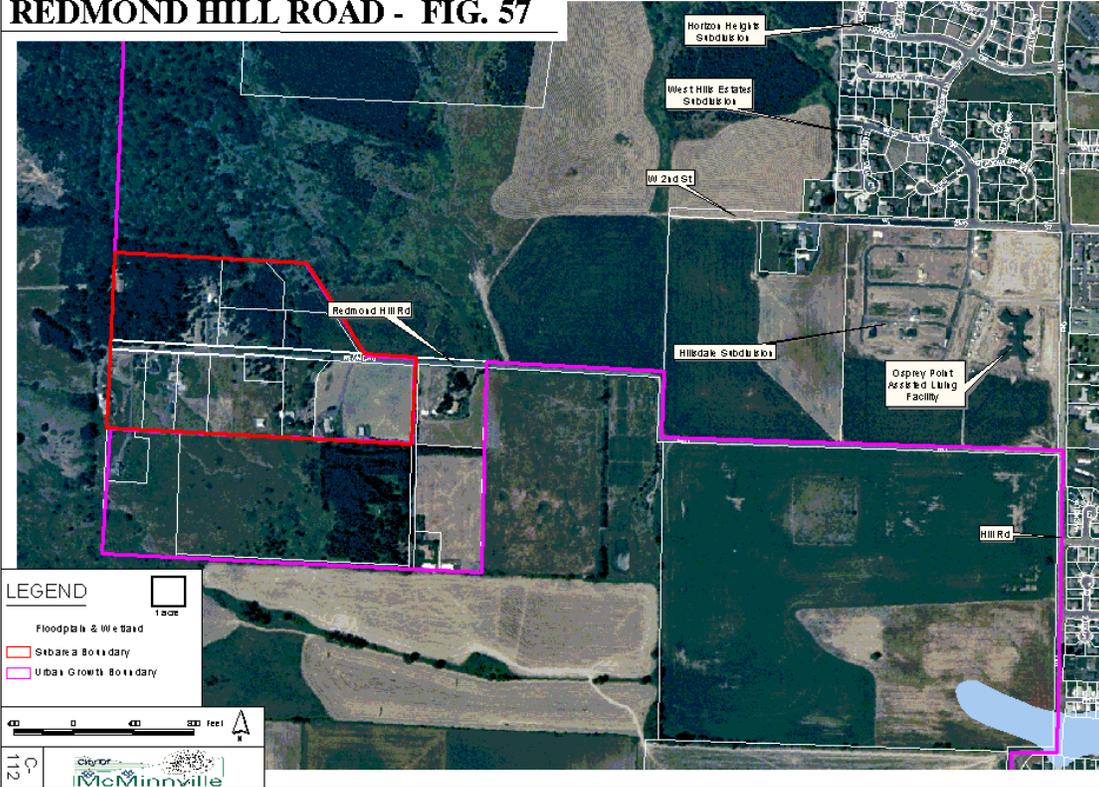
Development Patterns / Buildable Lands:

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.

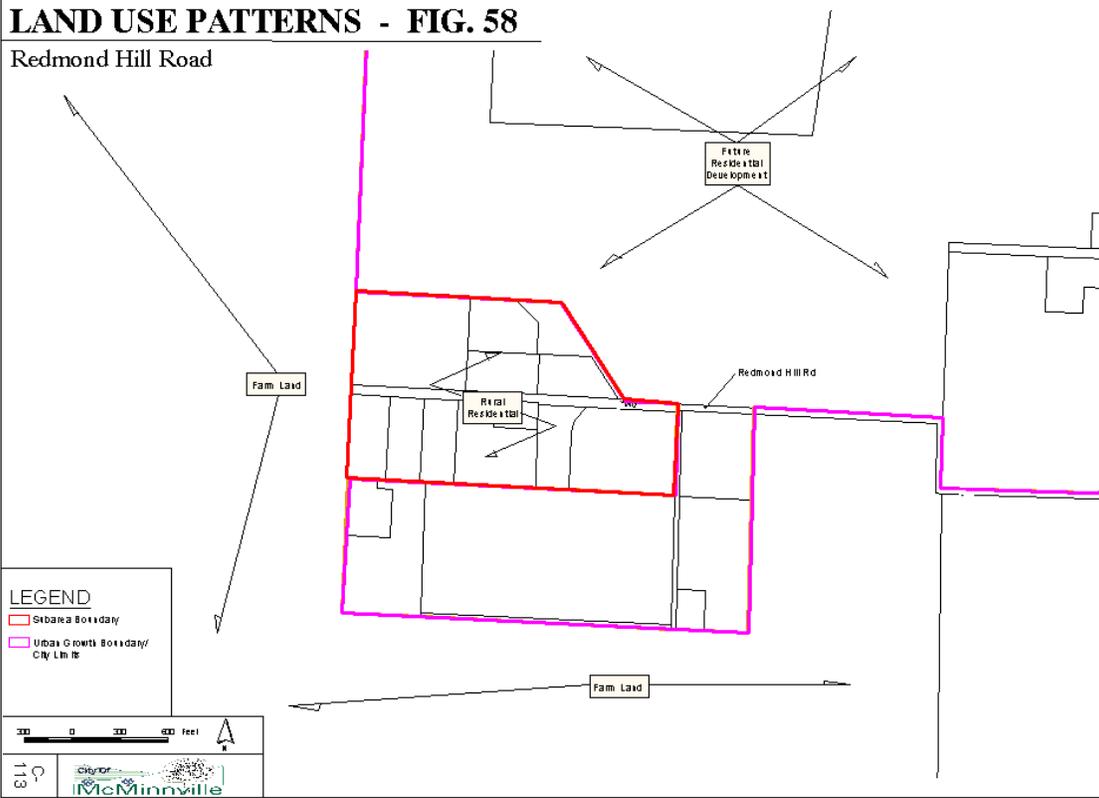
A summary of the Redmond Hill Road Sub-area's buildable land inventory is provided in Table 8.

