



Planning Department
231 NE Fifth Street ◦ McMinnville, OR 97128
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www.mcminnvilleoregon.gov

Office Use Only:

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569-22-000172-PLNG

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

Applicant is: Property Owner Contract Buyer Option Holder Agent Other _____

Applicant Name Steve Elzinga, Sherman Sherman Johnnie & Hoyt, LLP Phone (503) 364-2281

Contact Name _____ Phone _____
(If different than above)

Address 693 Chemeketa St NE

City, State, Zip Salem, OR 97301

Contact Email steve@shermlaw.com

Property Owner Information

Property Owner Name Carlton Hub, LLC Phone (503) 819-3000
(If different than above)

Contact Name Kellan Lancaster Phone _____

Address 15990 NW Red Shot Lane

City, State, Zip Carlton, OR 97111

Contact Email kellan.lancaster@theground.love

Site Location and Description

(If metes and bounds description, indicate on separate sheet)

Property Address 455 NE Irvine Street, McMinnville, OR 97128

Assessor Map No. R4421BD 02400 and 02601 Total Site Area 0.9 Acres

Subdivision Rowlands Addition Block 16 Lot 1,2,3,6,7,8 + east 15ft 4&5

Comprehensive Plan Designation Industrial Zoning Designation M-1- Light Industrial

This request is for a:

Comprehensive Plan Amendment

Zone Change

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property. _____
Consistent with the city's overall land use pattern and strengthening the city's downtown commercial core, we request to amend the property's comprehensive plan designation from industrial to commercial and change the property's zoning from light industrial (M-1) to general commercial (C-3).
See attached narrative for details.

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2). _____
See attached narrative on how all requirements are met.

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay. _____
This application is not subject to a planned development overlay.

7. Document how the site can be efficiently provided with public utilities, including water, sewer, electricity, and natural gas, if needed, and that there is sufficient capacity to serve the proposed use.

All utilities are currently provided to existing building, and utility use is not expected to notably change.

8. Describe, in detail, how the proposed use will affect traffic in the area. What is the expected trip generation?

See attached Transportation Planning Rule Analyses memo concluding that the zone change

would decrease net new trips by -128 for average daily trips and -80 for total weekday PM peak

hour when considering the reasonable worst case development scenario per OAR 660-012-0060.

In addition to this completed application, the applicant must provide the following:

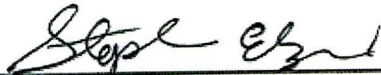
A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating existing and proposed features within and adjacent to the subject site, such as: access; lot and street lines with dimensions; distances from property lines to structures; improvements; and significant features (slope, vegetation, adjacent development, drainage, etc.). If of a larger size, provide five (5) copies in addition to **an electronic copy** with the submittal.

A legal description of the parcel(s), preferably taken from the deed.


Compliance of Neighborhood Meeting Requirements.

Payment of the applicable review fee, which can be found on the Planning Department web page.

I certify the statements contained herein, along with the evidence submitted, are in all respects true and are correct to the best of my knowledge and belief.


Applicant's Signature

May 5, 2022
Date


Property Owner's Signature

May 2, 2022
Date

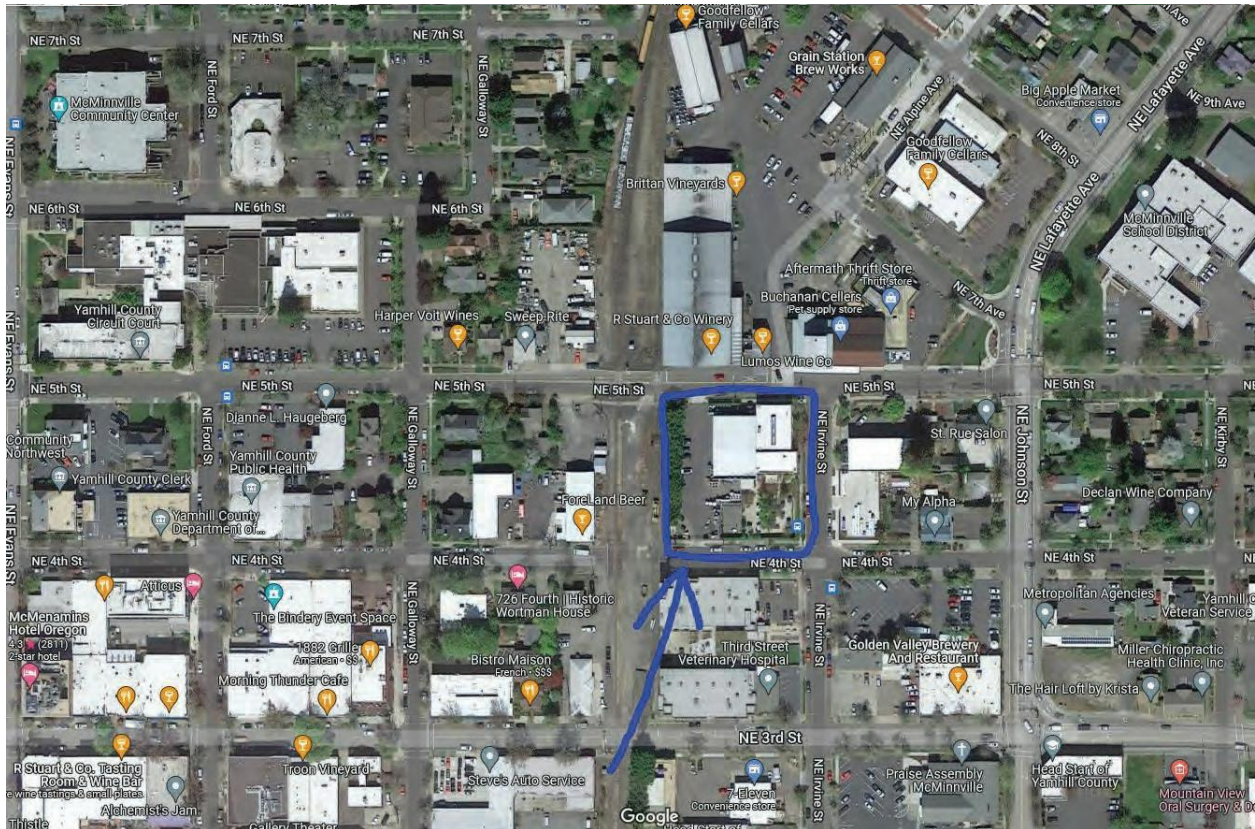
Application Supplemental Material

I. Introduction

Carlton Hub, LLC recently purchased the property at 455 NE Irvine St, the Elizabeth Chambers Cellars building. A picture of the building is below:



A satellite view of the property (circled) and surrounding area from [Google Maps](#) is below:



