



City of McMinnville
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MEMORANDUM

DATE: November 24, 2020
TO: Mayor and Councilors
FROM: Heather Richards, Planning Director 
SUBJECT: MGMUP and Appendices Document Amendments since November 18, 2020

Mayor and Councilors,

Please find attached an exhibit outlining all of the amendments to the McMinnville Growth Management and Urbanization Plan and its appendices, that we are proposing since November 18, 2020.

These amendments were suggested by staff at the Department of Land Conservation and Development.

NOVEMBER 24 – AMENDMENTS TO MGMUP AND APPENDICES

McMinnville Growth Management and Urbanization Plan

Chapter VII – LANDUSE FRAMEWORK AND STRATEGIES

- ***Add (Page 102):***

Industrial Land Additions:

The MGMUP 2020 Remand adds 36 acres of exception land in the Riverside North exception area designated for industrial use. Existing Comprehensive Plan Policies provide guidance for regulating industrial land additions. Policy 54.0 calls on the City to develop a Planned Industrial Overlay district to ensure these areas develop consistent with adopted economic development strategies. Policy 186.0 requires new industrial land added to the UGB be developed under a Planned Industrial Overlay to address factors such as utility needs and traffic management not directed through residential areas.

- ***Amend (Page 103)***

Existing

1. Amendments to Comprehensive Plan Chapter IV (Economy) to reflect neighborhood serving commercial uses and Neighborhood Activity Centers.

Amendment

1. Amendments to Comprehensive Plan Chapter IV (Economy) to reflect neighborhood serving commercial uses and Neighborhood Activity Centers. Amend Comprehensive Plan Policy 186 to include Riverside North in the list of industrial areas subject to Planned Industrial Overlay rules.

- ***Add (Page 105):***

The City of McMinnville will address its commercial land needs through a combination of land added in expansion areas that will be used for neighborhood serving commercial uses, and by designating 40 acres of industrial land in the Three-Mile Lane area for future commercial use. The Plan includes multiple references to the need to maintain its 46 acre industrial land surplus in order that the City may carry out adopted economic development strategies that, over time, will increase need for industrial land. The economic development strategy and related policies are outlined in the Economic Development element of the comprehensive plan and in adopted plan policies. For this reason the City of McMinnville will add 40 acres on land to the UGB designated for future industrial use that offset the designation of 40 acres of industrial land for commercial use. The additions include 36 acres of buildable land in the Riverside North exception area, and 4 acres of city-owned resource land in the Norton Lane West study area.

Appendix C: Urbanization Report, Alternatives Analysis

Chapter 3.0 METHODOLOGY / ANALYSIS

- ***Amendment (Page C-22):***

Existing

3.5 Determine Primary Study Areas for Alternatives Analysis

Once the final Preliminary Expansion Study Area's buildable land was determined, the City then identified primary study areas for further analysis. Primary study areas were identified based on adjacency to the UGB, the priority sequencing of selection as determined by ORS 197.298(1), and development patterns including all exception areas. In select locations, natural barriers such as waterways and steep ridges, man-made physical barriers such as Highway 18, and arterials and collector roads at the edge of the existing UGB were used to define study area perimeters. This resulted in a total of 38 primary study areas. *(Please see Chapter 6.0 of this Report for more details)*

Amended:

3.5 Determine Primary Study Areas for Alternatives Analysis

Once the final Preliminary Expansion Study Area's buildable land was determined, the City then identified primary study areas for further analysis. Primary study areas were identified based on adjacency to the UGB, the priority sequencing of selection as determined by ORS 197.298(1), and development patterns including all exception areas. In select locations, natural barriers such as waterways and steep ridges, man-made physical barriers such as Highway 18, and arterials and collector roads at the edge of the existing UGB were used to define study area perimeters. This resulted in a total of 38 primary study areas. *(Please see Chapter 6.0 of this Report for more details)*

Chapter 7.0 EXCEPTION AREAS

- ***Amendment (Page C-50):***

Existing

Study areas that were deemed not suitable for residential and commercial land need, but deemed suitable for industrial uses as resource land-use efficiency:

- ***Riverside North (RSN)*** was considered inadequate candidate land to meet the city's land need for residential and commercial acreage, but was considered adequate for industrial acreage. The City furthered evaluated this study area and is recommending that it be included in the MGMUP UGB Amendment as a candidate site for industrial land, and that a comparable 36.3 acres of buildable acreage that is currently zoned industrial on the south side of Highway 18 be rezoned to commercial, in order to better situate that land for development and to limit expansion needs into resource lands.

There are two large industrial sites on the south side of Highway 18, approximately 200 acres in total that have been within the city limits and zoned industrial for over 40 years. The public improvements needed to develop those properties is very expensive due to needed transportation improvements on Highway 18 (Highway 18 Corridor Plan). If the northern frontage of these properties is rezoned to commercial, that development could offset the costs of the needed transportation improvements and provide infrastructure connectivity for the remaining 164 acres of industrial land to the south of the commercial frontage. This would enable the remaining industrial acreage to be more attractive for industrial development and would achieve 36.3 acres of needed commercial acreage for the MGMUP UGB amendment.

A transportation planning rule analysis would need to be conducted prior to the rezoning of the commercial land. The City is recommending amending the Comprehensive Plan to add a proposal to the Urbanization Chapter to conduct a transportation planning rule analysis for the rezone prior to the comprehensive plan amendment and rezone of that property from industrial to commercial.

The area plan that is being developed through that project is reflective of a community engagement process. From that community engagement, the public has recommended rezoning this frontage acreage on these two lots from industrial to commercial and the TGM project is evaluating the transportation effects of that amendment.

Amended:

Study areas that were deemed not suitable for residential and commercial land need, but deemed suitable for industrial uses as resource land-use efficiency:

- ***Riverside North (RSN)*** was considered inadequate candidate land to meet the city's land need for residential and commercial acreage, but was considered adequate for industrial acreage. The City further evaluated this study area and is recommending that it be included in the MGMUP UGB Amendment as a candidate site for industrial land, and that a comparable 36.3 acres of buildable acreage that is currently zoned industrial on the south side of Highway 18 be rezoned to commercial, in order to maintain the approved industrial land inventory surplus that is needed based on acknowledged land absorption trends and forecasts for industrial land that are the basis for specific economic development policies and strategies that will increase the need for industrial land, and to limit expansion needs into resource lands.

An economic development strategy is to provide serviceable industrial land west of the McMinnville Airport. There are two large industrial sites west of the airport on the south side of Highway 18. Together they include approximately 200 acres in total that have been within the city limits and zoned industrial for over 40 years. The public improvements needed to develop those properties are very expensive due to needed transportation improvements on Highway 18 (Highway 18 Corridor Plan). If the northern frontage of these properties is rezoned to commercial, that development could offset the costs of the needed transportation improvements and provide infrastructure connectivity for the remaining 164 acres of industrial land to the south of the commercial frontage. This would enable the remaining industrial acreage to be more attractive for industrial development, which is in line with the City's Economic Development Strategy. This change, and would provide 36.3 acres of needed commercial acreage for the MGMUP UGB amendment.

A transportation planning rule analysis would need to be conducted prior to the rezoning of the commercial land. The City is recommending amending the Comprehensive Plan to add a proposal to the Urbanization Chapter to conduct a transportation planning rule analysis for the rezone prior to the comprehensive plan amendment and rezone of that property from industrial to commercial.

The City is currently engaged in a Transportation Growth Management contract with ODOT and the Department of Land Conservation and Development to develop a Three Mile Lane Area Plan. The area plan that is being developed through that project is reflective of a community engagement process. From that community engagement, the public has recommended rezoning this frontage acreage on these two lots from industrial to commercial and the TGM project is evaluating the transportation effects of that amendment.

- ***Add Riverside North Study Area Analysis and Findings***
- ***Add Bunn's Village Study Area Analysis and Findings***

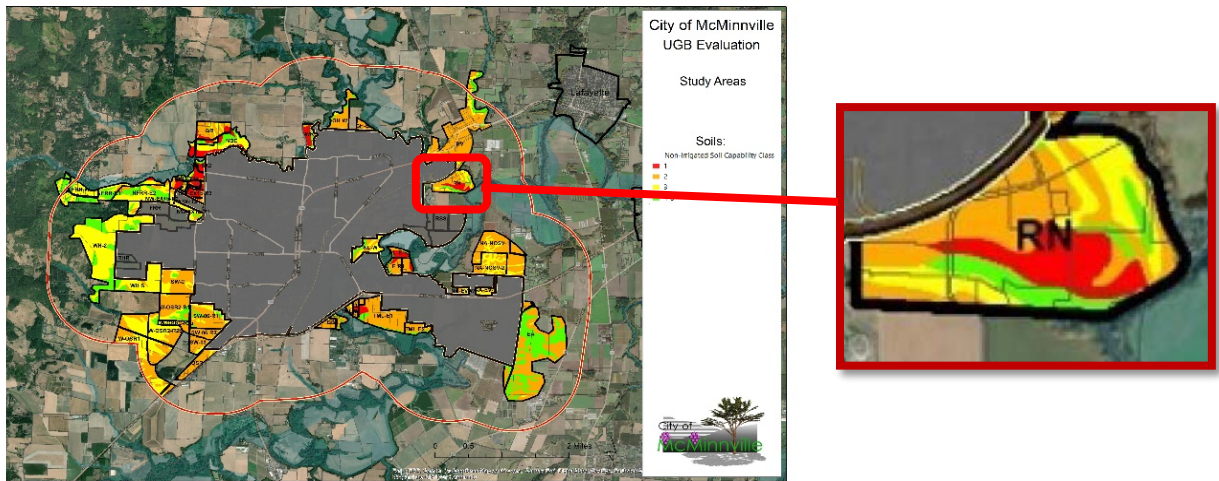
Riverside North (RSN)

Priority Sequence: Exception Area – Highest Priority

ORS 197.298(1)(b)*

* ORS 197.298 requires that land be added to a UGB in a priority sequence.

Map of Study Area:



Description of Property: The Riverside North (RSN) 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.

Soil Composition/Classification for ORS 197.298 and Goal 14, Factor 6:

Not applicable as an exception area.

RSN Study Area Details:

Study Area	Total Acres	Buildable Acres	Dwelling Capacity	Net Density	Commercial Acres
RSN	100.82	36.30	n/a	n/a	36.3

MGMUP 2020 Remand

The Court of Appeals decision provided a “roadmap” for making a determination re: the inclusion of candidate study areas. The Riverside North study area was not recommended for inclusion in the UGB in 2003. The Court affirmed that stance based on findings that showed the area was suitable for industrial uses but not for residential or commercial land needs. The 2003 findings did not address all of the analysis requirements outlined in the Court’s “roadmap” though, and the City would like to re-evaluate the study area for potential industrial land uses. The information and findings in these supplemental green boxes address the requirements that were not included in the 2003 findings.

The petitioners to the Court of Appeals challenged excluding Riverside North from the UGB, as it is an exception area and therefore a priority land classification for adequacy and suitability to meet the City’s future land needs. The Court responded specifically to the petitioner’s objections and found that the City was justified in excluding the area for residential and commercial land need.

However, the City wishes to revisit its decision on Riverside North to examine it for potential industrial land needs. The City would like to rezone industrial land within the city limits for commercial land needs and then amend the UGB to include Riverside North, an exception area, for the industrial land needs that would have been served with the land that was rezoned, as a means of achieving its economic development objectives for development of industrial land inventory and job creation. The addition of Riverside North will help the City achieve this goal by maintaining the industrial land supply acreage that is approved in the acknowledged 2003 Economic Opportunities Analysis and Buildable Land Needs Analysis, while protecting higher class agricultural lands from being urbanized for the City’s commercial land needs.