REDMOND HILL ROAD - FIG. 57



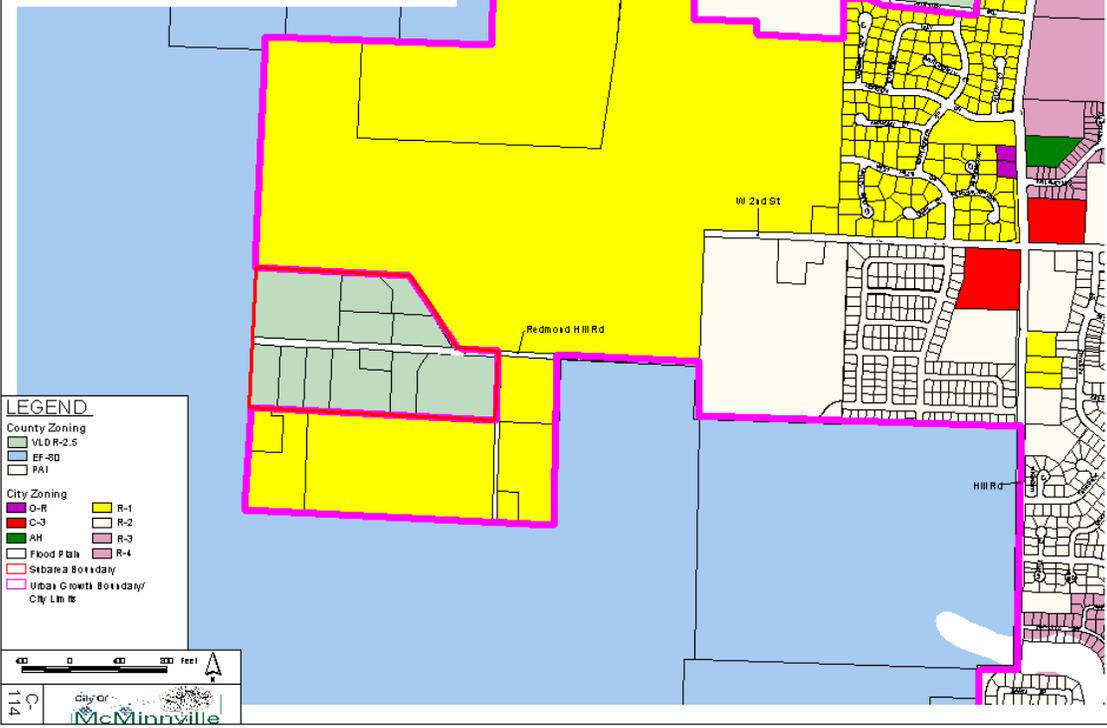
LAND USE PATTERNS - FIG. 58

Redmond Hill Road



ZONING - FIG. 59

Redmond Hill Road



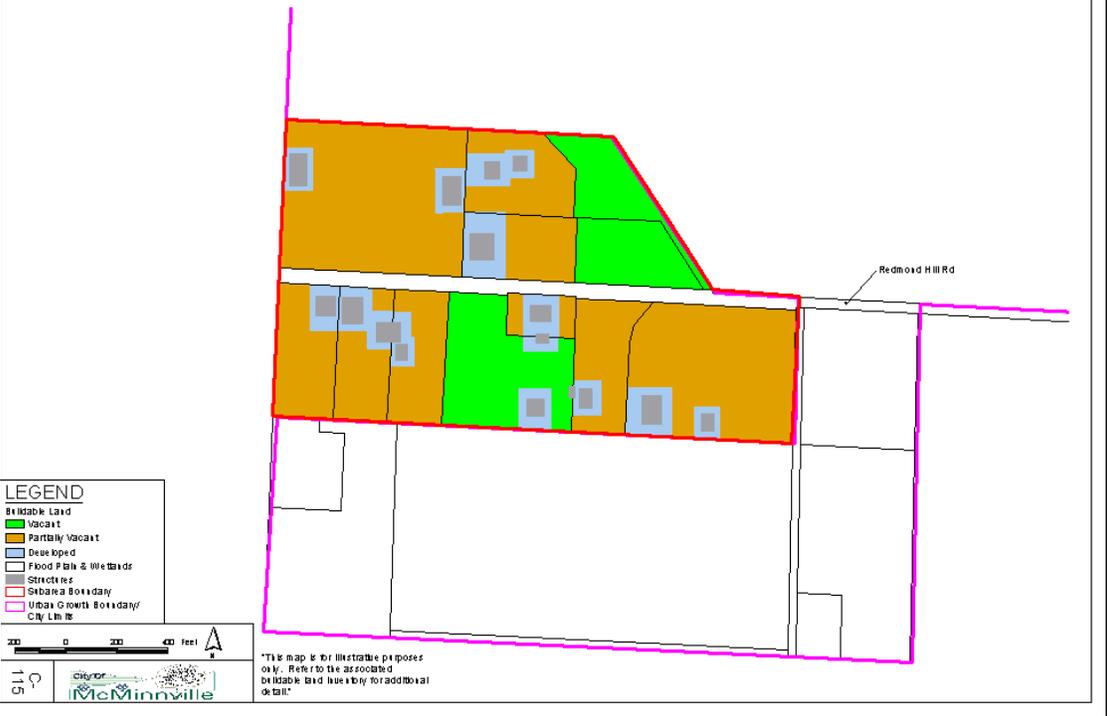
LEGEND

County Zoning	
WLD R-2.5	
EF-SB	
PAI	
City Zoning	
O-R	R-1
C-3	R-2
AH	R-3
Flood Plain	R-4
Sibara Boundary	
Urban Growth Boundary/	
City Limits	



BUILDABLE LANDS - FIG. 60

Redmond Hill Road



LEGEND

Buildable Land	
Vacant	
Partially Vacant	
Developed	
Flood Plain & Wetlands	
Streets	
Sibara Boundary	
Urban Growth Boundary/	
City Limits	



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

Table 8

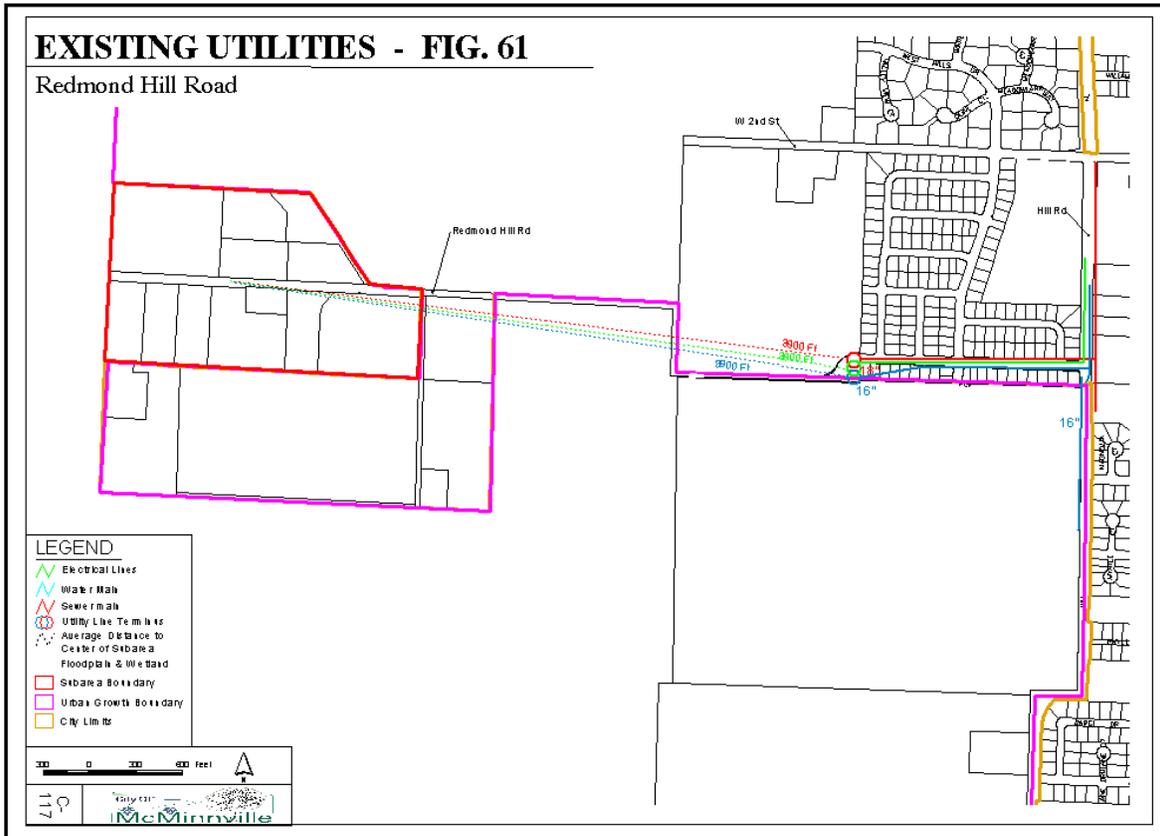
Redmond Hill Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	39.92	100%
Plan Designation:		
<u>Residential:</u>	39.92	100%
Developed/constrained acres:	(16.77)	42%
Total Gross Vacant Buildable Residential Acres	23.15	58%
Vacant Residential Acres:	4.44	19%
Partially Residential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



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.

IMPROVEMENT VALUES - FIG. 64

Redmond Hill Road

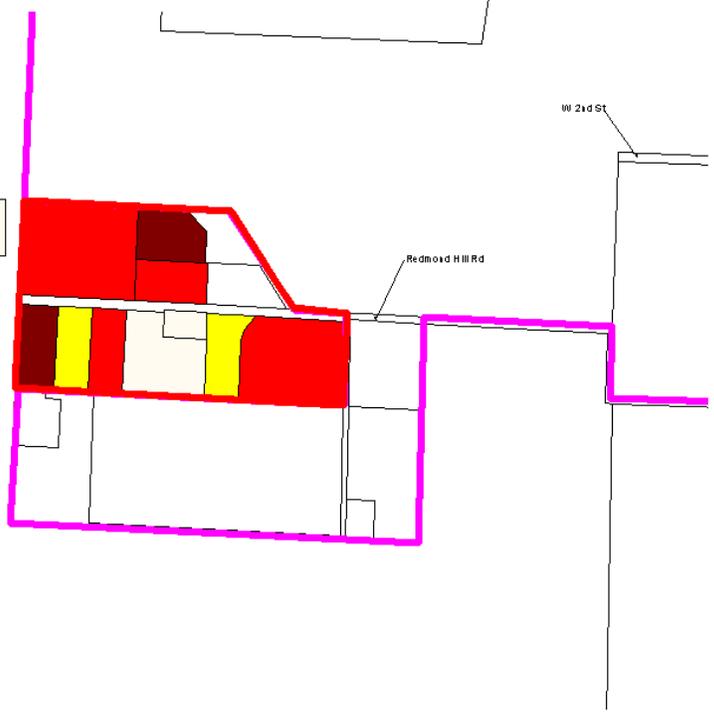
Average Improvement Value → \$130,009
Improvement Value Range → \$1,254 - \$231,008

- LEGEND**
- Property Improvement Values
(Excludes 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

0 200 400 Feet

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Data Source: Yamhill County Assessor's Office



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).