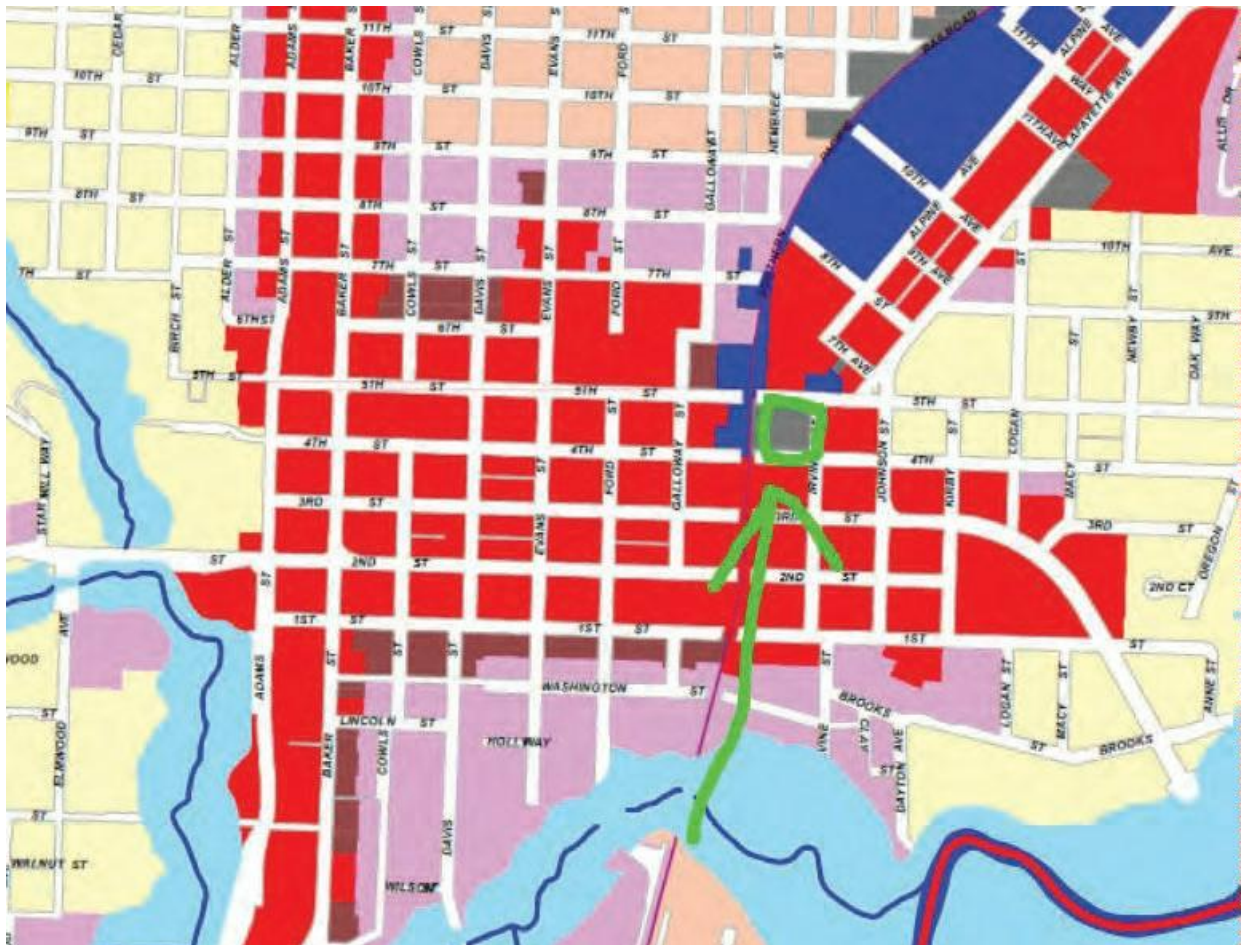
The existing site currently has a winery and tasting room, warehouse space, meeting room, kitchen, large patio, parking, and landscaping. Parts of the property have been used intermittently

for special events. Carlton Hub wants to operate a leisure business on the property, likely including a restaurant and other allowed commercial uses. This will fit in well with the current vibe of the adjacent central business district and help connect the trail from the commercial uses in Historic Downtown to the similar commercial uses along Alpine.

Unfortunately, the property's current light industrial (M-1) zoning places significant limits on property use for leisure businesses other than use as a tasting room. Also, the M-1 zoning allows uses like heavy manufacturing, dyeing facility, freight depot, or kennel that would not fit well in the area.

To allow more leisure business options aligned with surrounding property uses, Carlton Hub seeks a zone change to general commercial (C-3), which also requires a comprehensive plan amendment from industrial to commercial.

If a picture is worth a thousand words, the current zoning map is worth a million words here. The property is on a metaphorical lone island of light industrial zoning surrounded by a sea of commercial:



The property's zoning as light industrial (grey) is isolated. While there is a small amount of nearby general industrial (dark blue), most nearby properties are general commercial C-3 (red).

In fact, the property is immediately north of the central business district—just across 4th Street—and just south of Alpine, so it makes sense to change it to C-3 zoning as a link between the adjacent central business district and the neighboring Alpine commercial area.

This change is consistent with the city’s overall land use pattern, helps promote the current downtown commercial core, and is consistent with zoning and uses in the immediate vicinity.

II. This application satisfies all required criteria.

Approval for both a comprehensive plan amendment and a zone change is based on the same criteria list in McMinnville City Code 17.74.020.

A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan

This application is consistent with the city’s Comprehensive Plan both generally and in all important details, as explained below.

Chapter II Natural Resources

Goal II 1: To preserve the quality of the air, water, and land resources within the planning area.

This application is to re-zone and maximize use of underutilized property in the city’s downtown core, which will preserve undeveloped property near the city limits.

This application relates to a previously developed area, so it will not notably impact air, water, and land resources. No new emission sources are planned. The property is not in a flood plain and has no wetlands. There are no landslide hazards. The proposed leisure business will have less noise and air impact than the potential industrial uses currently allowed on the property.

Chapter III Cultural, Historic, and Educational Resources

Goal III 2: To preserve and protect sites, structures, areas, and objects of historical, cultural, architectural, or archaeological significance to the City of McMinnville.

The building on the property has been designated a distinctive historical resource by the city.¹ It was built in 1926-27 and was historically the city power plant. It has undergone interior alternation and had several subsequent additions since the 1990s that turned it into a winery and tasting room. Carlton Hub wants to preserve the existing structure and re-purpose it for commercial leisure uses.

Goal III 6: Increase heritage tourism

This commercial leisure business with help amplify and create synergy with existing heritage tourism downtown.

¹https://www.mcminnvilleoregon.gov/sites/default/files/archives/Historic_Resources/A_Book/a796_inventory.pdf

Chapter IV Economy of McMinnville

Goal IV 1: To encourage the continued growth and diversification of McMinnville's economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens.

This application will help maximize the economic potential of the existing property to provide more jobs, services, and economic growth. By locating near other leisure businesses, Carlton Hub's leisure business will add to the synergy of the area, benefiting surrounding businesses as well as its own, and helping link downtown to Alpine.

Commercial Development

Goal IV 2: To encourage the continued growth of McMinnville as the commercial center of Yamhill County in order to provide employment opportunities, goods, and services for the city and county residents.

Policy 21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use.

This application would shift 0.9 acres of industrial land to commercial land, which is consistent with both the 2013 and draft 2020 Economic Opportunities Analysis. McMinnville's 2013 Economic Opportunities Analysis indicated a significant surplus of industrial land and a small deficit of commercial land from 2013-2033.²

Similarly, the 2020 draft Economic Opportunities Analysis indicates a continued surplus of industrial land (159-acre surplus projected by 2041) and continued deficit of commercial land (286-acre deficit projected by 2041).³ In particular, the 2020 draft noted a projected need for 73 more commercial sites of 0.5 to 0.99 acres—like the 0.9-acre site in this application—while the projected need for industrial sites was for larger sites of 2+ acres.⁴

²City of McMinnville, Ordinance 4976: Economic Opportunities Analysis (2013), p. 56, [*****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/eoa_final_acknowledged_plan.pdf](http://mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/eoa_final_acknowledged_plan.pdf)

³ City of McMinnville, Draft Economic Opportunities Analysis (Feb. 2020), pp. 102-103, [*****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/4-mcminnville_economic_opportunities_analysis_v15_tracked.pdf](http://mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/4-mcminnville_economic_opportunities_analysis_v15_tracked.pdf)

⁴ *Id.* at p. 101, Ex. 57.