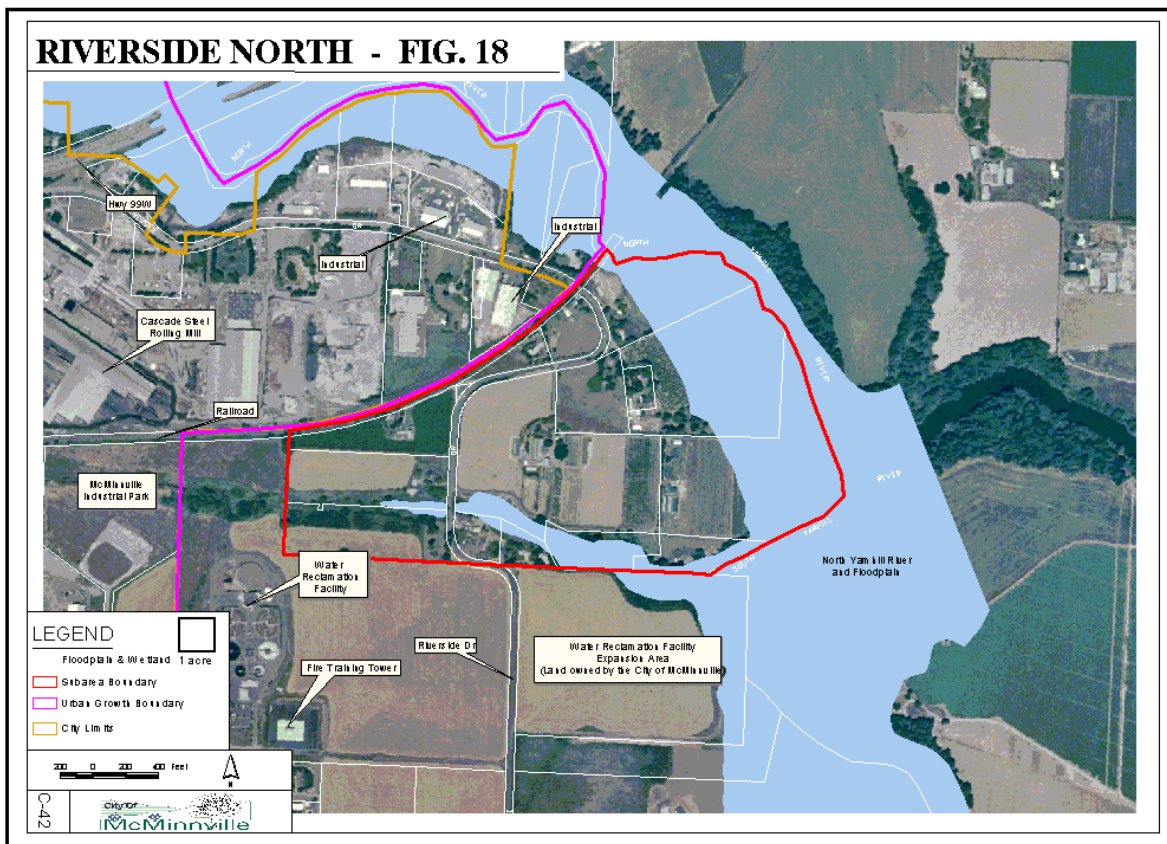
Findings in this document augment the findings in the record that establish Riverside North is suitable for industrial use. These supplemental findings also address the analysis requirements set forth by the Court of Appeals’ remand decision focusing on the adequacy of the area to meet identified land needs per ORS 198.298(1) and (3), and if necessary on relevant Goal 14 Location factors. Maps are included that are relevant to the supplemental findings.

The narrative below is from the Court record. Information in the narrative will be used to develop supplemental findings to conform to the “roadmap” set forth in the Court of Appeals remand decision.

Original 2003 MGMUP Study Area Analysis for RSN (Analysis for Residential and Commercial Land Need):

General Site Description:

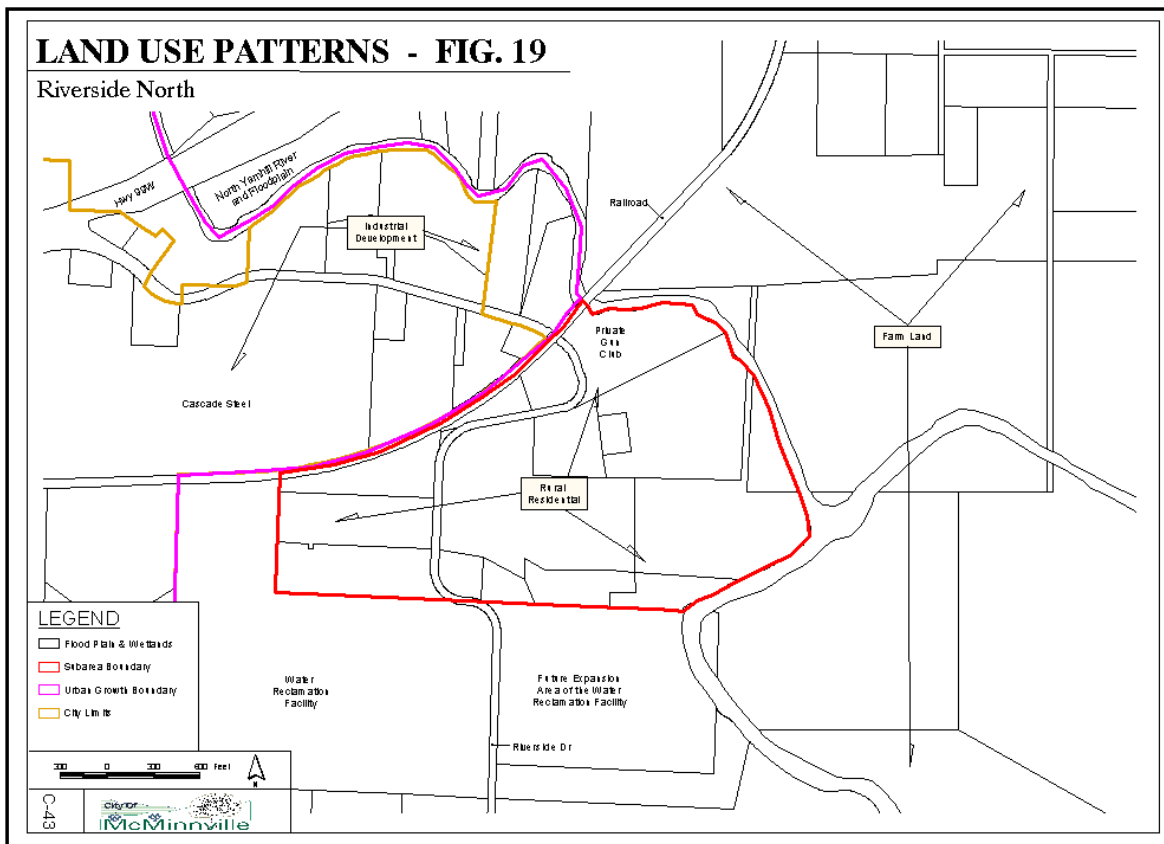
The Riverside North sub-area is located northeast of McMinnville, west of the confluence of the North and South Yamhill Rivers, and south of the Southern Pacific rail line that forms most of the sub-area's northern edge. The northern edge of this sub-area abuts the current city limits and urban growth 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

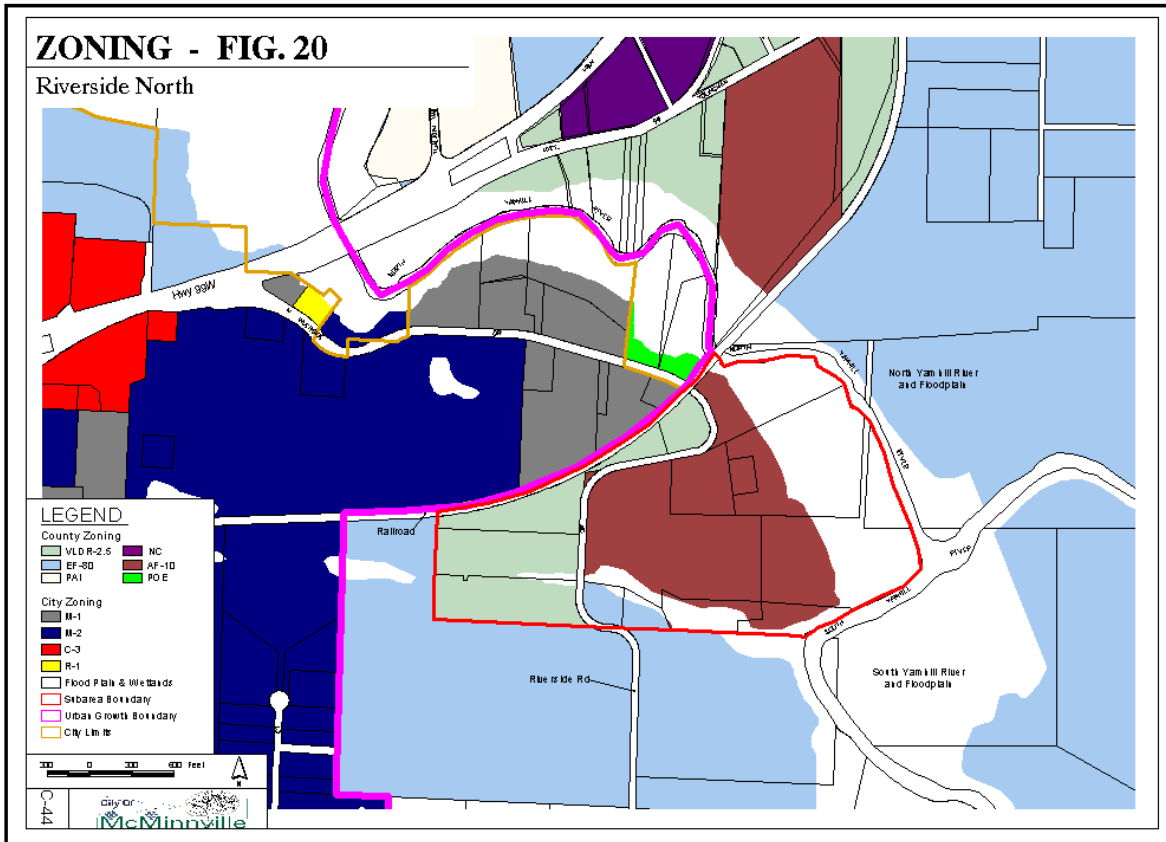
associated floodplain, beyond which is land zoned EF-80 that is currently under agricultural use (Figure 19).



Development Patterns / Buildable Lands:

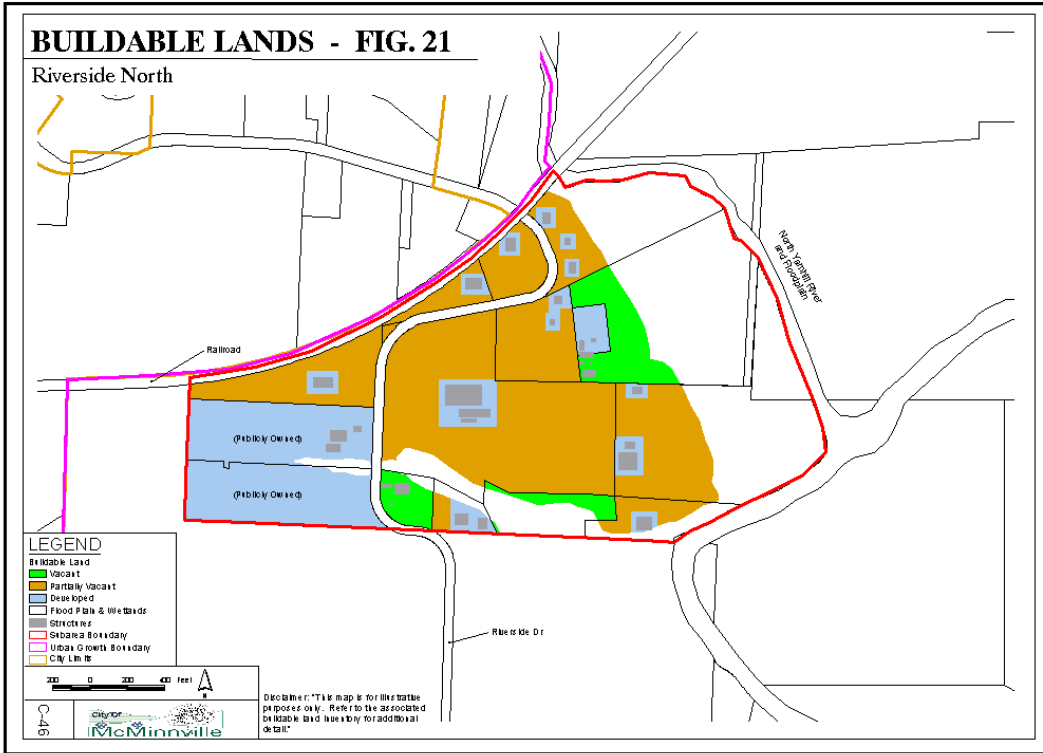
The Riverside North sub-area contains approximately 101 gross acres of land, 78 acres of which is zoned by Yamhill County for small-scale agricultural use (AF-10, Agriculture/Forestry – 10-acre minimum). The remaining 23 acres are zoned VLDR-2.5 (Very Low Density Residential – 2.5-acre minimum) as shown 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” road¹ that extends east and south from Highway 99W through the industrial area occupied by Cascade Steel, then west and south through the subject sub-area, other rural residential lands to the south, 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.