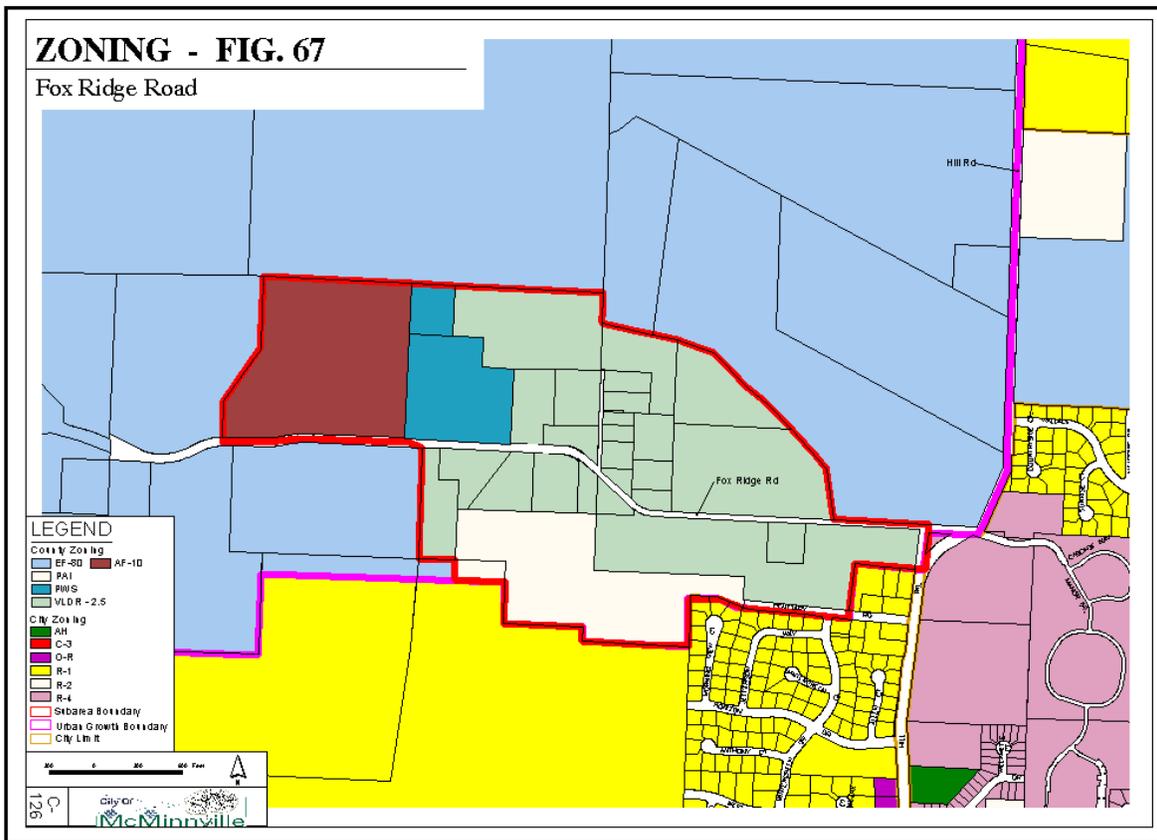
To the north and northeast of this sub-area are large-parcel farm operations on land zoned for exclusive farm use. To the south, within the city limits of McMinnville, is located the Horizon Heights residential subdivision and other developable urban land zoned R-1, Single-Family Residential. And, to 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 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.