Policy 21.03 The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses.

All existing downtown leisure businesses benefit from continued solidification of the city core as a local and regional center for leisure. Carlton Hub's business will have significant synergy with the nearby wineries and tasting rooms, and help link downtown to Alpine.

Goal IV 3: To ensure commercial development that maximizes efficiency of land use through utilization of existing commercial designated lands, through appropriately locating future neighborhood-serving and other commercial lands, and discouraging strip development.

Policy 22.00 The maximum and most efficient use of existing commercially designated lands will be encouraged as will the revitalization and reuse of existing commercial properties.

Policy 23.00 Areas which could in the future serve as commercial sites shall be protected from encroachment by incompatible uses.

Policy 24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development.

This application seeks to maximize efficiency of existing developed land for surrounding commercial leisure uses. Further, use of the property for many of the presently allowed industrial uses (like heavy manufacturing, dyeing facility, freight depot, or kennel) would be disturbing to the current surrounding commercial leisure uses, so this zone change benefits the entire area by preventing industrial interference with existing surrounding commercial uses.

This application seeks to align with the current cluster of commercial leisure businesses in and around the central business district, which is just across the street from this property, and link to the cluster of commercial leisure businesses in the Alpine area just north of this property. This will help further encourage the walkable downtown/Alpine area.

Policy 24.50 The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

This application would shift 0.9 acres of industrial land to commercial land, which is consistent with both the 2013 and draft 2020 Economic Opportunities Analysis. McMinnville's 2013 Economic Opportunities Analysis indicated a significant surplus of industrial land and a small deficit of commercial land from 2013-2033.⁵

Similarly, the 2020 draft Economic Opportunities Analysis indicates a continued surplus of industrial land (159-acre surplus projected by 2041) and continued deficit of commercial land

⁵City of McMinnville, Ordinance 4976: Economic Opportunities Analysis (2013), p. 56, [*****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/eoa_final_acknowledged_plan.pdf](http://mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/eoa_final_acknowledged_plan.pdf)

(286-acre deficit projected by 2041).⁶ In particular, the 2020 draft noted a projected need for 73 more commercial sites of 0.5 to 0.99 acres—like the 0.9-acre site in this application—while the projected need for industrial sites was for larger sites of 2+ acres.⁷

Policy 25.00 Commercial uses will be located in areas where conflicts with adjacent land uses can be minimized and where city services commensurate with the scale of development are or can be made available prior to development.

There is no better place to locate commercial uses than the location in this application, which is surrounded by other commercial uses. If this property were used for many of the currently allowed industrial uses (like heavy manufacturing, dyeing facility, freight depot, or kennel), it would conflict with the surrounding commercial uses. Current city services adequate for commercial use are already present in this area.

Policy 26.00 The size of, scale of, and market for commercial uses shall guide their locations. Large-scale, regional shopping facilities, and heavy traffic-generating uses shall be located on arterials or in the central business district, and shall be located where sufficient land for internal traffic circulation systems is available (if warranted) and where adequate parking and service areas can be constructed.

The commercial leisure uses envisioned for this property are an ideal fit for the area, right next the central business district. The property has existing off-street parking as well as immediately adjacent street spaces. Once a specific use is determined, Carlton Hub will need to meet all requirements for that specific use and demonstrate such compliance in a separate application.

The attached Transportation Planning Rule Analyses shows that the zone change would decrease net new trips by -128 for average daily trips and -80 for total weekday PM peak hour when considering the reasonable worst case development scenario per OAR 660-012-0060.

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

The property has existing access that avoids residential neighborhoods. The proposed commercial leisure business is similar to use of the property as a tasting room, so there should not be a notable impact on traffic on adjacent streets.

The attached Transportation Planning Rule Analyses shows that the zone change would decrease net new trips by -128 for average daily trips and -80 for total weekday PM peak hour when considering the reasonable worst case development scenario per OAR 660-012-0060.

⁶ City of McMinnville, Draft Economic Opportunities Analysis (Feb. 2020), pp. 102-103, [*****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/4-mcminnville_economic_opportunities_analysis_v15_tracked.pdf](http://mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1675/4-mcminnville_economic_opportunities_analysis_v15_tracked.pdf)

⁷ *Id.* at p. 101, Ex. 57.

Policy 31.00 Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms.

This property has good bicycle and pedestrian links with the surrounding area. Use as a commercial leisure business is consistent with these links. Notably, this property will help serve as a link between the downtown core and the Alpine area.

Goal IV 4: To promote the downtown as a cultural, administrative, service, and retail center of McMinnville.

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

- 1. Integrates residential, commercial, and governmental activities in and around the core of the city; . . .*

This application promotes integrating commercial uses in the downtown core of the city, by shifting the small, isolated industrial property to commercial. This application will also link the commercial uses downtown with the commercial uses in the Alpine area.

Policy 41.00 The City of McMinnville shall encourage the expansion of retail and other commercial enterprises east of the railroad tracks and north and south of Third Street consistent with the adopted "Downtown Improvement Plan."

This application builds upon the recent expansion of the downtown commercial core east of the railroad tracks. This property is located just a block north of this policy's focus. Further, this property is a link between commercial uses downtown and along Alpine.

Policy 44.00 The City of McMinnville shall encourage, but not require, private businesses downtown to provide off-street parking and on-site traffic circulation for their employees and customers.

This property has an existing off-street parking lot.

Industrial Development

Goal IV 5: To continue the growth and diversification of McMinnville's industrial base through the provision of an adequate amount of properly designated lands.

As described above, both the 2013 and draft 2020 Economic Opportunities Analysis show a surplus of industrial land. Thus, removal of 0.9 acres from available industrial land will not hinder needed industrial growth.

Goal IV 6: To insure industrial development that maximizes efficiency of land uses, that is appropriately located in relation to surrounding land uses, and that meets necessary environmental standards.

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

This industrial property is surrounded primarily by commercial uses that would be harmed by many of the industrial uses currently allowed on the property. Aligning this property with surrounding commercial property serves the best interest of logical, orderly, and efficient development.

Policy 49.02 The location, type, and amount of industrial activity within the Urban Growth Boundary shall be based on community needs as identified in the Economic Opportunities Analysis.

Policy 50.00 The City of McMinnville shall encourage industrial uses to locate adjacent to the airport and south of Three Mile Lane, adjacent to the existing Riverside Drive industrial area, and in existing industrial areas through the proper designation of lands on the comprehensive plan and zoning maps. Comprehensive plan and/or zoning map changes to industrial designations in other areas may be granted if all the applicable goals and policies of the plan can be met.

The city encourages industrial uses primarily (1) adjacent to the airport and south of Three Mile Lane and (2) adjacent to the existing Riverside Drive industrial area—both of which are far from this property. Removing this property from industrial use is consistent with the city’s policy of encouraging industrial use elsewhere.

Chapter VI Transportation System

Goal VI 1: To encourage development of a transportation system that provides for the coordinated movement of people and freight in a safe and efficient manner.

This application fits into the existing transportation system as demonstrated by compliance with the goals and polices below.