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

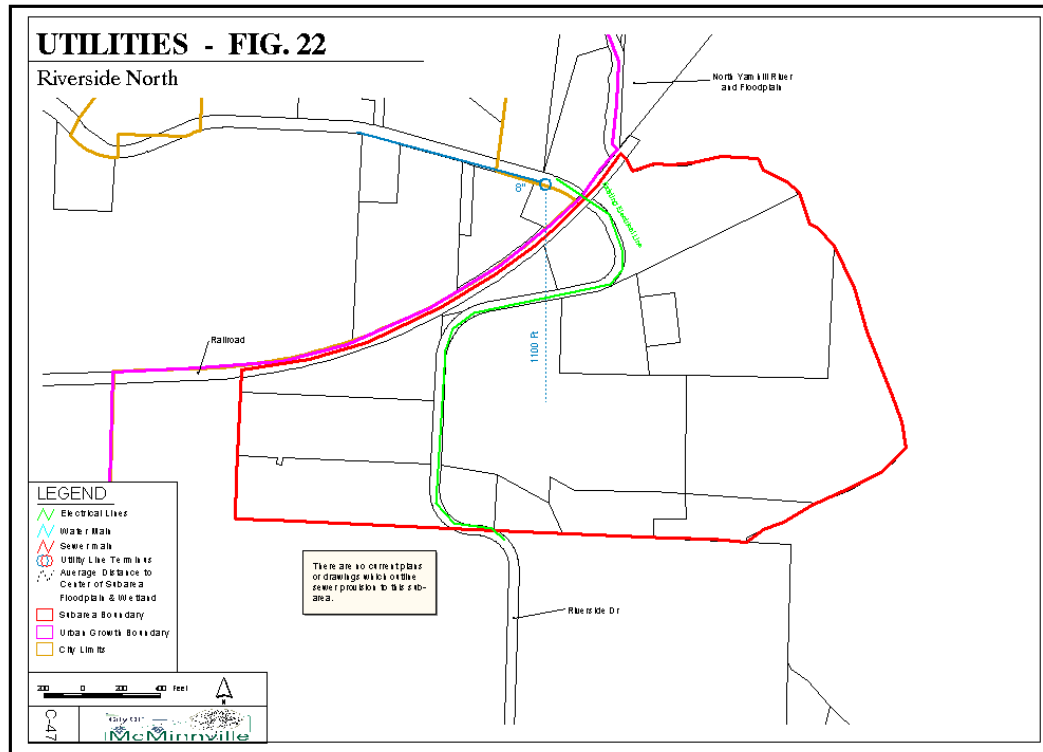


Of the 16 parcels within this sub-area, three are identified as vacant and average 1.98 buildable acres in size as the balance of these properties are physically constrained by slopes greater than 25 percent and the 100-year floodplain. The 62.93 gross acres of partially vacant land is contained within 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 depicted in Figure 21.



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.

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 –

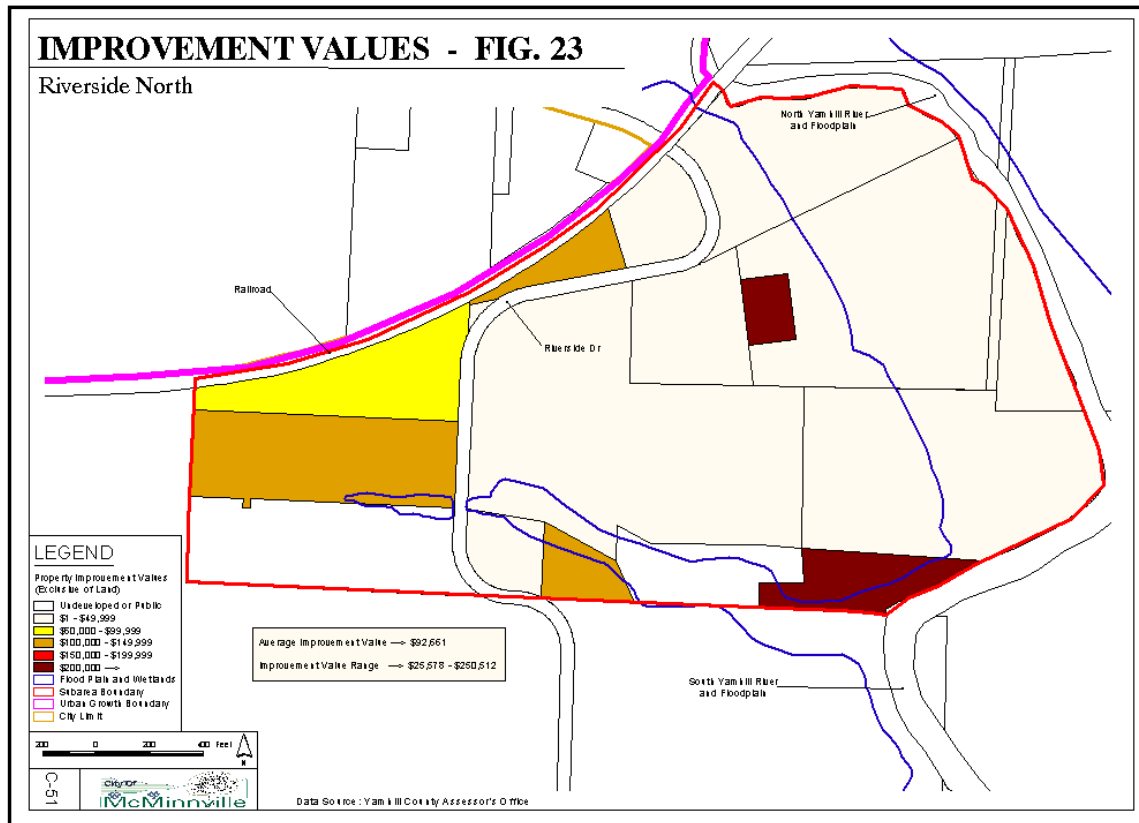
Development of this sub-area to urban densities requires that it be annexed to the City of McMinnville. In so doing, urban services necessary to support such development can be extended to it.

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 City 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.

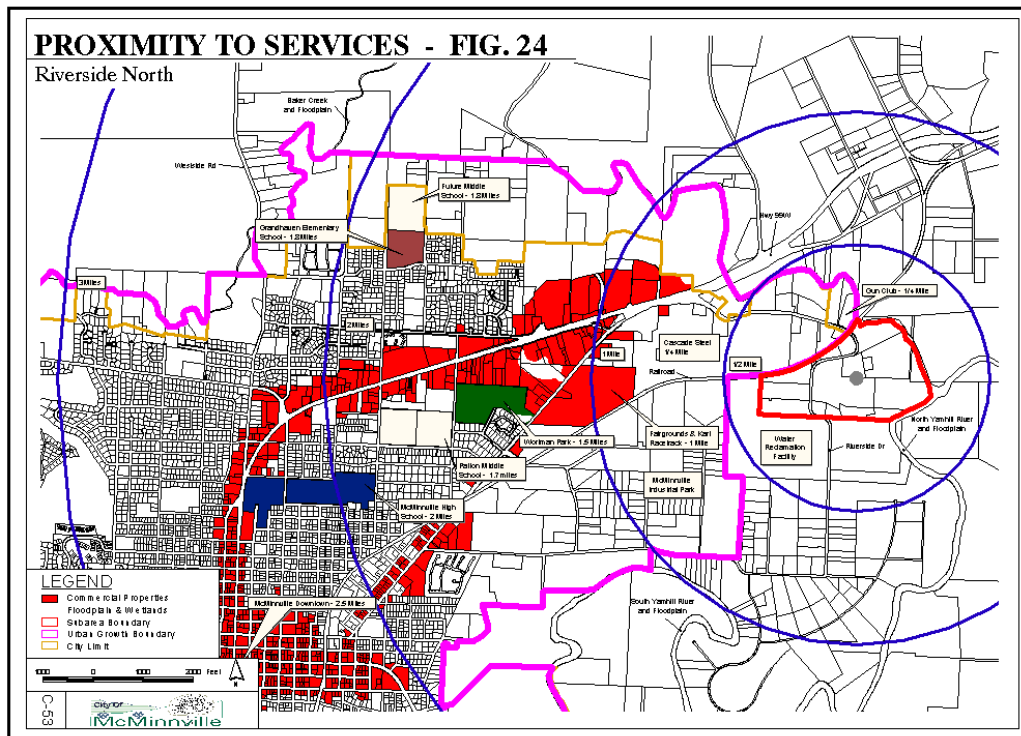
In sum, slope, existing road alignment, and lack of public rights-of-way, and a future transportation master planning obligation combine to make traffic circulation within and through this sub-area problematic.

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 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

Based upon the above analysis, in 2003, the City found that the RSN study area was not adequate or suitable for commercial or residential land needs.

In 2020, the City is re-evaluating the study area to see if it would be appropriate for industrial development as a means of trying to find a land-use efficiency to use exception area land for the expanded UGB, and preserve high-value agricultural lands.

2020 MGMUP Remand Update Analysis RSN (for industrial land):

APPLYING ORS 197.298

Per the COA Decision A134379, Step Two of the alternatives land needs analysis is to determine the adequacy of candidate lands under ORS 197.298(1) and (3). (Attachment 5, COA Decision Document A134379, Page 21).

Determination of Adequacy per ORS 197.298(1):

The COA decided that the City needed to determine if candidate lands within a priority sequence were adequate to accommodate the amount of land needed by applying the environmental, energy, economic, and social consequences considerations of Goal 2 and Goal 14, Factor 5 and the agricultural compatibility of Goal 14, Factor 7. (Attachment 5, COA Decision Document A134379, page 30-31).

The City has determined that any study area that scores “1.5” or less as the average score of the composite screening criteria for Factor 5, or “1.5” or less as the average score of the composite screening criteria for Factor 7, is considered inadequate to accommodate needed urban land.

Factor 5: Environment, Energy, Economic, and Social Consequences.

Screening Criteria:

- Distances to residential services;
- Accessibility and suitability for parks, schools, and other public uses;
- Social justice and equity criteria including potential for affordable housing, infrastructure cost burden, site development and construction costs, and suitability/accessibility for neighborhood activity center;
- Hazard risk for high exposure to landslides, wildfire, liquefaction, and flooding;
- Natural resource impacts to critical habitat for threatened species and species of concern.

Screening Criteria:

The composite screening criteria for Factor 5 are listed below. Each screening criteria was evaluated and scored accordingly with a rating of 1, 2 or 3. 1 = poor, 2 = moderate and 3 = good.