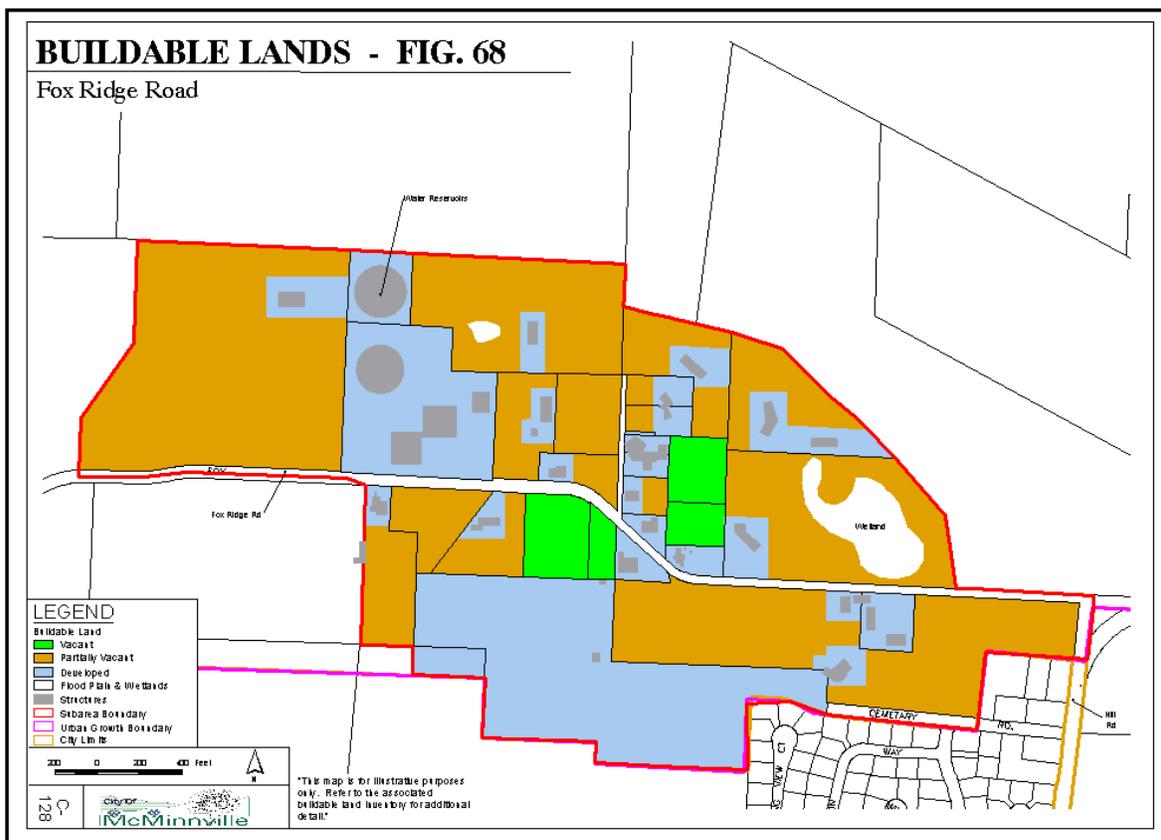
Table 9

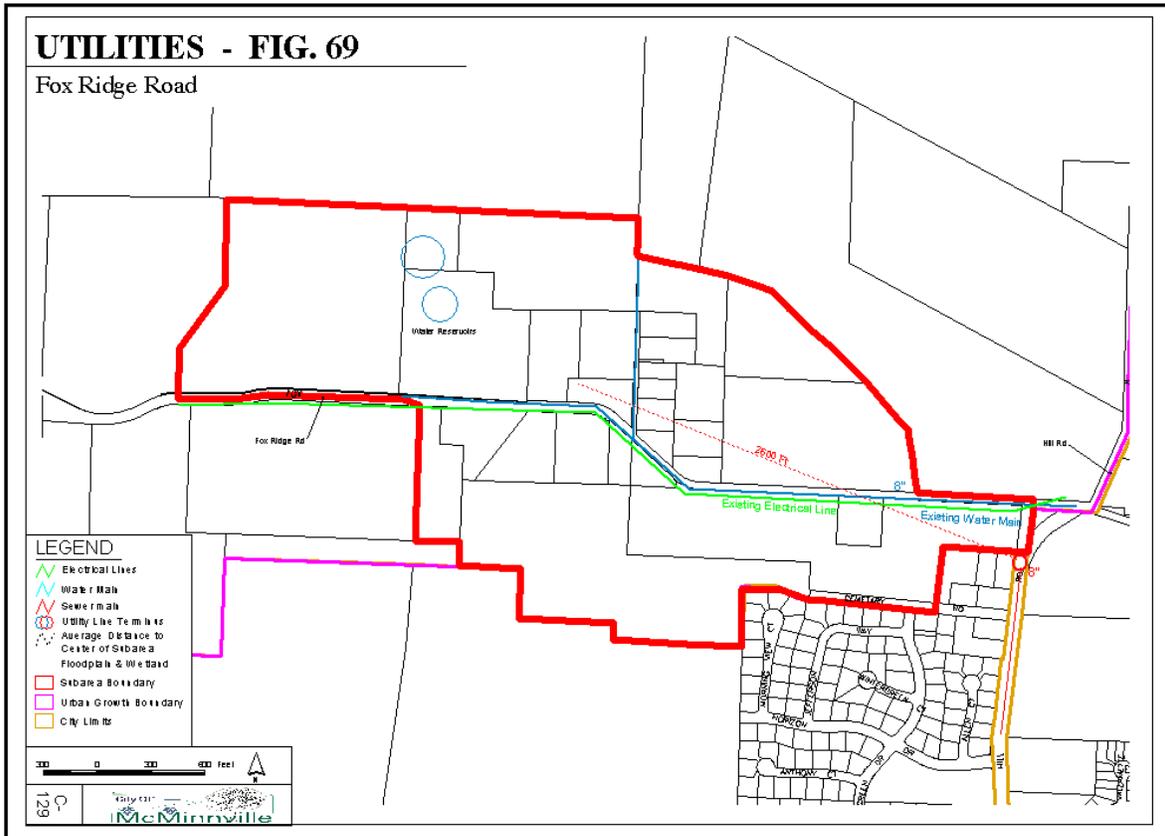
Fox Ridge Road Sub-area Buildable Land Data Summary		
	Acres	% of Total
Total Gross Acres:	143.48	100%
Plan Designation:		
Residential:	143.48	100%
Developed/constrained acres:	(78.48)	55%
Total Gross Vacant Buildable Residential Acres	65.00	45%
Vacant Residential Acres:	5.46	8%
Partially Residential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





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-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 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.

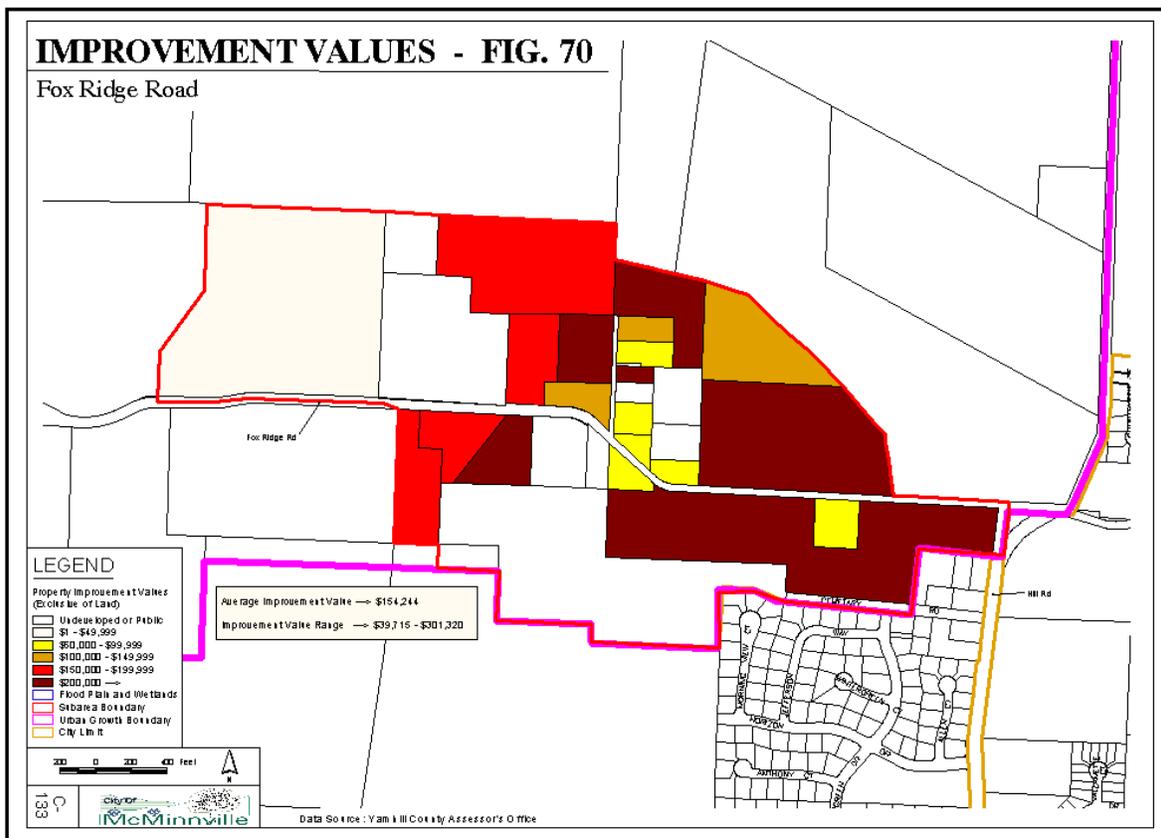
Property Values, Existing Development Patterns –

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.

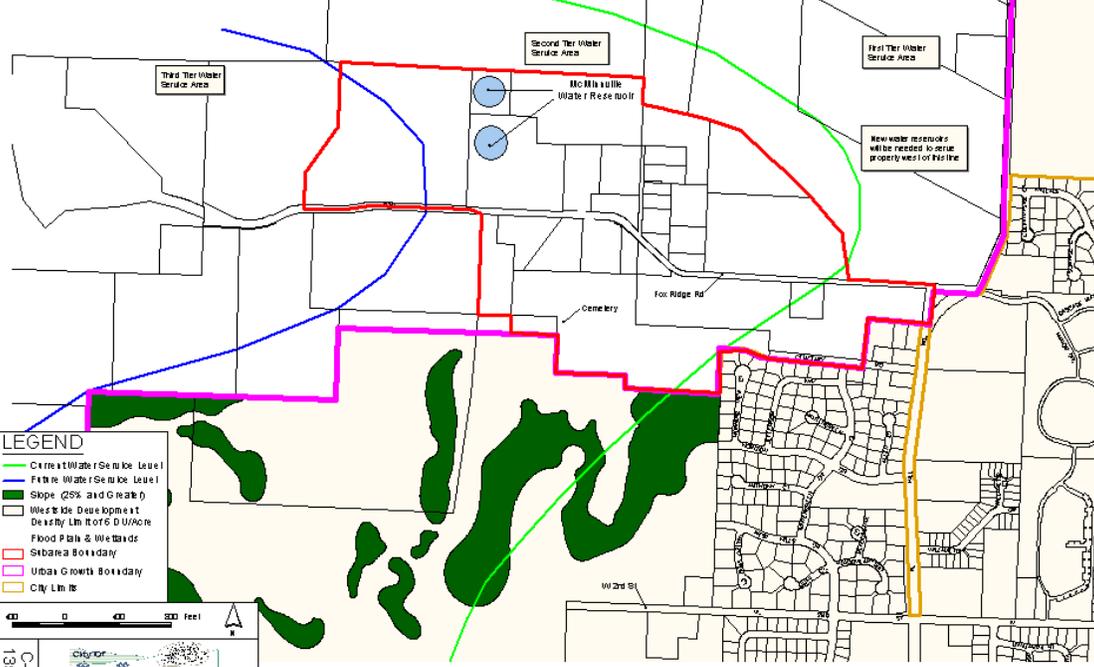
Of further note is the arrangement of the vacant and larger partially vacant parcels. In particular, the largest partially vacant parcel in the sub-area (24.1 acres in size, 18.6 acres of which are vacant) is located in the extreme northwest corner. This property borders other non-resource land only 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 first to even allow this possibility, this partially vacant property will not be able to develop to urban densities.