Mass Transportation

Policy 100.00 The City of McMinnville shall support efforts to provide facilities and services for mass transportation that serve the needs of the city residents.

Policy 104.00 The City of McMinnville shall encourage a centrally located bus terminal, for intercity and intracity bus services.

Policy 105.00 The City of McMinnville shall examine the impacts of transportation proposals involving bus and/or rail terminals on surrounding land uses.

This property is in easy walking and biking distance from the McMinnville Transit Center (less than four blocks away), making it well suited for a leisure-based commercial use. Yamhill County Transit routes link the McMinnville Transit Center to regional transit centers in Hillsboro, Tigard, West Salem, and Grand Ronde, in addition to local cities like Lafayette, Dayton, Dundee, Newberg, Amity, Carlton, Yamhill, Sheridan, and Willamina.⁸ Commercial uses on this property (rather than industrial uses) will help link the trail between the transit center and commercial uses along Alpine.

⁸ <https://ycbus.org/routes-and-schedules/schedules/>

Rail

Policy 108.00 The City of McMinnville shall encourage the modification, relocation, or termination of rail activities that conflict with existing developed land uses in the city.

Policy 112.00 The City of McMinnville shall encourage, through zoning and other regulations, the location of industrial lands adjacent to rail lines in areas where industrial uses will be compatible with surrounding land uses, and where the goals and policies of this plan are met.

The property is adjacent to railroad property, but it is also an area where many industrial uses are not compatible with surrounding commercial uses. Notably, this property is buffered from the main railroad line by a 45-foot-wide-by-200-foot-deep parcel between Carlton Hub's property and the property on which the railroad line is located. This 45-foot-wide parcel is owned and used by the railroad as a storage area; it would remain in light industrial zoning after approval of this application. The city's policies on rail support this application.

Streets

Policy 117.00 The City of McMinnville shall endeavor to insure that the roadway network provides safe and easy access to every parcel.

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

The property is already served by the existing street network, with existing safe and easy street access with driveways on both NE 5th St and NE 4th St.

The attached Transportation Planning Rule Analyses shows that the zone change would decrease net new trips by -128 for average daily trips and -80 for total weekday PM peak hour when considering the reasonable worst case development scenario per OAR 660-012-0060.

Parking

Policy 126.00 The City of McMinnville shall continue to require adequate off-street parking and loading facilities for future developments and land use changes.

Policy 127.00 The City of McMinnville shall encourage the provision of off-street parking where possible, to better utilize existing and future roadways and rights-of-way as transportation routes.

Policy 128.00 The City of McMinnville shall continue to assist in the provision of parking spaces for the downtown area.

The property has an existing off-street parking lot as well as immediately adjacent street spaces. The property is also less than four blocks away from the public parking structure on NE Evans St.

Bike Paths

Policy 130.00 The City of McMinnville shall encourage implementation of the Bicycle System Plan that connects residential areas to activity areas such as the downtown core, areas of work, schools, community facilities, and recreation facilities.

The property already has good bike access under the Bicycle System Plan with sharow designation on 5th Street and nearby bike lanes or shoulders on NE Lafayette Ave, Three Mile Ln, 2nd St, and 3rd St.⁹

Complete Streets

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

The property has good access for walking, biking, bus transit, and driving, as noted in other sections of this application. In particular, the existing sidewalks are accessible and are shielded from traffic by street trees. The property has good walking access with the existing downtown sidewalk network.¹⁰ 5th St is designated for bike sharing. The property is less than four blocks away from the transit station and a public parking garage. The property has off-street parking.

Livability

Policy 132.35.00 Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways

This application will help meet the goal of clustering commercial uses in the downtown core to minimize neighborhood disruption and encourage public transit, biking, and walking.

Chapter VII Community Facilities and Services

Goal VII 1: To provide necessary public and private facilities and utilities at levels commensurate with urban development . . .

All needed utilities are already provided for this property, including sewers, storm drainage, water, etc.

⁹ City of McMinnville, Transportation System Plan, Page 1-7 (Ex. 1-3), 3-27 (Ex 3-22), 6-6 (Ex 6-2), available at *****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/mcminnville_tsp_2010.pdf

¹⁰ Page 3-24, Ex. 3-20, *****.mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/1305/mcminnville_tsp_2010.pdf

Water and Sewer – Land Development Criteria

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

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

This property already has full utilities. This application envisions a commercial leisure use similar to use as a tasting room, so there should not be notable impact on utilities.

Parks and Recreation

Goal VII 3: To provide parks and recreation facilities, open spaces, and scenic areas for the use and enjoyment of all citizens of the community.

Policy 166.00 The City of McMinnville shall recognize open space and natural areas, in addition to developed park sites, as necessary elements of the urban area.

By utilizing an already-developed property in the downtown core, this application helps avoids further enrichment on open spaces and natural areas elsewhere.

Chapter VIII Energy

Goal VIII 1: To provide adequate energy supplies, and the systems necessary to distribute that energy, to service the community as it expands

Policy 171.00 The City of McMinnville shall continue to examine land use decisions in the light of present and projected supplies of electrical, fossil fuel, and other sources of energy.

By utilizing an already-developed property in the downtown core, this application helps minimize energy use. By locating near the current clusters of commercial leisure business in the downtown core and along Alpine, customers of the business at this property can easily walk to nearby similar businesses, which will reduce overall fuel use and lower carbon emissions.

Similarly, by locating in the already-developed downtown core, this application will not require any new energy system changes or development.

Energy Conservation

Goal VIII 2: To conserve all forms of energy through utilization of land use planning tools.

Policy 178.00 The City of McMinnville shall encourage a compact urban development pattern to provide for conservation of all forms of energy.

This application proposes further development within a compact urban core, which will help conserve all forms of energy. This application helps cluster commercial uses near other commercial uses instead of having a small, isolated island of industrial uses within an area that is predominately commercial. This promotes efficiency for customers moving between this commercial use and nearby commercial uses.

Chapter IX Urbanization

Goal IX 1: To provide adequate lands to service the needs of the projected population to the year 2023, and to ensure the conversion of these lands in an orderly timely manner to urban services.

This application focuses on orderly and timely development of commercial uses in the downtown core, which will help reduce the pressure for bringing in new lands to the UGB due to the projected shortage of commercial property described above.

Chapter X Citizen Involvement and Plan Amendment

Goal X 1: To provide opportunities for citizen involvement in the land use decision making process established by the city of McMinnville.

Goal X 2: To make every effort to engage and include a broad cross section of the community by maintaining an active and open citizen involvement program that is accessible to all members of the community and engages the community during development and implementation of land use policies and codes.

Goal X 3: To periodically review and amend the McMinnville Comprehensive Plan to reflect changes in community circumstances, in citizen desires, and in the statewide goals.

Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented

by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.

Policy 189.00 The City of McMinnville shall establish procedures for amending the Comprehensive Plan, Volumes I and II, and the implementation ordinances and measures in Volume III, which allow for citizen review and comment.

Citizen involvement is ensured through this process by the applicant holding a publicly-noticed neighborhood meeting and providing a summary of all public comments as an attachment to this application, participating in a publicly-noticed public hearing before the Planning Commission, and ultimate consideration at a publicly-noticed meeting before the City Council.

All neighborhood meeting requirements under 17.72.095(G) have been met here.

1. A copy of the meeting notice mailed to surrounding property owners;

See Exhibit D.

2. A copy of the mailing list used to send the meeting notices;

See Exhibit E.

3. One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of-way;

See Exhibit F.