Riverside North was evaluated against the Factor 5 criteria using information in the Court Record and supplemental information developed for the 2020 Remand Analysis. Ratings for the area, however, were not established for all of the screening criteria because the Court Record has already established that Riverside North is not considered suitable for meeting residential or commercial land need. In this analysis it is only being evaluated to meet industrial land needs related to maintaining the City’s industrial land supply per the land need analysis. Criteria not considered applicable (NA) are listed as such. Supplemental information not in the Court record are shown in the maps below.

- Distance to Residential Services: Rating NA. The nearest commercial services are between ½ and 1 mile away. Residential services not considered important for supporting industrial employment uses.
- Accessibility to Schools, Parks, and other public uses: Rating NA. These residential

supporting land uses are not considered important to screening for industrial employment uses.

- Social Justice: Rating NA. These residential supporting land uses are not considered important to screening for industrial employment uses.
- Hazard Risk for high exposure to landslides, wildfire, liquefaction, and flooding: Rating 2. A flood risk is present near the North Yamhill River. Other hazard risks are low to moderate. See hazard risk maps below.
- Natural Resource impacts to critical habitat for threatened species and species of concern: Rating 2. Critical avian habitat for species of concern is present near the North Yamhill River (see avian habitat resource map below). Habitat impacts are mitigated for areas in the floodplain where development is not allowed. This offsets roughly half of the potentially impacted critical habitat. Most buildable land is in the northwestern part of the study area where critical habitat conflicts are low.

Average Rating: 2

Factor 7: Compatibility of the proposed urban uses with nearby agricultural activities.

Screening Criteria:

The composite screening criteria for Factor 7 are “Agricultural Adjacency” and “Type of Near-by Agricultural Use”. Each screening criteria was evaluated with clear and objective analytics, and scored accordingly with a rating of 1, 2 or 3. 1 = poor, 2 = moderate and 3 = good.

Riverside North was not evaluated against these criteria in the same manner as other study areas. Ratings were developed based on information in the Court Record, from which we can ascertain the ratings it would have earned given its location adjacent to the urban area and to resource lands. Supplemental information not in the Court record is shown in the maps below.

- Perimeter adjacent to high value farm land: Rating 3. Most of Riverside North abuts non-farm uses or sites with soil classifications of III or higher. The northern study area boundary is mostly in the UGB. The rest of the north, the west boundary abuts the North Yamhill River where soils are predominantly Class III or higher. There are class 2 soils to the south and east. This land is owned by the City of McMinnville and will be used to expand the sewage treatment plant. The fields to the south are buffered by riparian areas that abut a tributary creek, which minimizes urbanization conflicts in this direction. The small fields to the east are the only ones that are in conflict and over time this area is expected to convert to non-agricultural uses. See the soils map below, which relied on the soil mapping that was included in the 2003 record.
- Type of nearby agricultural uses: Rating 3. Riverside North abuts non-farm uses to the north and is buffered from farm uses to the east by the North Yamhill River floodplain. A similar riparian buffer is present on the south side of the study area. The nearby agricultural uses that are present to the east are commodity crops that pose a moderate conflict with urban uses, but this is a relatively small portion of the study area perimeter. See aerial map below and aerial map in Figure 10 above.

Factor 7 Screening Criteria - Average rating is 3.0

Finding for ORS 197.298(1) Adequacy Conclusion: The City finds that the Riverside North study area IS adequate to meet identified urban land needs for industrial uses. The criteria that the City employed to determine suitability of land relative to long term environmental, economic, social and energy consequences and adjacent agricultural uses was found to have less adverse impact than other study areas in the same priority classification per Goal 2, OAR 660-015-0002 (1)(C)(b)(3) and (4), and Goal 14, Factor 5 and Factor 7, OAR 660-015-0000(14)(5) and (7).

Further study warranted.

Determination of Adequacy per ORS 197.298(3):

The COA Decision A134379 determined cities could include land of lower priority under ORS 197.298(1) in an urban growth boundary if land of higher priority if found to be inadequate to accommodate the amount of land needed.

- ORS 197.298(3)(a) – Specific types of identified land needs cannot be reasonably accommodated on higher priority lands.

FINDING: The City finds that this provision of ORS 197.298(3) is not applicable to the Riverside North study area as it is an exception area and in the highest priority land classification for inclusion in a UGB expansion in McMinnville's UGB expansion alternatives study area.

- ORS 197.298(3)(b) – Future urban services could not reasonably be provided to the higher priority lands due to topographical or other physical constraints; or

FINDING: The City finds that this provision of ORS 197.298(3) is not applicable to the Riverside North study area.

- ORS 197.298(3)(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.

FINDING: The City finds that this provision of ORS 197.298(3) is not applicable to the Riverside North study area.

ORS 197.298(3) Adequacy Conclusion: The City finds that the provisions of ORS 197.298(3) do not apply to the RSN study area.

Further study warranted. Proceed to review of suitability of the study area under the Goal 14 locational factors

APPLYING GOAL 14 LOCATIONAL FACTORS

Per the COA Decision A134379, Step Three of the alternatives land needs analysis is to determine which candidate lands should be included under Goal 14. (COA Decision Document A134379, Page 31).

There are five locational factors for Goal 14: Factors 3 – 7. In order to analyze candidate lands relative to these locational factors, the City of McMinnville developed a clear and objective ratings methodology for each factor that is dependent upon discrete screening criteria.

Each screening criteria was then further divided into sub-components for a thorough review and evaluation. The subcomponents all revolved around quantifiable data and transparent application of that data.

Then each screening criteria was rated based on how the study area performs within the independent screening criteria on a basis of poor to good (1 – poor performance, 2 = moderate performance, and 3 = good performance) utilizing the data in the subcomponents.

The application of the Goal 14 Location Factors in Riverside North did not occur in the same manner as other study areas as the City was rating it for industrial uses and not for commercial and residential uses. Ratings were developed based on information in the Court Record and using supplemental information not in the Court record. Using these combined sources, ratings were assigned to the area. Supplemental information not in the Court record is shown in the maps and tables below.

Ratings for Riverside North were not determined for all of the screening criteria because the Court Record has already established that Riverside North is not considered suitable for meeting residential or commercial land need. In this analysis the study area is only being evaluated to meet industrial land needs related to maintaining the City's industrial land supply per the land need analysis in the Record. Criteria not considered applicable (NA) are listed as such.

Factor 3: Orderly and economic provision for public facilities and services

Screening Criteria:

- Costs and Ability to Provide Water Facilities
- Costs and Ability to Provide Wastewater/Stormwater Facilities
- Costs and Ability to Provide Transportation Services

The application of these criteria in the same way they were applied in other study areas was not possible because, like Bunn's Village, Riverside North had been eliminated from consideration for meeting residential and commercial land needs and as such was not analyzed for serviceability solutions. The rating instead relies on information in the Record that is presented above. Two ratings are assigned: one for engineering complexity/feasibility and the second for cost.

Sewer:

Figure 22 above shows that there are no sewer lines in the area. Constructing a local collection system would involve installing gravity sewers that likely would drain west to a low point and then

pumped via a local pressure sewer line. That line would then connect to the city's gravity sewer system in the Riverside South area, or to the east of that. It likely is not feasible to pump directly to the nearby Waste Water Treatment Plant (WWTP) because of how the plant is designed. Sewer costs in Riverside North are likely to be high. The solution described here would be more complex from a design standpoint and more costly than in other study area. Rating: 1/1

Water:

Figure 22 shows that there is an 8" water line in Riverside Drive about 1100' to the north of the study area's centroid. The study area is in pressure zone 1, so there is capacity in the existing system to deliver water to the area. It is just a matter of building transmission lines and looping the system by connecting to the existing water lines that serve the WWTP. The solution is not difficult but could be costly because of the limited number of customers that would tap this service extension. Costs may be reduced on a per capita basis if the extension were integrated with service extensions to Riverside South. Rating: 2/1

Transportation:

Figure 22 shows that Riverside Drive already serves the area but the review notes the roadway is not built to a city standard. As noted above, the grade and alignment of the road does not meet urban road design standards, especially where it crosses the ravine. Riverside Drive has an approximately 25-foot wide paved section providing two travel lanes within a 50-foot wide right-way. The road lacks curbs, gutters, bike lanes, sidewalks, lighting, and storm drainage.

Improving the road to an urban standard likely would require realignment in places to straighten out the curves consistent with its designation as a major collector consistent in the McMinnville Transportation Master Plan. Major collector roads feature a 48-foot wide paved section within a 78-foot right-of-way. A local circulation plan is needed to determine locations for local road connections that provide multiple access routes for emergency vehicles. The planning analysis identified this improvement as low-cost but recognized the need to acquire additional right-of-way from adjacent landowners. Rating: 2/2

Composite Rating: 2

Factor 3 Conclusionary Findings: The City finds that the study area can be economically served with water and transportation facilities but faces challenges extending sewer service. Additional planning is needed to develop a workable local circulation and utility plan, which may be developed in tandem with similar refinement planning for the nearby Riverside South study area.

Factor 4: Maximum efficiency of land uses within and on the fringe of the existing urban area

Screening Criteria:

- Urban Integration
- Commercial Suitability
- Housing Suitability
- Development Capacity

The application of these criteria was modified given the area is not suitable for residential or commercial use. The criteria have been adjusted for this alternative use. Housing suitability was not rated.

Urban integration: This criterion was carefully considered in the analysis of Riverside North with special attention paid to annexation constraints, which while less than ideal the entire north, east, and south borders are adjacent to or could be made adjacent to the City. This provides multiple annexation pathways. The amount of land in the area that is buildable is limited by hazard constraints and existing development. The figure below shows hazard constraints in red and land committed to existing uses in orange (including public ownership). The table that follows provides updated information for buildable land in the study area. Rating: 2

Constrained Land



2020 Buildable Land Summary

Description	Acres	Comments
Gross Acres	103.0	Perimeter total
Land in Tax lots	99.0	Excludes ROW and water
Constrained	52.5	Flood plains, steep slopes
Buildable Acres	46.5	Excludes land in public ownership
Developed parts of tax lots	10.0	Houses, businesses
Net Buildable	36.5	Vacant and partly vacant is 35% of the gross area.

Development Suitability:

This criterion only considered suitability for commercial development, which from a site development standpoint is not significantly different from industrial. Important land attributes include flat terrain, lot size, transportation accessibility, utility accessibility and cost, and the presence of wetlands. All of the buildable land above the floodplain elevation is flat and has reasonable access to public roads. Utility costs are high, especially for sewer for which there is no well-defined solution. There are no mapped wetlands in the areas identified as buildable, but this is a low lying area and delineation could reveal the presence of unmapped wetlands. Lot sizes are relatively small with only 1 parcel of 20 acres. Most parcels are less than 5 acres. Rating: 1

Development Capacity:

This criterion considers the ability of the area to absorb needed land uses. In this case, the study area has some limitations because the lots are small in size but the area is not constrained by slopes and is not subject to high landslide or liquefaction risk, which would add significant mitigation costs. Constructability is good. The area may be suitable for smaller scale flex-space and build to suit industrial uses. Rating: 2

Composite Rating: 2

Factor 4 Conclusionary Findings: The City finds that the Riverside North study area has several challenges related to making maximum efficiency of land uses within and on the fringe of the existing urban area mostly related to the lack of utilities and the relatively small size of developable lots. The study area is parcelized, resulting in low to moderate suitability for industrial uses. Given the area is highest priority for inclusion in the UGB and may have capacity to meet need for small scale industrial uses, it is moderately suitable for inclusion in the UGB.

Factor 5: Environment, Energy, Economic, and Social Consequences.

Screening Criteria:

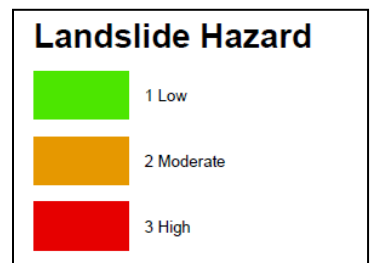
- Distances to residential services;
- Accessibility and suitability for parks, schools, and other public uses;
- Social justice and equity criteria including potential for affordable housing, infrastructure cost burden, site development and construction costs, and suitability/accessibility for neighborhood activity center;
- Hazard risk for high exposure to landslides, wildfire, liquefaction, and flooding;
- Natural resource impacts to critical habitat for threatened species and species of concern.