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



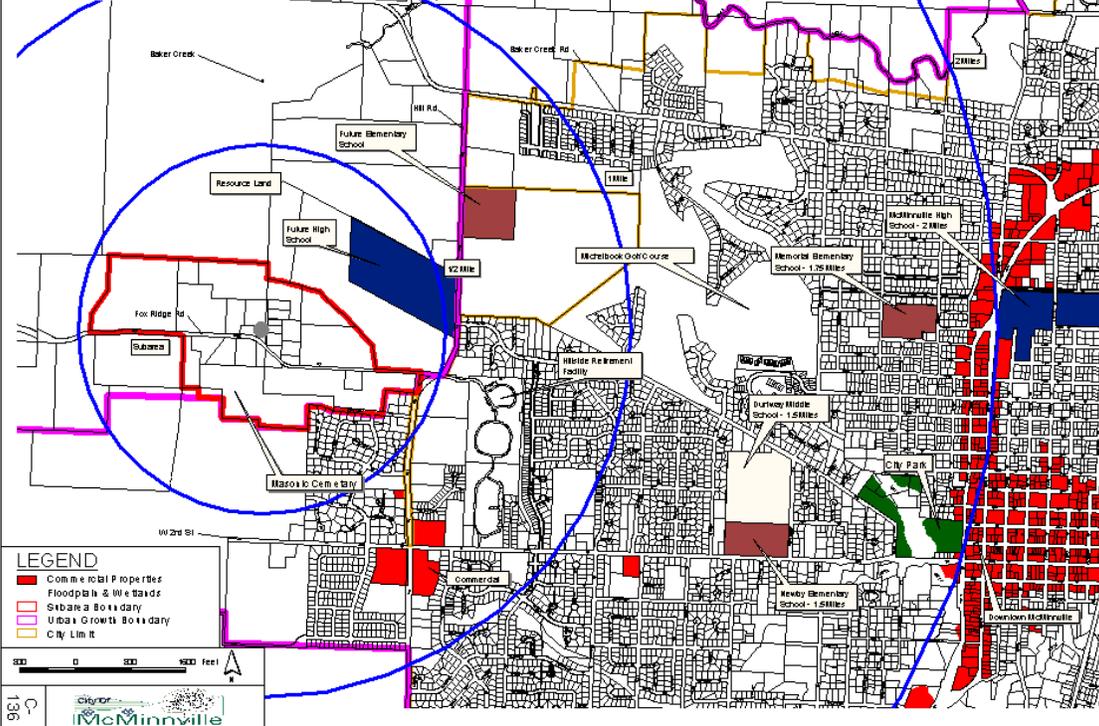
DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 71

Fox Ridge Road



PROXIMITY TO SERVICES - FIG. 72

Fox Ridge Road



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).

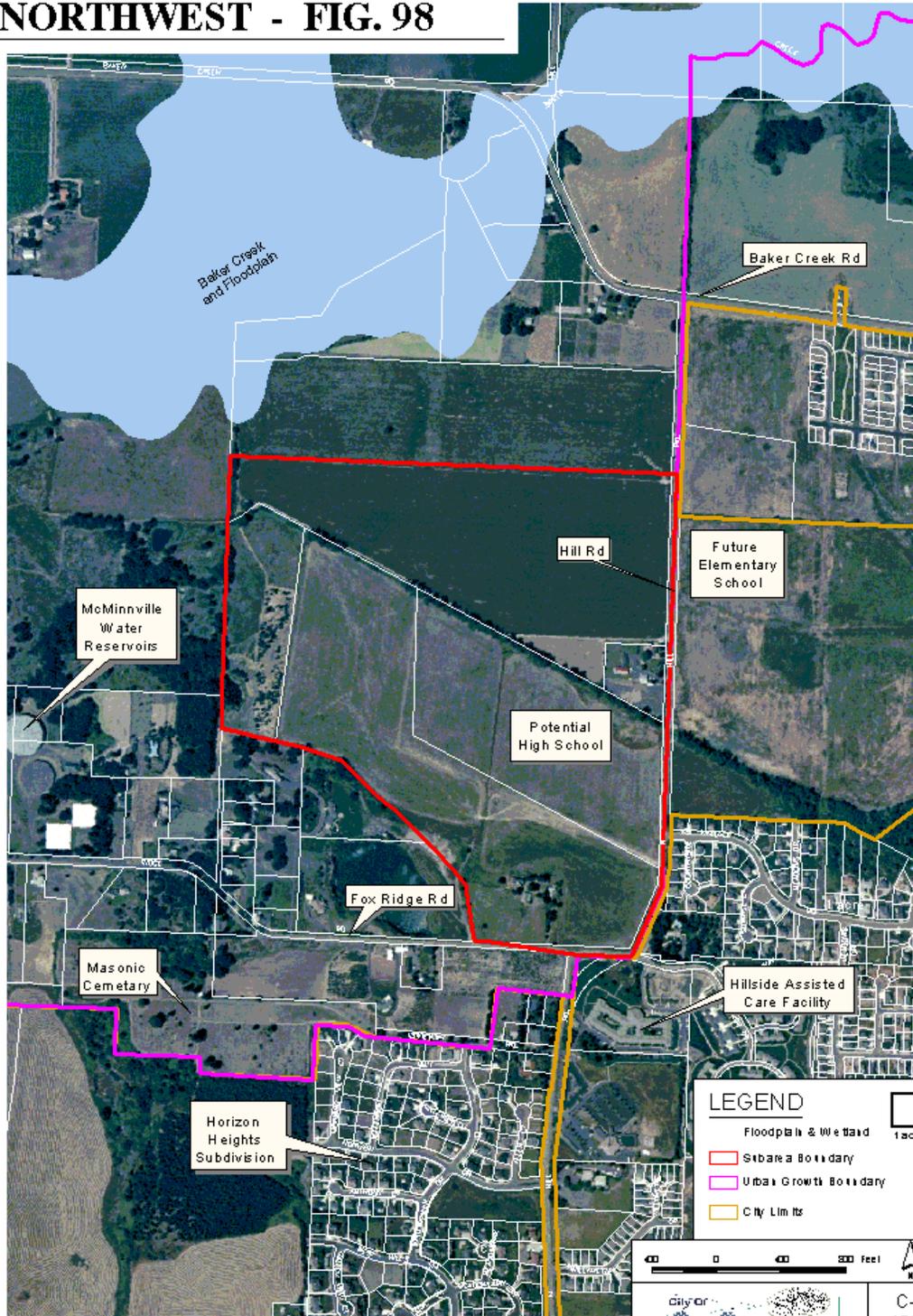
Topographically, the sub-area is almost entirely flat, sloping slightly upward to the southwest. A drainage slough, historically referenced as the Star Mill ditch and significant to McMinnville's local history, traverses the midsection of the site in a southeast to northwest alignment. Access to this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