4. One 8 ½ x 11" copy of the materials presented by the applicant at the neighborhood meeting; and

See Exhibit G.

5. Notes of the meeting, which shall include:

a. Meeting date;

b. Meeting time and location;

c. The names and addresses of those attending;

d. A summary of oral and written comments received; and

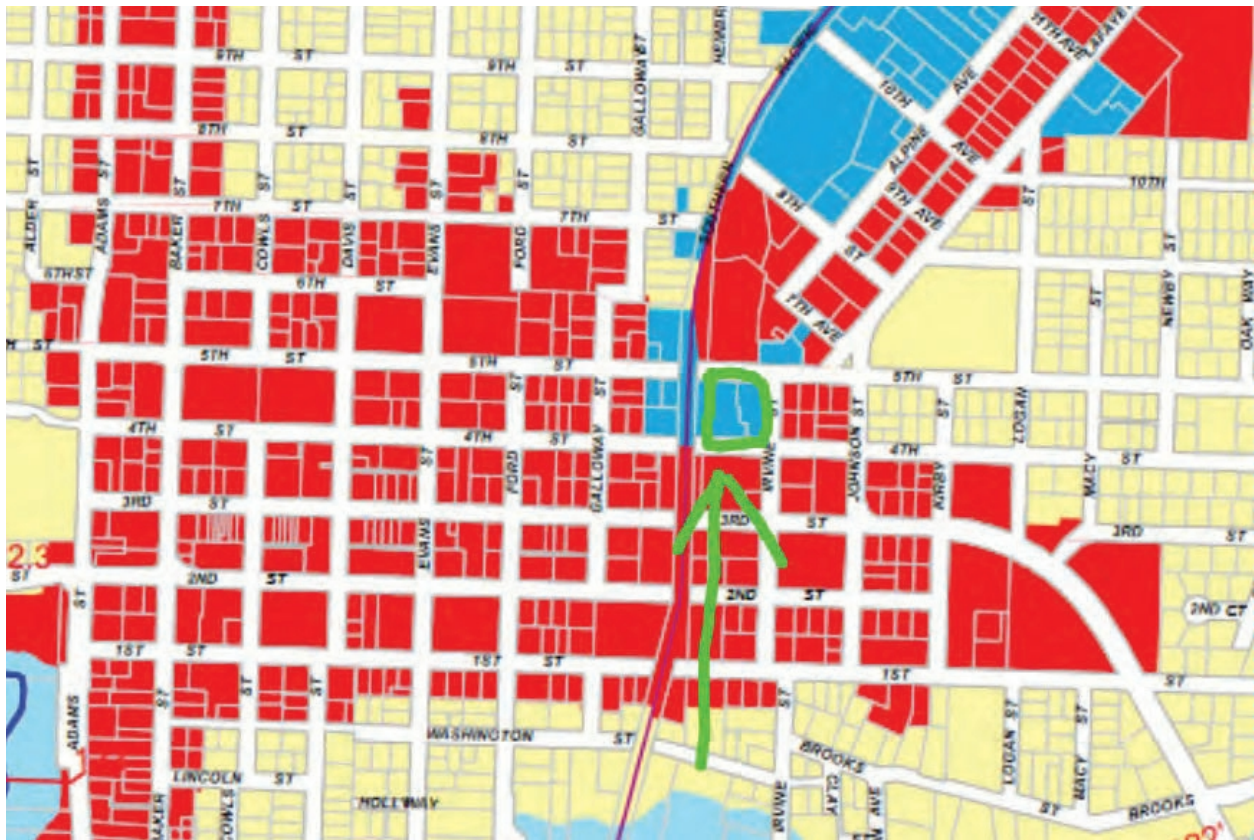
e. A summary of any revisions made to the proposal based on comments received at the meeting

See Exhibit H. Also, revisions to the proposal include providing more information on existing and potential uses in this application, to the extent that is possible given current ongoing planning and the limited factors considered in a zone change application.

B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment

It is hard to imagine a more orderly and timely proposal. If anything, the zone should have been changed years ago. See zoning map in introduction.

On the comprehensive plan map, the property is in an isolated area of industrial (blue) surrounded by a sea of commercial (red). The properties immediately to the south, east, and part of the north are all commercial designation. Changing the comprehensive plan to commercial fits well in the overall current land use pattern, especially by helping link downtown commercial with commercial in the Alpine area.



Over time, the city's industrial area has primarily shifted to the northeastern part of the city and away from downtown. This application is consistent with this shift.

In fact, use of the property for many of the presently allowed industrial uses (like heavy manufacturing, dyeing facility, freight depot, or kennel) would be disturbing to the current land use pattern. There are a number of nearby leisure businesses that would align well with having another leisure business in this location.

C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

The property already has sufficient utilities and services. The proposed use for a leisure business like a restaurant is very similar to use as a tasting room, so this change should not have a notable impact on area utilities, services, or traffic.

The attached Transportation Planning Rule Analyses shows that the zone change would decrease net new trips by -128 for average daily trips and -80 for total weekday PM peak hour when considering the reasonable worse case development scenario per OAR 660-012-0060.

MEMORANDUM

Date: May 2, 2022 Project #: 27710

To: Tom Schauer, AICP, & Heather Richards, PCED, City of McMinnville
Arielle Ferber, PE, & Dan Fricke, ODOT Region 2

Cc: Frank Foti
Mark Hoyt, Sherman Sherman Johnnie & Hoyt, LLC

From: Julia Kuhn, PE & Chris Brehmer, PE

Project: Carlton Hub Rezone

Subject: Transportation Planning Rule Analyses

This trip generation memorandum was prepared for review by City of McMinnville and Oregon Department of Transportation (ODOT) Region 2 staff related to the proposed Zone Change and Comprehensive Plan amendment for the property located at 455 NE Irvine Street. Today, the lot is 0.9 acres (i.e., 39,204 square feet) in size and is zoned M-1 (Light Industrial) with a Comprehensive Plan designation of Industrial. For reference purposes, the existing site houses a winery/tasting room, warehouse space and a kitchen in the southern portion of the building and winemaking and related storage in the northern portion. As proposed, the site would be rezoned to C-3 (General Commercial) with a Comprehensive Plan designation of Commercial.

The change in the Zoning and Comprehensive Plan designations require the preparation of Transportation Planning Rule (TPR) analysis per Oregon Administrative Rule (OAR) 660-012-0060. As summarized herein, the proposed changes are not estimated to result in a significant effect on the transportation system, as defined by the TPR. Therefore, we conclude no additional technical analyses are needed and no capacity-based mitigation is required to support the proposals.

TRANSPORTATION PLANNING RULE (TPR) EVALUATION

Two sections of Oregon's Transportation Planning Rule apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the trip generation potential of the site assuming a "reasonable worst-case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system.

Trip Generation Comparison

To test for a significant effect, we reviewed the change in trip generation potential of the permitted land uses associated with the existing zoning versus the potential zoning designations. Based on a review of allowed uses summarized in the City's Zoning Code, the reasonable worst case trip generators appear to be:

M-1 = business school, trade school, college, laboratory testing facilities, professional office space, hospitals and medical offices, child care/day care, and up to 400 square feet of wine tasting rooms; of this list, medical office and daycare are the most intensive trip generators

C-3 = drug store or pharmacy, medical or dental office building, a variety of retail uses, daycare, lodging, restaurant, bank, office space, veterinary offices, and residential uses over ground floor retail; of this list, the pharmacy, daycare, bank, and restaurant are the most intensive trip generators.