These ratings are the same as noted above for the adequacy determination. The overall rating for Factor 5 is 2.

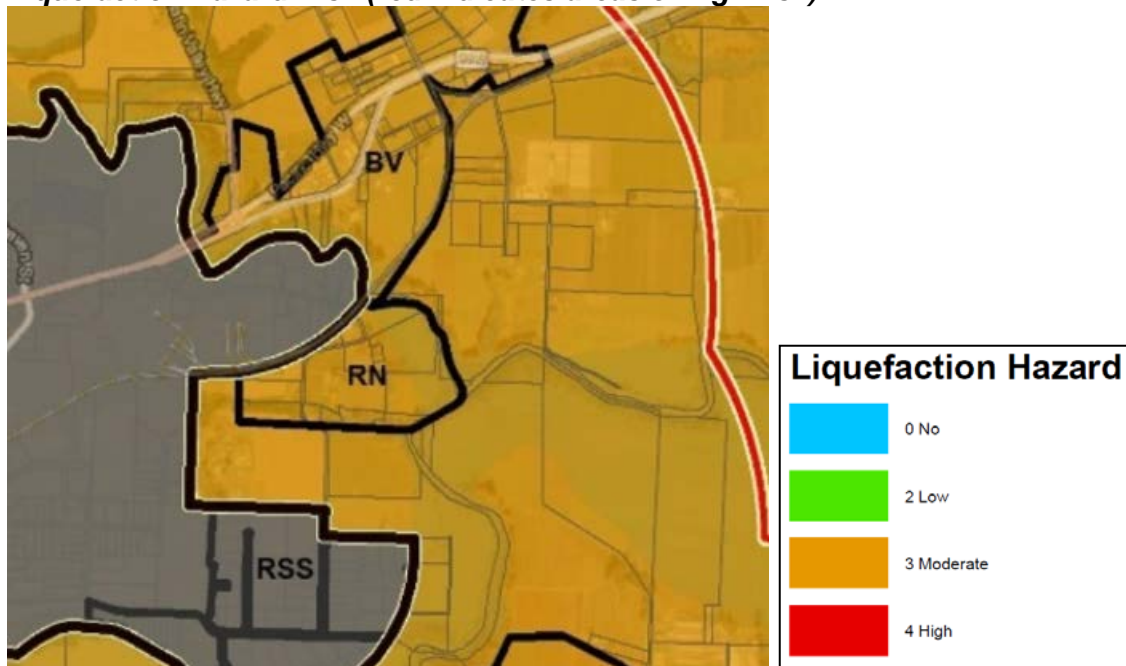
Flood Hazard Risk



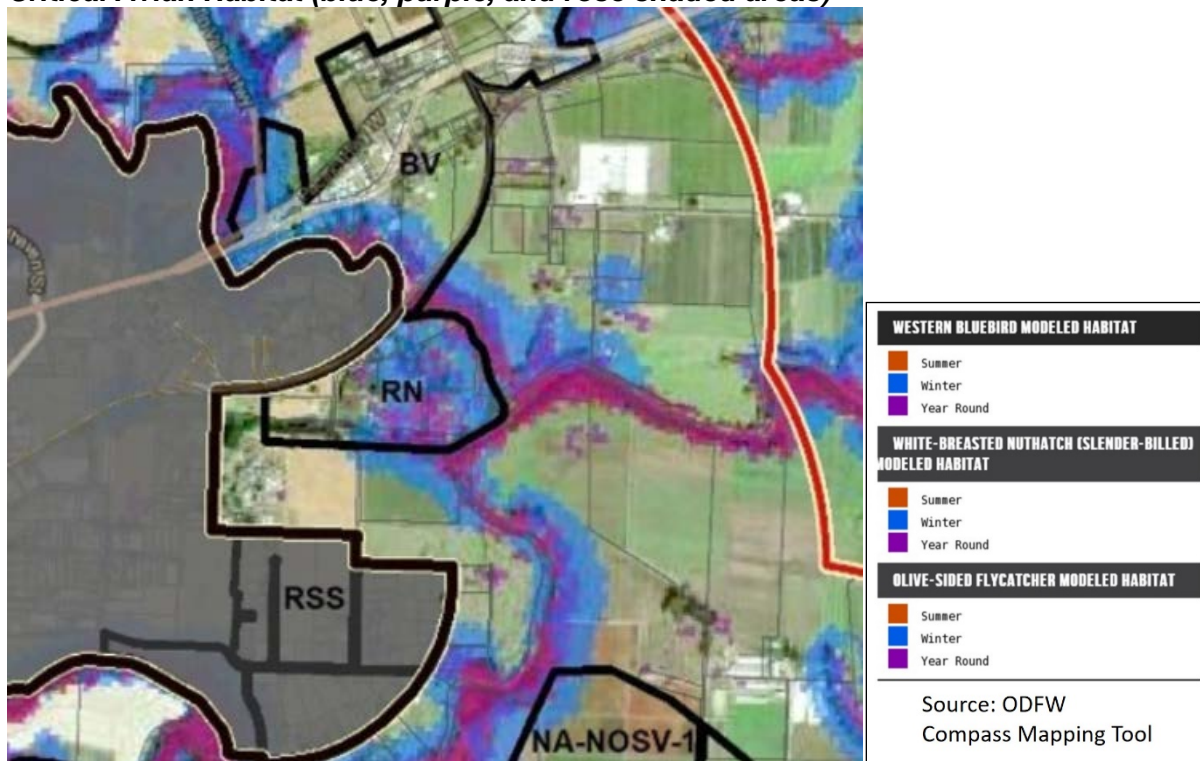
Landslide Hazard Risk (red indicates areas of high risk)



Liquefaction Hazard Risk (red indicates areas of high risk)



Critical Avian Habitat (blue, purple, and rose shaded areas)



Factor 5 Conclusionary Findings: The City finds that the Riverside North study area rates satisfactory for the impact of urbanization on environmental and social consequences. The presence of significant critical wildlife habitat is offset by the location of most of this habitat in areas protected from development.

Factor 6: Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority.

Screening Criteria:

- Composition of the study area relative to the different classes of soils per ORS 197.298.
- Composition of the study area relative to high value farmland per ORS 215.703.

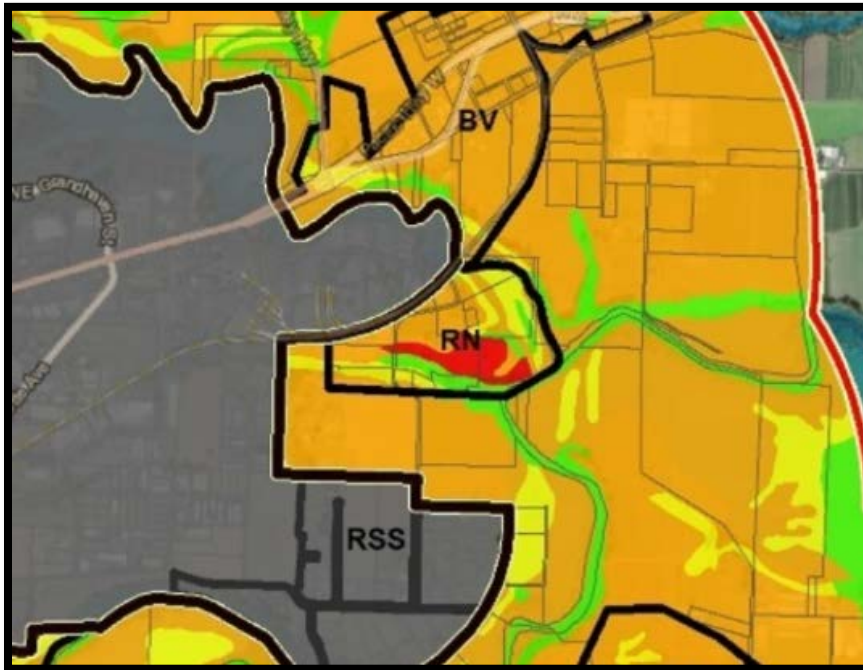
Ratings for these factors relied on the same information as other 2020 study area ratings.

Soil Class: Riverside North is an exception area and as such is highest priority for inclusion in an urban growth boundary. Rating: 3

High-Value Farm Land per ORS 215.703: Riverside North is predominantly Class I/II soils, which is shown in the soils map below. There is a significant amount of Class III and higher soils types near the river and in the ravine, which can be classified as high value farm land along with Class I/II soils when these soils are well suited to vinicultural use. The City did not map the area for those soil types. Anecdotally, the presence of the Advanced Vineyards Systems facility immediately to the south suggests that the Class III+ soils in the area likely include soil types that merit high value designation. This combined with the preponderance of Class I/II soils suggests high conflict with high value farm land. Rating: 1

Combined Rating: 2

Soil Classification Map (red and orange depict Class I/II soils)



Factor 6 Conclusionary Finding: The City finds that, while the soils within the study area are of higher quality and rate poorly for urban impacts on high value farm land, the Riverside North study area is an Exception area and the soil types were not considered as part of the ORS 197.298

priority screening process. This results in the study receiving a moderate impact rating for Goal 14 Factor 6.

Factor 7: Compatibility of the proposed urban uses with nearby agricultural activities.

Screening Criteria:

- Perimeter adjacent to high value farm land;
- Type of nearby agricultural uses.

These ratings are the same as noted above for the adequacy determination. The overall rating for Factor 7 is 3.

Nearby Agricultural Uses



Factor 7 Conclusionary Findings: The City finds that, based on the above findings, the Riverside North study area performs acceptably with respect to proposed urban use conflicts with nearby agricultural activities.

GOAL 14 FACTORS FINDINGS: City finds that these Goal 14 composite ratings, when reviewed in their entirety per OAR 660-015-0000(14)(3-7), indicate the Riverside North study area is suitable for urbanization.

Based on the findings provided above, the study area performs adequately under the screening criteria for ORS 197.298(1) and ORS 198.298(3). It also performed suitably based on the application of Goal 14 locational factors. It is highest priority for inclusion in the UGB and has the ability to provide industrial land that will maintain the land supply needed to achieve economic development goals, including sites for smaller scale industrial uses. The study area achieved acceptable findings for Factors 4, 5, 6 and 7.

THEREFORE, CITY FINDS THAT THE RIVERSIDE NORTH STUDY AREA SHOULD BE INCLUDED IN THE UGB TO SERVE INDUSTRIAL DEVELOPMENT OBJECTIVES.

LAND NEED ACHIEVED: (RSN)

Type of Land Need	Comments
Residential	
Commercial	(Rezone 36.3 Acres from Industrial to Commercial Within City Limits)
Industrial	36.3 Acres

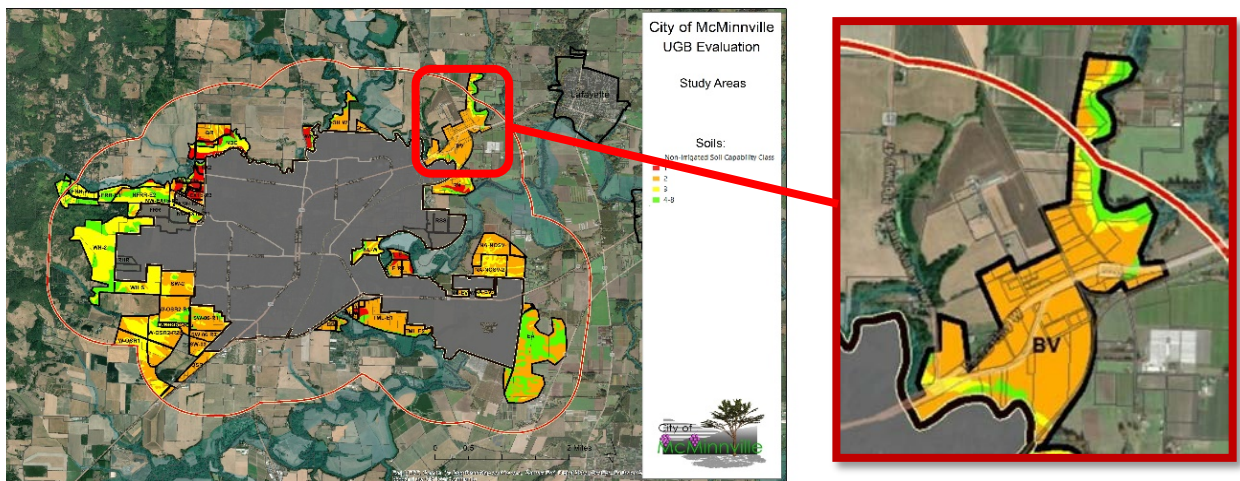
Bunn's Village (BV)

Priority Sequence: Exception Area – Highest Priority

ORS 197.298(1)(b)*

* ORS 197.298 requires that land be added to a UGB in a priority sequence.