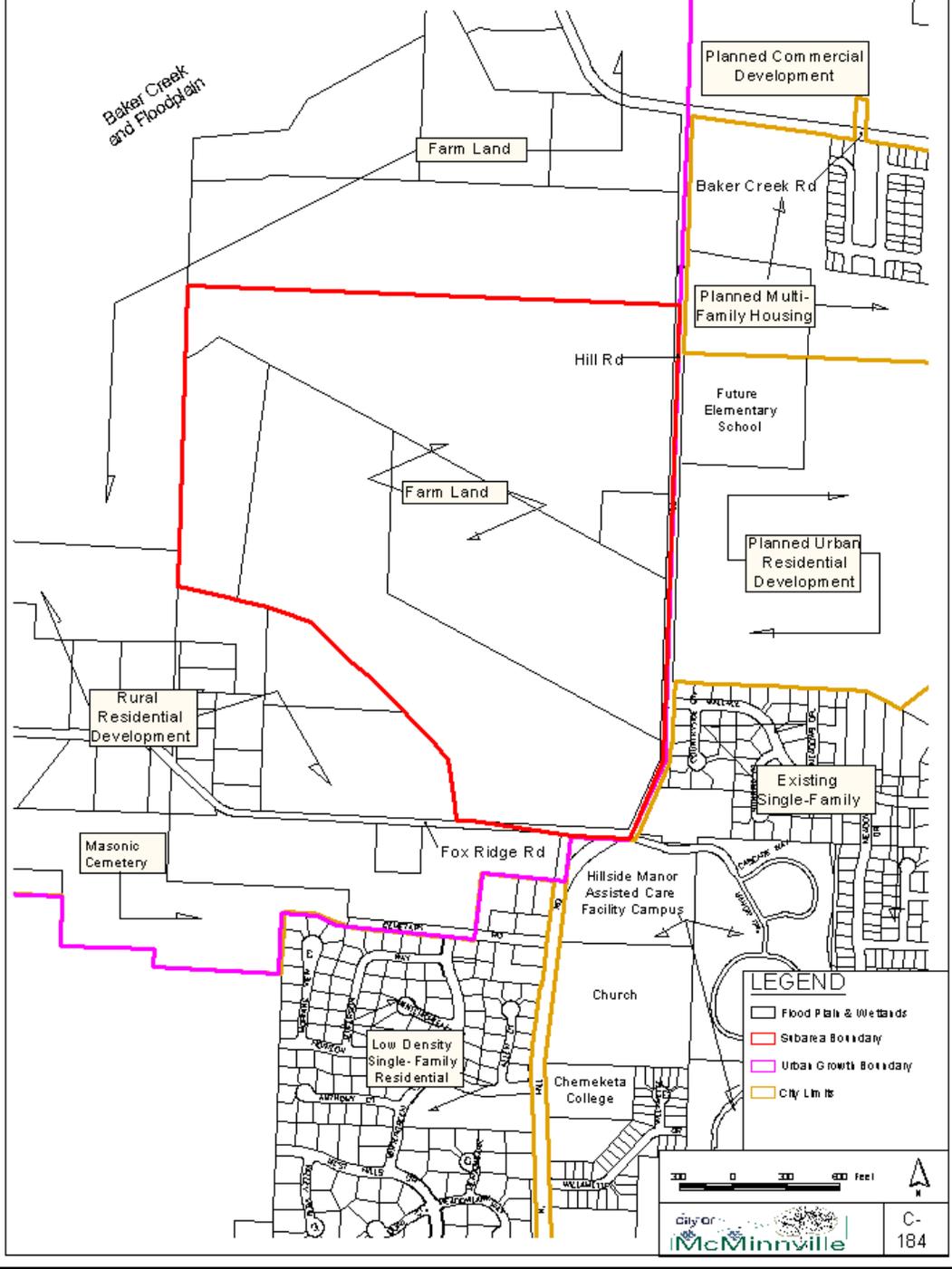
Northwest Sub-area Buildable Land Data Summary		
	Acres	% of Total
<u>Total Gross Acres:</u>	144.53	100%
<u>Plan Designation:</u>		
<u>Resource:</u>	144.53	100%
Developed/constrained acres:	(4.31)	3%
Total Gross Vacant Buildable Acres	140.22	97%
Vacant Resource Acres:	83.70	60%
Partially Vacant Resource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