Based on a comparison of the two zones, a daycare and medical office space is permitted in each whereas a restaurant, pharmacy and bank would be allowable within C-3 but not M-1. For comparison purposes the daily and weekday PM trip generation associated with each of the uses per information contained in the *Trip Generation Manual* (11th Edition, as published by the Institute of Transportation Engineers in 2021) is as follows:

Daycare (Land Use 565) = 47.62 daily trips per 1,000 square feet and 11.12 weekday PM peak hour trips per 1,000 square feet.

Medical or Dental Office Building (Land Use 720) = 36 daily trips per 1,000 square feet and 3.93 trips per 1,000 square feet of building space.

Pharmacy without a Drive-Through (Land Use 880) = 90.08 daily trips and 8.51 trips per 1,000 square feet with PM peak hour pass-by rate equal of 53 percent; with pass-by applied this equates to 42.34 net new daily trips and 4 net new weekday PM peak hour trips per 1,000 square feet.

Drive-In Bank (Land Use 912) = 100.35 daily trips and 21.01 weekday PM peak hour trips with a PM peak hour pass-by rate equal to 35 percent (the daily walk-in bank rates not provided and the weekday PM peak hour rates are extremely limited); with pass-by applied this equates to 65.23 net new daily trips and 13.65 net new weekday PM peak hour trips per 1,000 square feet.

High Turn-over, Sit-Down Restaurant (Land Use 932) = 107.20 daily trips and 9.05 trips weekday PM peak hour per 1,000 square feet with a pass-by rate equal to 43 percent; with pass-by applied this equates to 61.10 net new daily trips and 5.16 net new weekday PM peak hour trips per 1,000 square feet.

Based on the above, we suggest that a daycare offers the highest trip generation under the existing M-1 zoning and a drive-in bank and the restaurant offer the highest trip generation under the proposed

zoning. Further, M-1 zoning would permit a Floor Area Ratio (FAR) of 0.40 whereas C-3 would be associated with a 0.25 FAR. Therefore, we postulate that the “reasonable worst case trip generation” would be:

Existing M-1 Zoning = 15,682 square feet daycare (i.e., 0.9 acres * 0.4 FAR)

Proposed C-3 Zoning = 9,801 square feet of building (using a 0.25 FAR); however, this is larger than a typical bank so we suggest assuming a 5,000 square foot bank (the average of the sites surveyed) and a 4,801 square foot high-turnover, sit-down restaurant share the building space.

Table 1 presents trip generation estimates for both zoning designation scenarios based on the *Trip Generation Manual* rates.

Table 1. Trip Generation Comparison

Land Use	ITE Code	Size (sq ft)	Average Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Existing M-1 Zoning						
Daycare	565	15,682	746	174	82	92
Proposed C-3 Zoning						
Drive-In Bank	912	5,000	502	105	53	52
<i>Pass-by Trips (35 percent)</i>			176	36	18	18
High Turnover Restaurant	932	4,801	514	43	26	17
<i>Pass-by Trips (43 percent)</i>			222	18	9	9
<i>Total Trips</i>			1,016	148	79	69
<i>Total Net New Trips</i>			618	94	52	42
Difference between Proposed and Existing Zoning						
<i>Total Trips</i>			270	-26	-3	-23
<i>Total Net New Trips</i>			-128	-80	-30	-50

As shown, the proposed zoning would result in a decrease in net new trip-making when considering the potential reasonable worst case development scenarios. The City of McMinnville requires a traffic impact analysis (TIA) for development with trip generation increases of 200 or more average daily trips or 20 or more PM peak hour trips. Based on this standard, no significant effect to the transportation system would result from the proposed action.

We further note that the Oregon Department of Transportation (ODOT) has established a threshold for determining whether a proposed amendment is significant. Per Oregon Highway Plan Policy 1F.5, any proposed amendment that does not increase the average daily trips by more than 400 is not considered “significant”. Based on both the City and ODOT standards, we conclude that the proposed zone change does not represent a significant effect per the TPR.

SUMMARY OF APPLICABLE OREGON ADMINISTRATIVE RULE CRITERIA

OAR Section 660-12-0060 of the TPR sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 2 summarizes the criteria in Section 660-012-0060 and the applicability to the proposed rezone from M-1 to C-3 and the proposed Comprehensive Plan designation change from Industrial to Commercial.

Table 2. Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	No
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the City's Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

As shown in Table 2, there are eleven criteria that apply to Plan and Land Use Regulation Amendments. Of these, Criterion 1 is applicable to the proposed land use action. This criterion is provided below in italics with our response shown in standard font.

OAR 660-12-0060(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The proposed change in zoning designation would not require changes to the City's functional street classification designations or those standards implementing the functional classification system. Further, the proposal would result in a decrease in net new trip making, thereby not resulting in a degradation of system performance or the level of travel anticipated. Accordingly, no significant affect would result from the proposed change.

CONCLUSIONS

Based on the above analyses, we conclude that the proposed rezone can be approved without creating significant impacts per OAR 660-012-0060 and no further traffic analysis be required as part of the proposed Carlton Hub Zone Change and Comprehensive Plan amendment. If you have any questions, please feel free to contact us at (503)-228-5230.

WORKSHEET for:

CARLTON HUB, LLC

Location: NW 1/4 SEC. 21 T. 4 S., R. 4 W., W.M.
BLOCK 16 ROWLANDS ADDITION,
CITY OF McMINNVILLE, YAMHILL COUNTY, OREGON

Date: 14 MARCH 2022

TAX LOT: R4421BD - 2400 & 2601

Legend

- = PROPERTY LINE
- = LOT LINE
- = CENTERLINE STREET
- = FENCE
- = GATE
- = OVERHANG AREA
- = BUILDING
- = EASEMENT FOR ONLINE NW
- = CONCRETE
- = GAS BOX
- = GAS METER
- = POWER METER