Map of Study Area:



Description of Property: The Bunn's Village study-area is a linear shaped, 261-acre finger of exception land that extends northeast of McMinnville. It is separated from the existing McMinnville urban area by the North Yamhill River and its associated floodplain. 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. The sub-area is surrounded by actively farmed resource lands on all sides except for a small portion of its border where it abuts OR HWY 99W, which extends via tandem bridges into the McMinnville urban area. The North Yamhill River, and the tandem bridges that cross it, mark McMinnville's northeastern urban edge. A Southern Pacific rail line completes the sub-area's southern boundary.

Soil Composition/Classification for ORS 197.298 and Goal 14, Factor 6:

Not applicable as an exception area.

MGMUP 2020 Remand

The Court of Appeals provided a “roadmap” for making a determination re: the inclusion of candidate study areas. Bunn’s Village was not recommended to be included in the UGB in 2003, but the findings prepared then did not address all of the analysis requirements outlined by the Court’s “roadmap”. The information and findings in these supplemental green boxes address the requirements that were not included in the 2003 findings.

Bunn’s Village was considered but not recommended for inclusion in the UGB in 2003. The petitioners to the Court of Appeals had initially challenged excluding Bunn’s Village, but later, in discussions that attempted to resolve the boundary dispute, they withdrew their objections to excluding this area. The Court did not find any specific error with the Bunn’s Village exclusion. For this reason, a more limited review of the Bunn’s Village suitability for inclusion in the UGB is presented here relying on information in the Court Record.

Findings in this document augment the findings in the record to exclude Bunn’s Village from the UGB. These supplemental findings address the analysis requirements set forth by the Court of Appeals’ remand decision focusing on the adequacy of the area to meet identified land needs Goal 2 and per ORS 198.298(1) and (3), and if necessary on relevant Goal 14 Location factors. Maps are included that are relevant to the adequacy findings. The following descriptive narrative is taken from the Court Record.

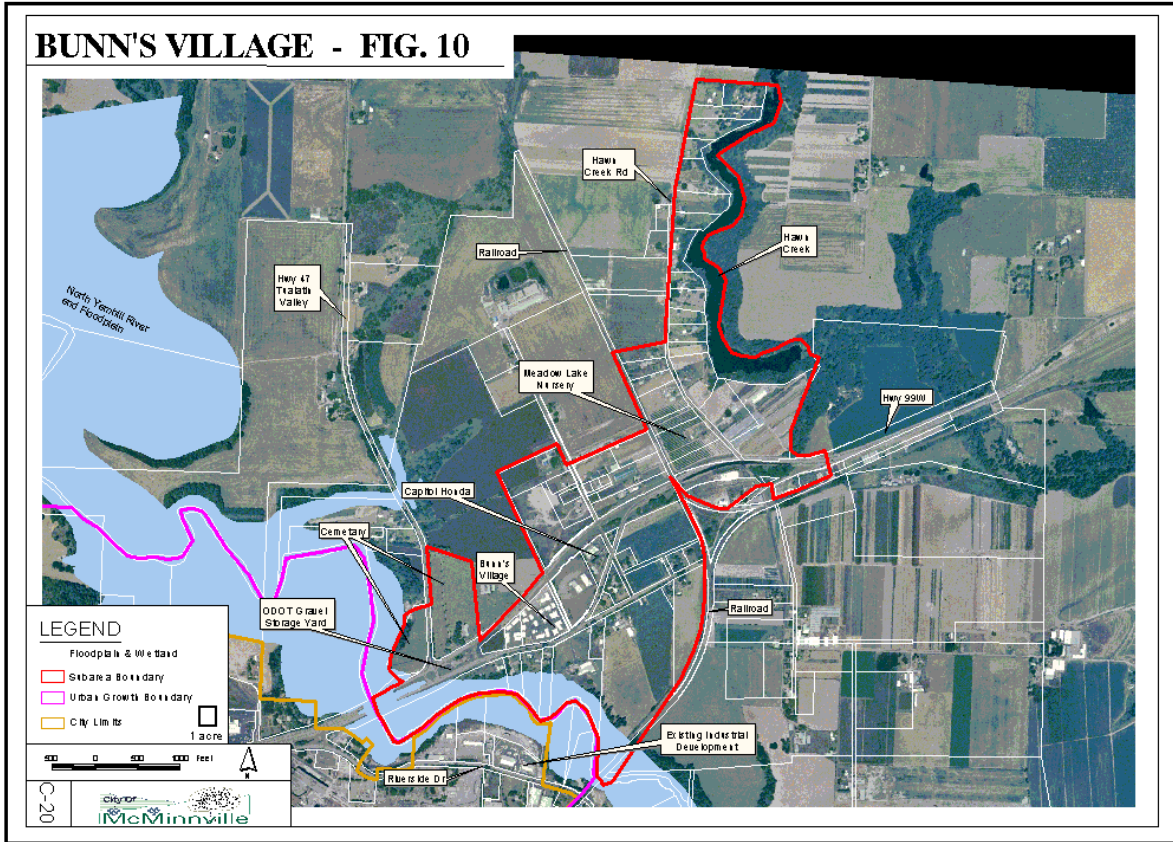
Original 2003 MGMUP Study Area Analysis for RN (Analysis for Residential and Commercial Land Need):

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.

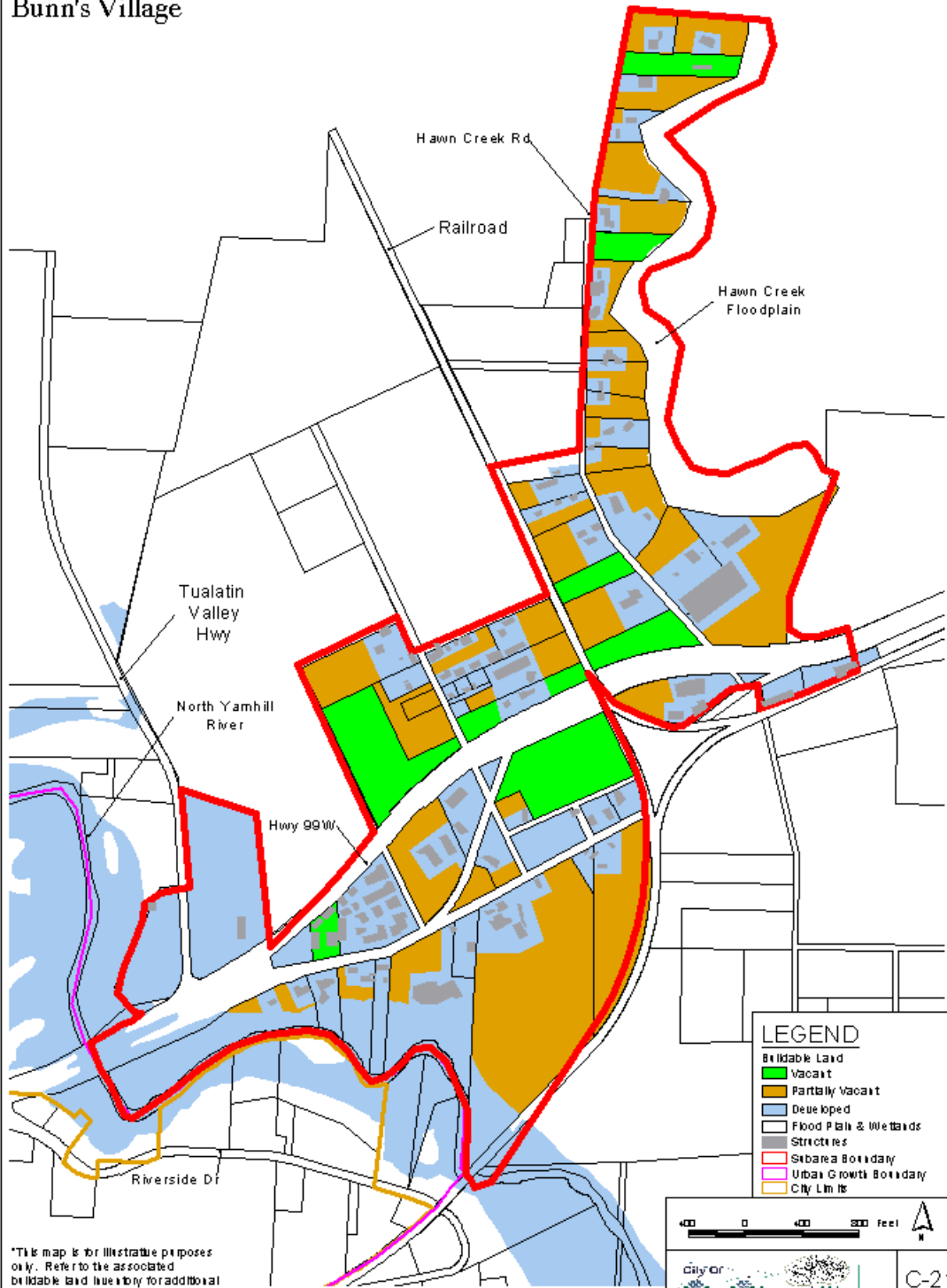


The remaining 34 parcels are residentially zoned and provide 87.25 acres of buildable land with an average buildable acreage of 2.57 acres. The combined land and improvement value of these residentially zoned properties averages some \$235,400 each, with an average improvement value of \$138,032 each. 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.

BUILDABLE LANDS - FIG. 11

Bunn's Village



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

Table 2

Bunn's Village Sub-area Buildable Land Data Summary		
	Acres	% of Total
<u>Total Gross Acres:</u>	261.33	100%
<u>County 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 Public Acres	0.00	0%
Vacant Public Acres:	0.00	0%
Partially Vacant Public 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 Lots¹. 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 home sites 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 home sites. 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.