NORTHWEST - FIG. 98



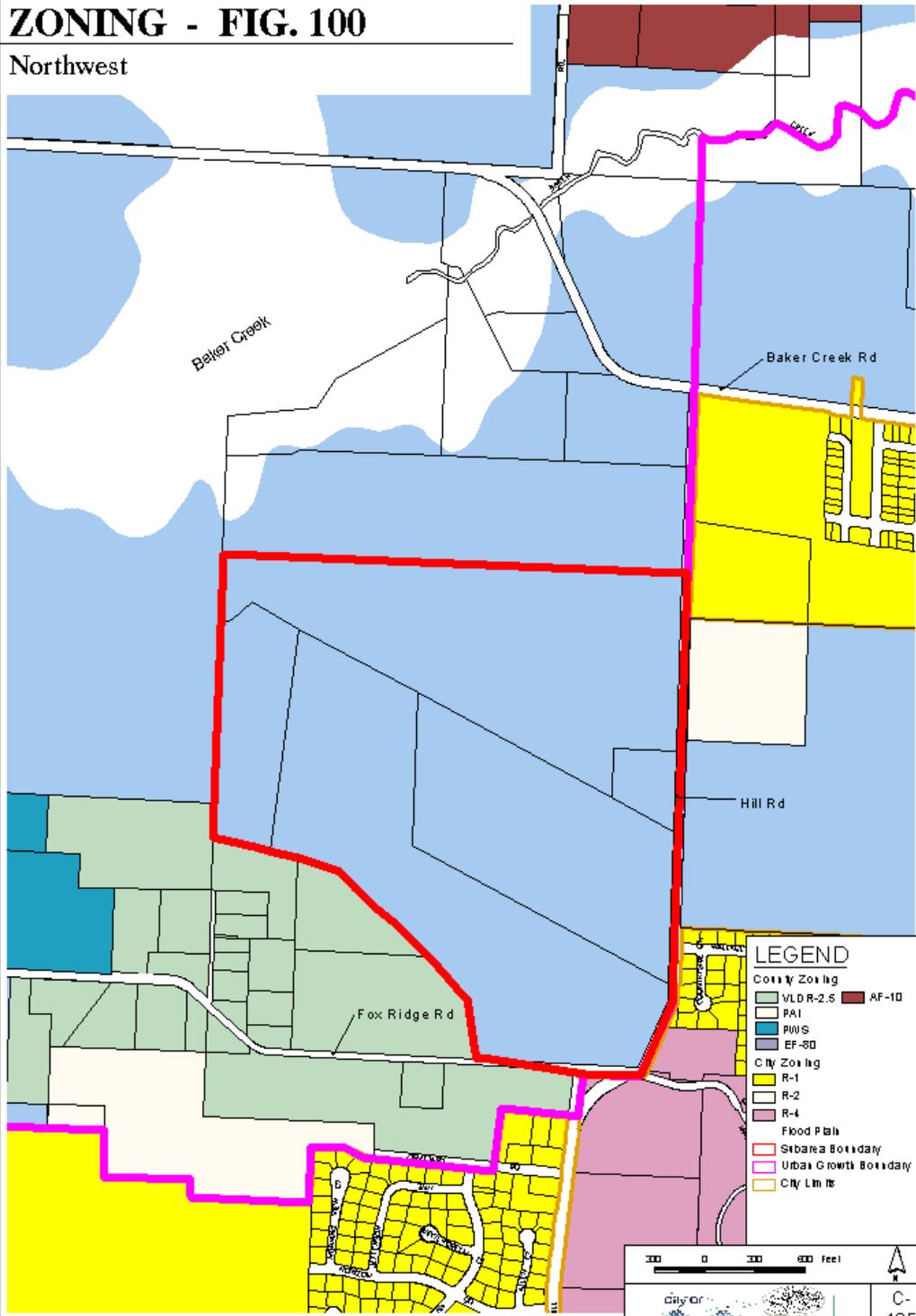
LAND USE PATTERNS - FIG. 99

Northwest



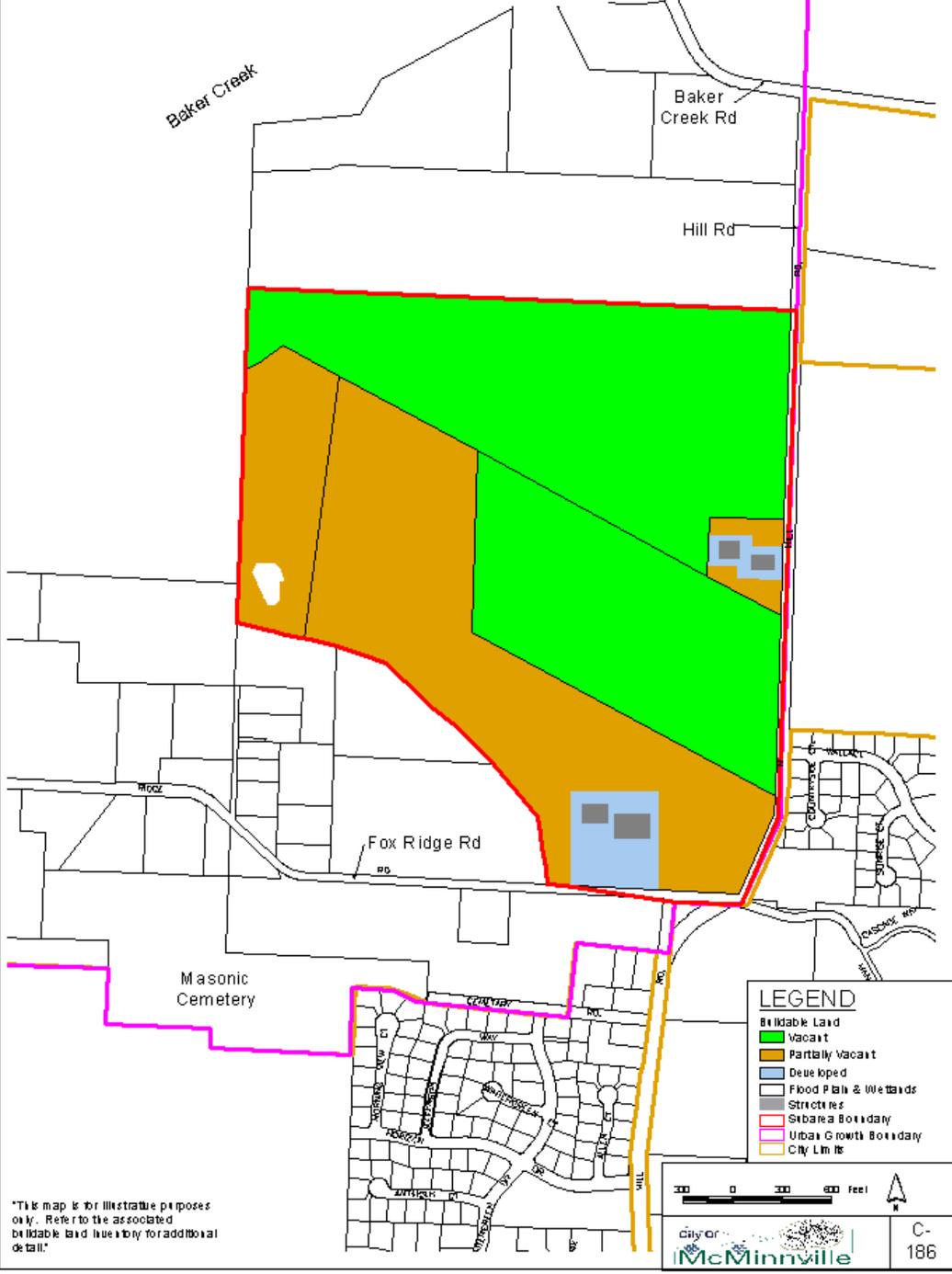
ZONING - FIG. 100

Northwest



BUILDABLE LANDS - FIG. 101

Northwest



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

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:

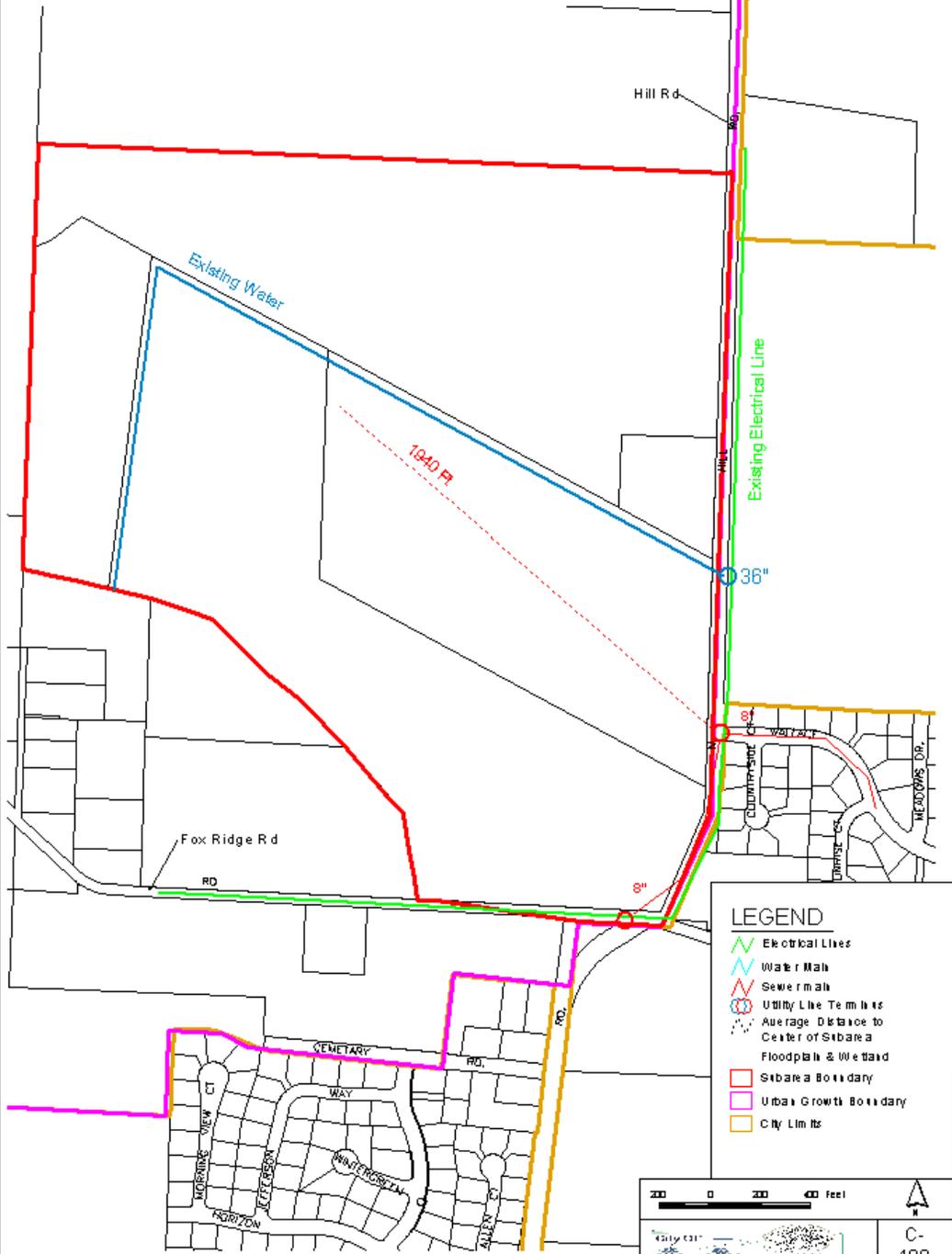
This area is presently provided electrical service by McMinnville Water and Light. Existing feeders are determined to be adequate to accommodate the future urban development within this sub-area. McMinnville Water and Light estimates the costs for providing electric service to this sub-area as low (ranging 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 centerline radii) so as to sufficiently accommodate the vehicular and pedestrian impacts of future urban development within the area.