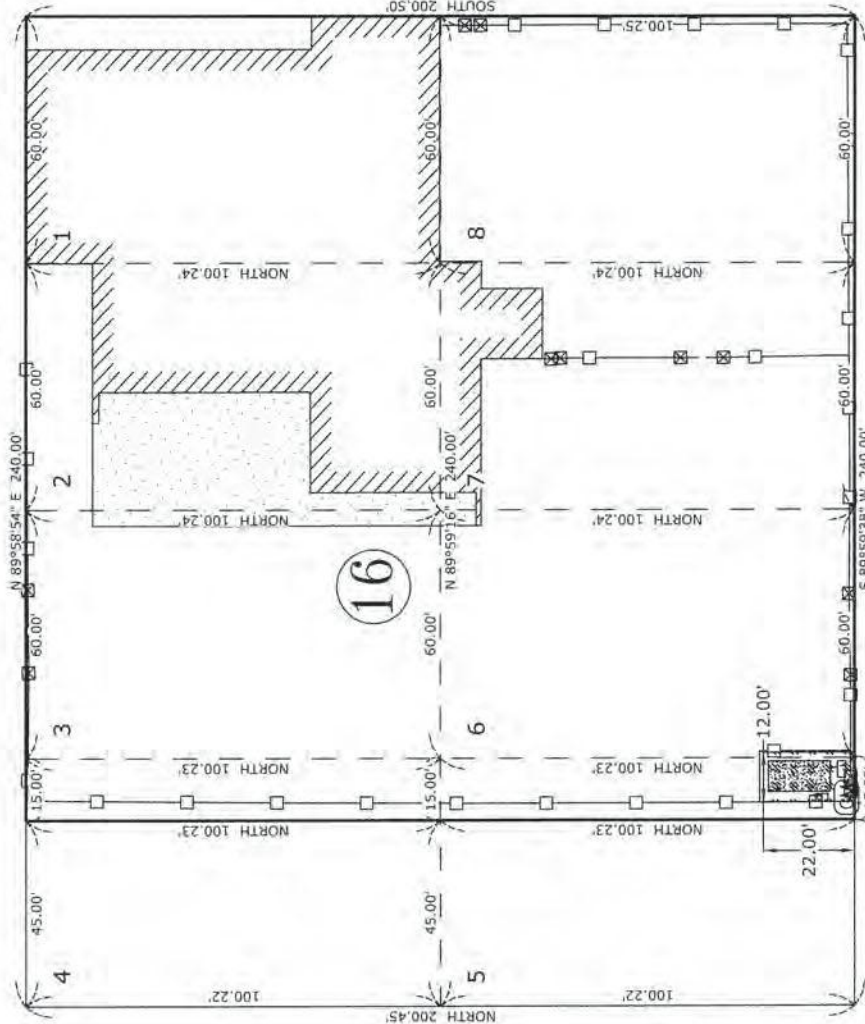
EASEMENT LOCATION IS BASED ON MY CONVERSATION WITH MATT HOPKINS AT ONLINE NW, AND THE PHYSICAL LOCATION OF THE FENCING SURROUNDING THE SUBSTATION, NOT WHAT WAS RECORDED IN INSTRUMENT NO. 202123244 AS IT IS TOO AMBIGUOUS TO PLACE. THE INTENT WAS TO HAVE ACCESS FROM 5TH STREET SOUTHERLY TO THEIR STATION IN THE SOUTHWEST CORNER AND TO BE ABLE TO ACCESS AND MAINTAIN SAID STATION. I HELD THE WIDTH OF 12 FEET FROM INSTRUMENT NO. 202123244.

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Leland A. MacDonald
OREGON
January 16, 2002
LELAND A. MACDONALD
53226

Renews 31 December 2022

By : Leland MacDonald & Assoc., LLC
Formerly dba Matt Dunckel & Assoc.
3765 Riverside Drive
McMinnville, Oregon 97128
Phone : 503-472-7904
Fax: 503-472-0367
Email: lee@macdonaldsurveying.com



TICOR TITLE™ 471822115257

AFTER RECORDING RETURN
TO::

Benesch Friedlander Coplan &
Aronoff LLP
71 South Wacker Drive, Suite 1600
Chicago, Illinois 60606
Attention: Shane T. Devins, Esq.

SEND TAX STATEMENTS TO:

Carlton Hub LLC
15990 NW Red Shot Lane
Carlton, Oregon 97111

Yamhill County Official Records	202204021
DMR-DDMR	03/17/2022 12:23:01 PM
Stn=1030 WANNERK	
5Pgs \$25.00 \$11.00 \$5.00 \$60.00	\$101.00
I, Brian Van Bergen, County Clerk for Yamhill County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.	
Brian Van Bergen - County Clerk	

STATUTORY SPECIAL WARRANTY DEED

THIS DEED (this “**Deed**”) made this 16th day of March, 2022, by CHAMBERS 455, LLC, an Oregon limited liability company (“**Grantor**”), having an address of 3350 King Edwards Court, Eugene, OR 97401, to CARLTON HUB LLC, an Oregon limited liability company (“**Grantee**”), whose address is 15990 NW Red Shot Lane, Carlton, Oregon 97111.

Grantor conveys and specially warrants to Grantee the real property situated in Yamhill County, State of Oregon, described on the attached Exhibit A, free of encumbrances created or suffered by the Grantor except as specifically set forth on Exhibit B.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON’S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9

**AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7,
CHAPTER 8, OREGON LAWS 2010.**

The true consideration for this conveyance is \$3,100,000.00.

IN WITNESS WHEREOF, Grantor has duly executed this Deed, as of
March 16, 2022.

CHAMBERS 455, LLC, an Oregon
limited liability company

By: Julia E. Stiltner

Name: Julia E. Stiltner, Trustee of the
Elizabeth Chambers Trust UTD February
20, 2013, as it's member

STATE OF NEVADA)
) SS:
COUNTY OF CLARK)

This record was acknowledged before me by the means of two-way audio/video communication technology on March 16, 2022, by Julia E. Stiltner, as trustee of the Elizabeth Chamber Trust UTD February 20, 2013 as it's member of CHAMBERS 455, LLC, an Oregon limited liability company.

Signature:

Monica Tait

(OFFICIAL SEAL)



[Signature Page to Special Warranty Deed]

EXHIBIT A

Lots 1, 2, 3, 6, 7 and 8, and the East 15 feet of Lots 4 and 5, Block 16, ROWLANDS ADDITION, in the City of McMinnville, County of Yamhill, State of Oregon.

EXHIBIT B

Permitted Exceptions

1. Reservation, exception or other severance of minerals, contained in or disclosed by instrument, in favor of: United States of America, Department of the Interior, acting by and through the Bonneville Power Administration

Reservation of: Reference is hereby made to said document for full particulars
Recording Date: December 11, 1953
Recording No.: Book 171, page 750, Deed Records

2. Reservation, exception or other severance of minerals, contained in or disclosed by instrument, in favor of: Southern Pacific Transportation Company

Reservation of: Reference is hereby made to said document for full particulars
Recording Date: May 15, 1971
Recording No.: Film Volume 83, page 1135

3. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document:

Recording Date: April 8, 2016
Recording No: 201605003

4. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: McMinnville Access Company
Purpose: Shelter associated facilities and appurtenances
Recording Date: November 30, 2021
Recording No: 202123244
Affects: Reference is hereby made to said document for full particulars

Notice of Neighborhood Meeting

Date and Time: April 19, 2022 at 6:00 PM

Location: 455 NE Irvine St., McMinnville, OR 97128

Meeting Topic: You are warmly invited to join a conversation about a potential change to the zoning and comprehensive plan at 455 NE Irvine St. so you can provide your feedback and input.

Background: Carlton Hub, LLC just purchased the 0.89-acre property at 455 NE Irvine St (the Elizabeth Chambers Cellar building), where a winery is currently located.