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

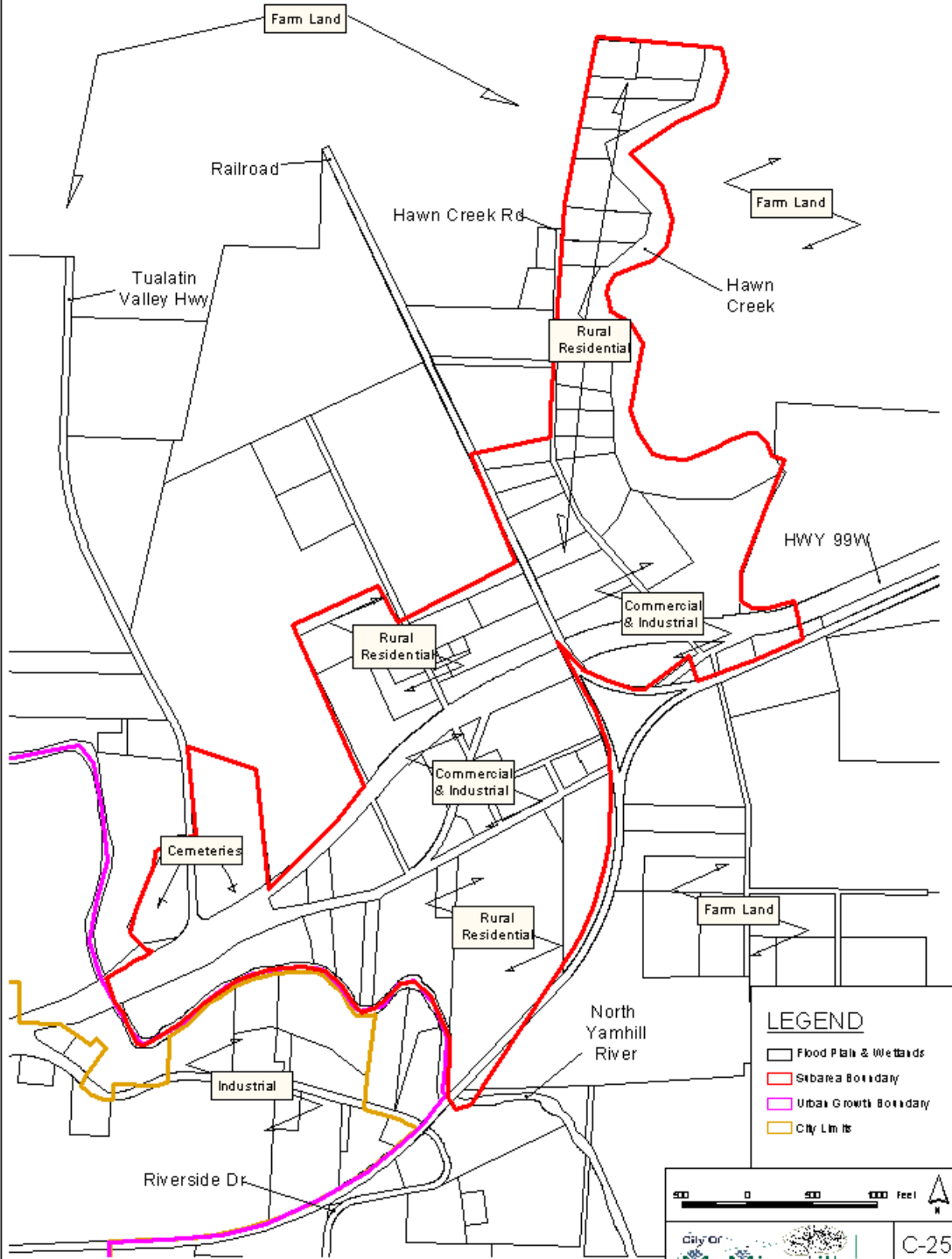
Surrounding Land Uses:

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. 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 (land use pattern and) zoning of this sub-area and surrounding area is also provided (Figure (12 and) 13).

¹ 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."

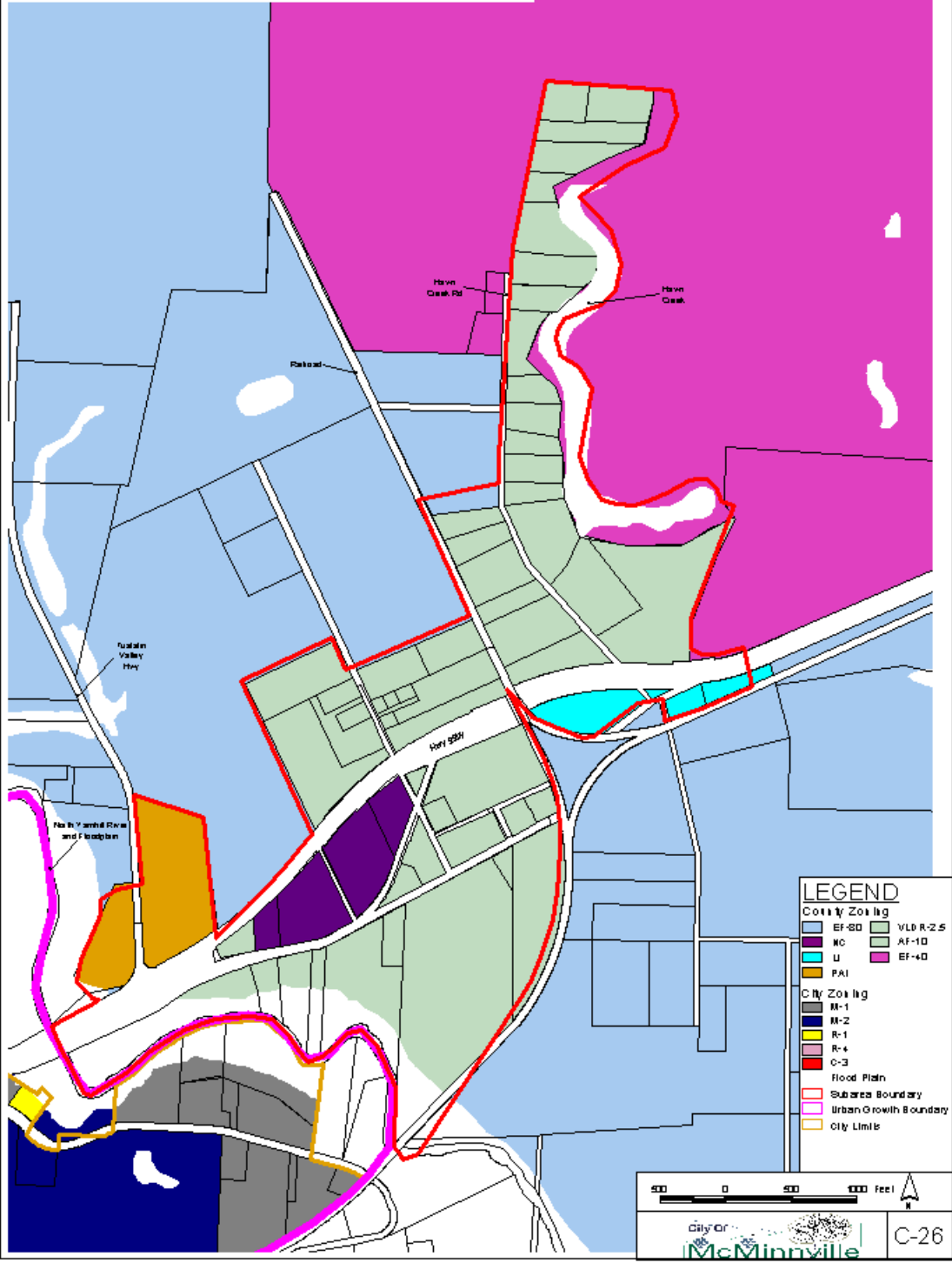
LAND USE PATTERNS - FIG. 12

Bunn's Village



ZONING - FIG. 13

Bunn's Village



Public Facilities:

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” the public water system in this area problematic. Absent such ability, the water pressures needed for domestic use and fire suppression purposes will be unacceptable to some portions of this sub-area (those at the end of the line will experience lower water pressure). This is similar to the 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.

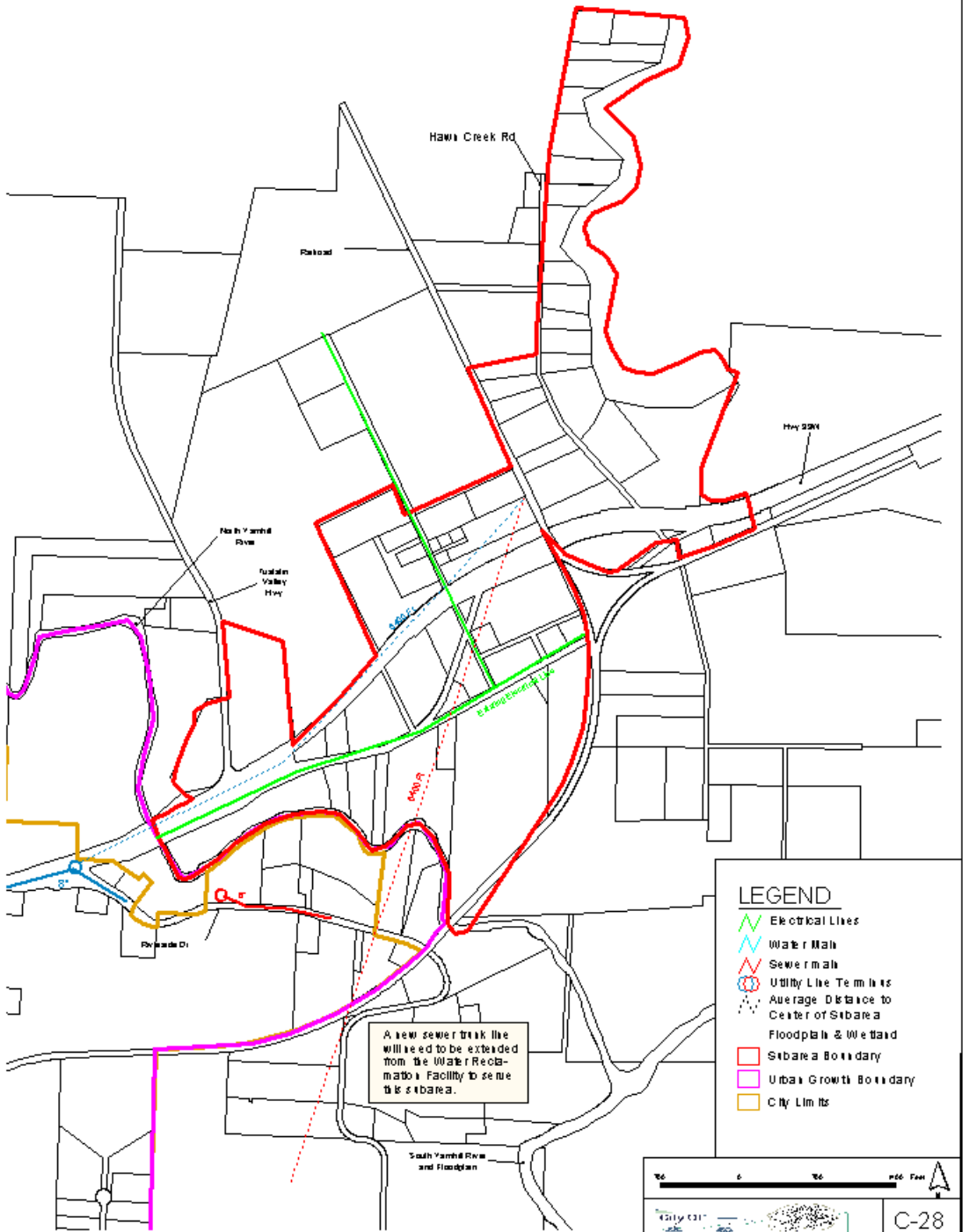
Sewer

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 sewers in 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 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.

UTILITIES - FIG. 14

Bunn's Village



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"²; 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.

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 substation 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

² 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.

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.

As briefly mentioned in the section discussing potential future municipal water provision to this sub-area, ODOT has classified this bridge as "Functionally Obsolete."³ 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. 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. Hawk 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).

Due to the rolling topography typical of this sub-area, travel speeds, and the angle of some intersection roads, sight distances for 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.⁴

³ 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.

⁴ January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of McMinnville - (Attachment 1).

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.

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

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.

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 ODOT⁵, 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 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 be 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-of-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 has 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

⁵ January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of McMinnville – (Attachment 1).