UTILITIES - FIG. 102

Northwest



- LEGEND**
- Electrical Lines
 - Water Main
 - Sewer Main
 - Utility Line Terminals
 - - - Average Distance to Center of Sebata
 - Floodplain & Wetland
 - Sebata Boundary
 - Urban Growth Boundary
 - City Limits

0 200 400 Feet

City of **McMinnville** C-188

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:

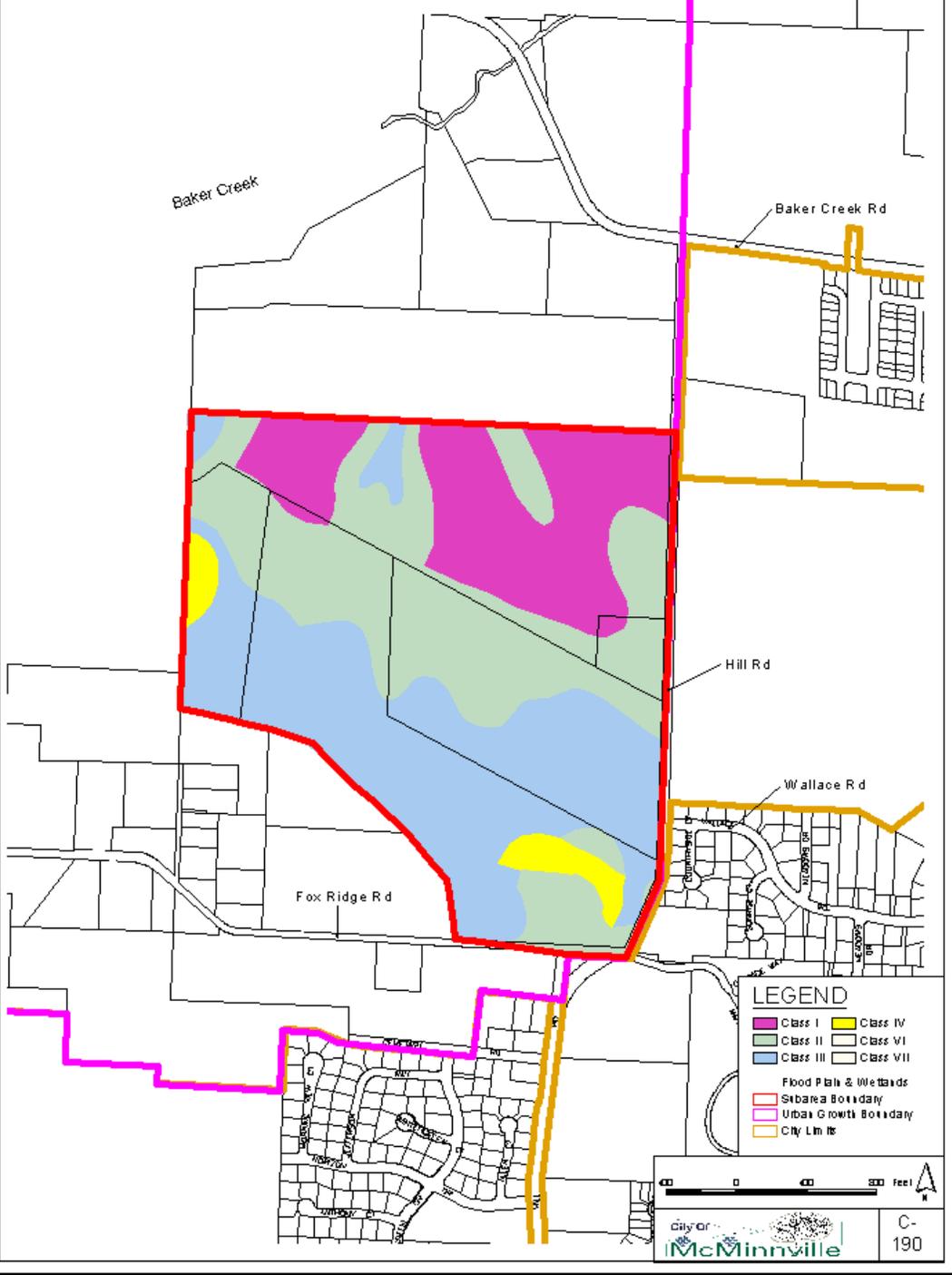
Soil classification within this sub-area is almost entirely Class II and Class III, with a smaller amount of Class I soil present in the extreme northern portion. There also exist a few isolated areas of Class IV soil located throughout the sub-area³ (Figure 103).

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

³ Natural Resources Conservation Service (NRCS) - <http://www.nrcs.usda.gov>

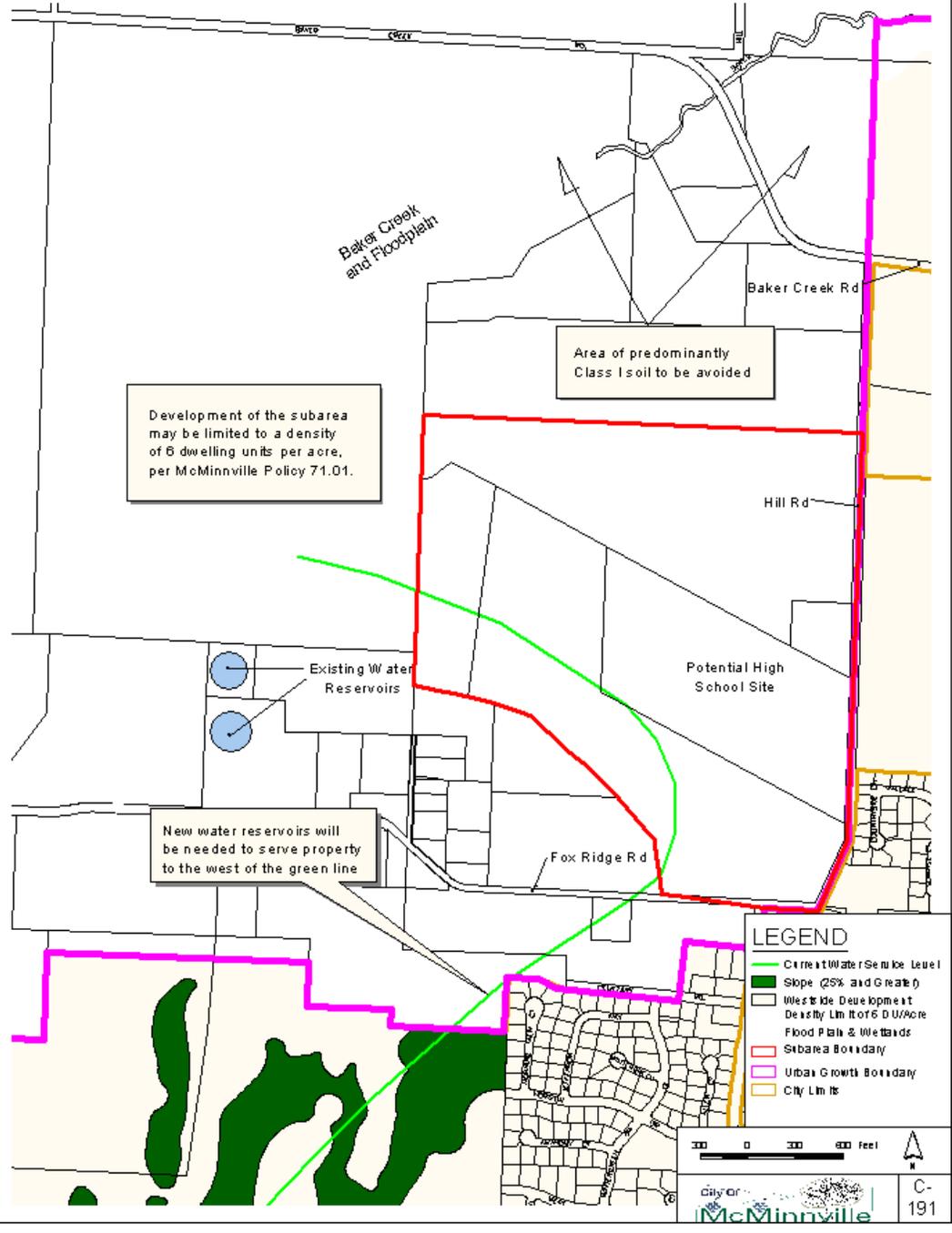
SOIL CLASSIFICATION - FIG. 103

Northwest



DEVELOPMENT CONSTRAINTS AND OPPORTUNITIES - FIG. 104

Northwest



PROXIMITY TO SERVICES - FIG. 105

Northwest