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 –

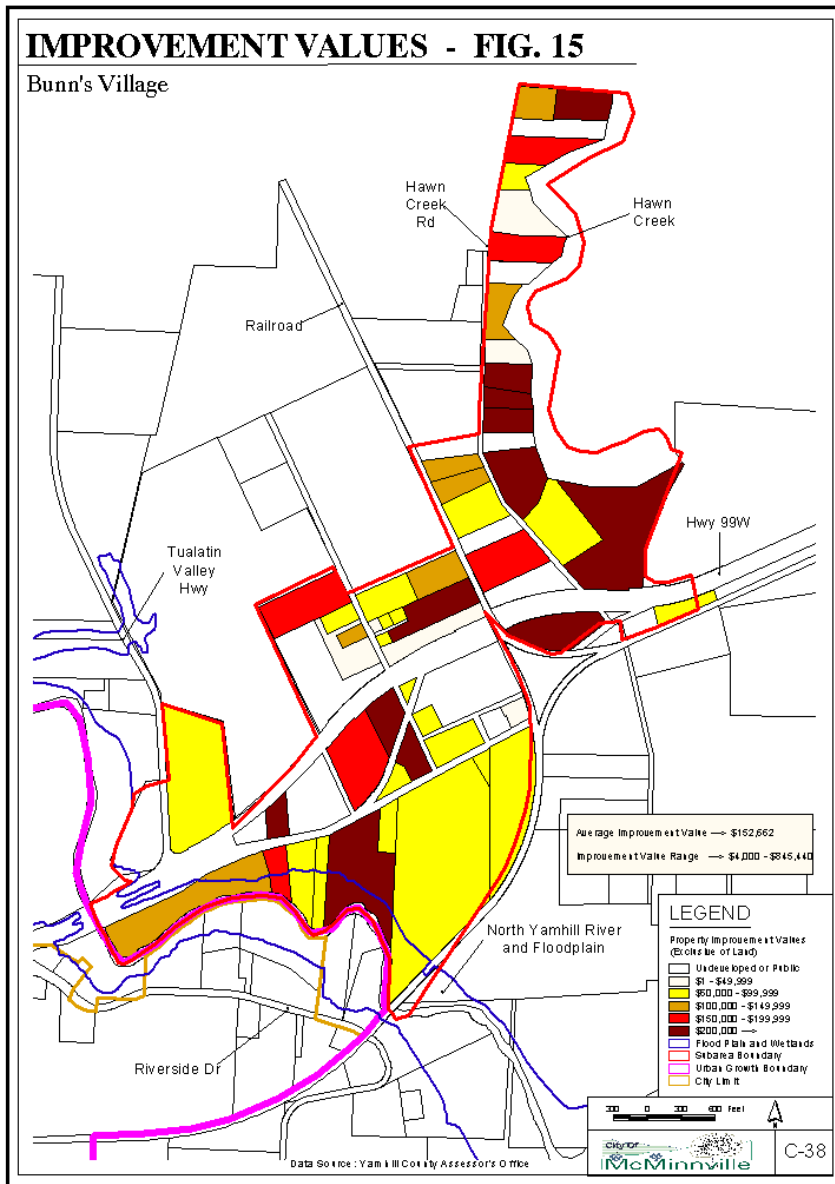
There are some 126 gross vacant buildable acres within this sub-area, of which 121.02 acres are planned for residential use, 4.59 acres for commercial use, and 0.13 acres are planned for industrial use. The physical configuration of current lots, adjacent roadways and existing development, and cost to 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 ODOT⁶. 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

⁶ January 28, 2003 letter from Daniel L. Fricke, Senior Transportation Planner, ODOT Region 2, to the City of

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. (Figure 15).



Based upon the above analysis, in 2003, the City found that the BV study area was not adequate or suitable for commercial or residential land needs.

2020 MGMUP Remand Update Analysis BV:

APPLYING ORS 197.298

Per the COA Decision A134379, Step Two of the alternatives land needs analysis is to determine the adequacy of candidate lands under ORS 197.298(1) and (3). (Attachment 5, COA Decision Document A134379, Page 21).

Determination of Adequacy per ORS 197.298(1):

The COA decided that the City needed to determine if candidate lands within a priority sequence were adequate to accommodate the amount of land needed by applying the environmental, energy, economic, and social consequences considerations of Goal 2 and Goal 14, Factor 5 and the agricultural compatibility of Goal 14, Factor 7. (Attachment 5, COA Decision Document A134379, page 30-31).

The City has determined that any study area that scores “1.5” or less as the average score of the composite screening criteria for Factor 5, or “1.5” or less as the average score of the composite screening criteria for Factor 7, is considered inadequate to accommodate needed urban land.

Factor 5: Environment, Energy, Economic, and Social Consequences.

Screening Criteria:

The composite screening criteria for Factor 5 are listed below. Each screening criteria was evaluated and scored accordingly with a rating of 1, 2 or 3. 1 = poor, 2 = moderate and 3 = good.

Bunn’s Village was evaluated against the Factor 5 criteria using on information in the Court Record as outlined above, and on supplemental information developed for the 2020 Remand Analysis. Using this information we established ratings for the area. Supplemental information not in the Court record are shown in the maps below.

Factor 5 Screening Criteria - Average score is 1.4.

Distance to Services	Park, Schools, Other Public	Social Justice & Equity	Hazard Risks	Natural Resources
1	1	1	2	2

Distance to Residential Services: Rating 1. The nearest commercial services are more than 1 mile away.

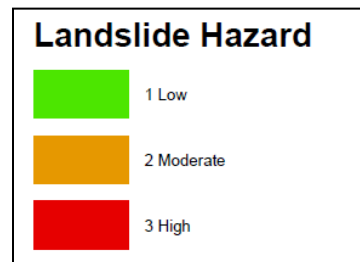
Accessibility to Schools, Parks, and other public uses: Rating 1. The nearest school is more than 2 miles away and there are no parks in the area. The average lot sizes in residential areas are not suitable for siting a park or school.

Social Justice: Rating 1. Ratings were based on consideration of equity criteria including potential for affordable housing, infrastructure cost burden, site development and construction costs, and

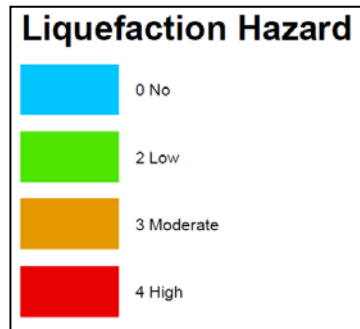
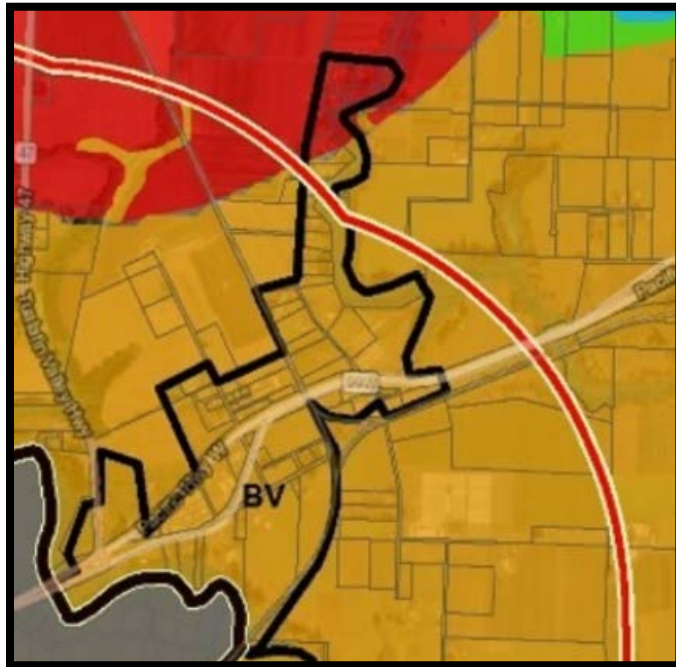
suitability/accessibility for neighborhood activity center. The residential land in the study area is only suitable for SFR use given the parcelized nature of properties. Residential services and transit are more than a mile away and are not accessible to pedestrians or by bike. The roads are not safe for walking or bike use. Infrastructure costs are high given the need to bore sewer and water lines under the river and highway and the need to pump sewage across the river. The area is not suitable as an NAC so the distance limitations cannot be overcome through new development of residential services. Site development costs are moderate given the flat terrain but suitable sites for higher density housing do not exist given the relatively small parcel sizes for residential land, which average ~2.5 acres.

Hazard Risk for high exposure to landslides, wildfire, liquefaction, and flooding: Rating 2. The northern part of Bunn's Village is within an area that is at high risk for liquefaction. There is a high landslide hazard risk for properties near Hawn Creek where a significant portion of the area's residential buildable land is located, and south of the highway near the North Yamhill River. Flood risk is present near Hawn Creek and the North Yamhill River. See hazard risk maps below.

Landslide Hazard Risk (red areas indicate high risk)

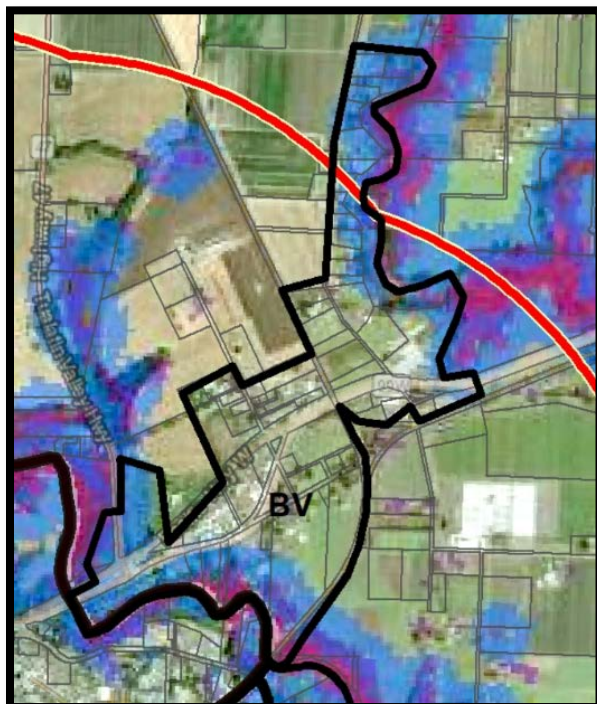


Liquefaction Hazard Risk (red areas indicate high risk)



Natural Resource impacts to critical habitat for threatened species and species of concern: Rating 2. Critical avian habitat for species of concern is present near the North Yamhill River and Hawn Creek (see avian habitat resource map below).

Critical Avian Wildlife Habitat (blue, purple and rose areas)



Factor 7: Compatibility of the proposed urban uses with nearby agricultural activities.

Screening Criteria:

The composite screening criteria for Factor 7 are “Agricultural Adjacency” and “Type of Near-by Agricultural Use”. Each screening criteria was evaluated with clear and objective analytics, and scored accordingly with a rating of 1, 2 or 3. 1 = poor, 2 = moderate and 3 = good

Bunn’s Village was not evaluated against these criteria in the same manner as other study areas. Ratings were developed based on information in the Court Record, from which we can ascertain the ratings it would have earned given its location adjacent to resource lands. Supplemental information not in the Court record are shown in the maps below.

Agricultural Adjacency	Type of Nearby Agricultural Use
1	2

Factor 7 Screening Criteria - Average rating is 1.5

Agricultural Adjacency: Perimeter adjacent to high value farm land: Rating 1. Virtually all of the perimeter is adjacent to agricultural land with Class 2 soils (see soils map below, which relied on the soil mapping that was included in the 2003 record).

Type of nearby agricultural uses: Rating 2. Most of the nearby agricultural uses are commodity crops that pose a moderate conflict with urban uses (see aerial map below and aerial map in Figure 10 above).

Agricultural Use Conflicts:



Finding for ORS 197.298(1) Adequacy Conclusion: The City finds that the Bunn’s Village study area IS NOT adequate to meet identified urban land needs. The criteria that the City employed to determine suitability of land relative to long term environmental, economic, social and energy consequences and adjacent agricultural uses was found to have more adverse impact than other study areas in the same priority classification per Goal 2, OAR 660-015-0002 (1)(C)(b)(3) and (4), and Goal 14, Factor 5 and Factor 7, OAR 660-015-0000(14)(5) and (7).

No further study warranted.