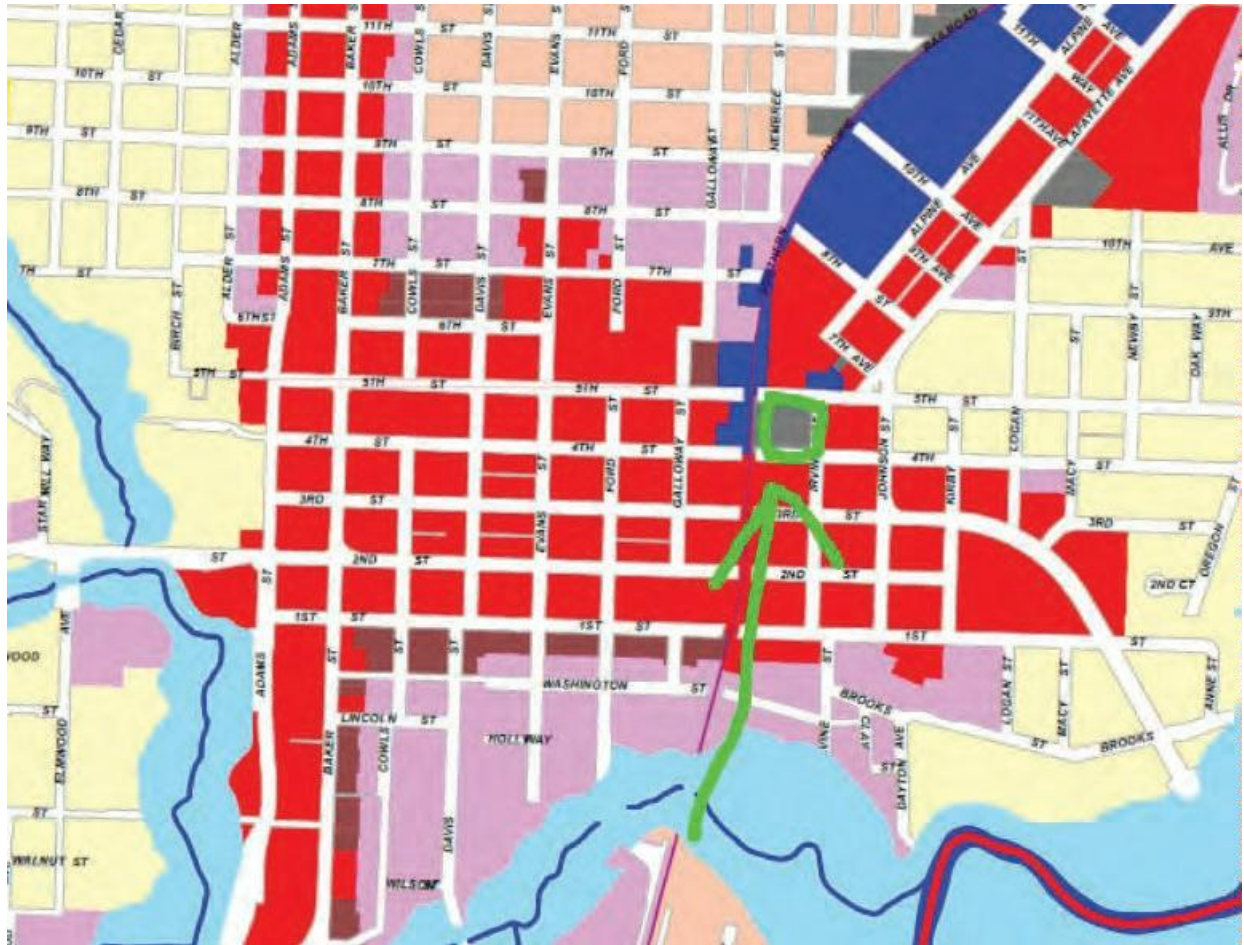
Carlton Hub wants to use the building to operate a leisure/food-related business, which will fit in well with the current vibe of the adjacent central business district. However, the property's current light industrial zoning places significant limits on such uses.

A satellite view of the property's two tax lots (R4421BD 02601 and 02400) from the county tax lot map is below:



Draft Proposal: To allow a business aligned with surrounding uses, Carlton Hub is considering seeking a zone change for both tax lots at 455 NE Irvine St from light industrial (M-1) to general commercial (C-3), which also requires a comprehensive plan amendment from industrial to commercial. This application will only address the comprehensive plan and zoning as a specific business use has not yet been determined.

Current Situation: The property is on a metaphorical lone island of light industrial zoning (grey) mostly surrounded by a sea of general commercial zoning (red):



The property is immediately north of the central business district—just across 4th Street—so it makes sense to change it to commercial zoning like the adjacent central business district. This proposal is timely since McMinnville’s 2020 draft Economic Opportunities Analysis projects a surplus of industrial land (159-acre surplus by 2041) and a deficit of commercial land (286-acre deficit projected by 2041).

We welcome your questions and thoughts before or during the meeting!

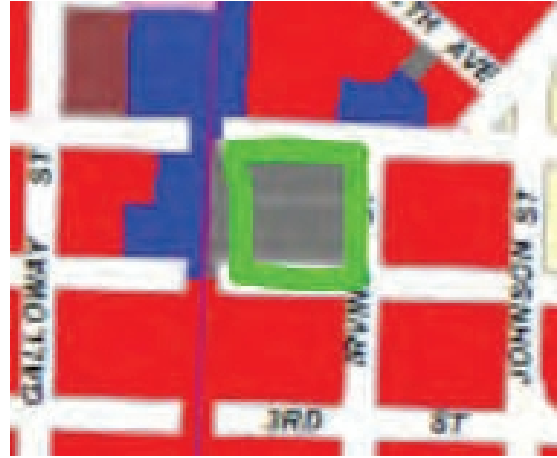
Applicant Contact: Kellan Lancaster
kellan.lancaster@theground.love
971-201-0256

Conceptual Zoning Changes

Current Comprehensive Plan Map



Current Zoning Map



Proposed Comprehensive Plan Map



Proposed Zoning Map

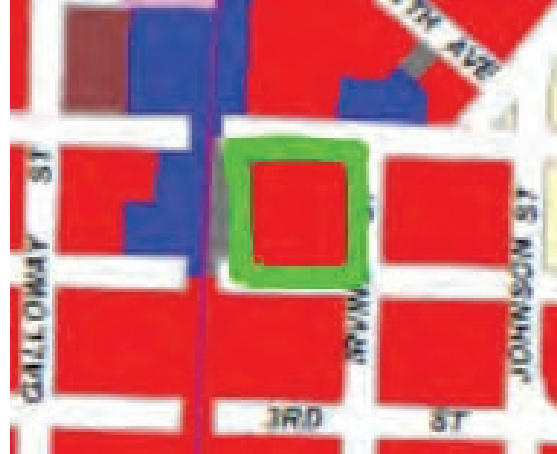


Exhibit E

Map No.	Tax Lot	Situs
1	R4421BA 04700	845 NE 5TH ST 100
2	R4421BA 04701	855 NE 5TH ST
3	R4421BA 04702	
4	R4421BA 05000	615 NE LAFAYETTE AVE
5	R4421BA 09000	600 NE GALLOWAY ST
6	R4421BA 09100	787 NE 5TH ST
7	R4421BA 09300	524 NE GALLOWAY ST
8	R4421BA 09400	707 NE 5TH ST
9	R4421BA 09600	743 NE 5TH ST
10	R4421BD 01600	435 NE JOHNSON ST
11	R4421BD 02000	404 NE IRVINE ST
12	R4421BD 02100	919 NE 4TH ST
13	R4421BD 02300	405 NE JOHNSON ST B
14	R4421BD 02600	716 NE 5TH ST
15	R4421BD 02700	714 NE 5TH ST
16	R4421BD 02800	436 NE GALLOWAY ST
17	R4421BD 02900	420 NE GALLOWAY ST
18	R4421BD 03000	414 NE GALLOWAY ST
19	R4421BD 03100	725 NE 4TH ST
20	R4421BD 03200	777 NE 4TH ST
21	R4421BD 04100	925 NE 3RD ST
22	R4421BD 04400	903 NE 3RD ST
23	R4421BD 04700	303 NE IRVINE ST
24	R4421BD 04800	741 NE 3RD ST
25	R4421BD 04900	726 NE 4TH ST
26	R4421BD 05000	730 NE 4TH ST
27	R4421BD 05100	344 NE GALLOWAY ST
28	R4421BD 05200	703 NE 3RD ST
29	R4421BD 05300	729 NE 3RD ST
30	R4421BA 09500	715 NE 5TH ST
31	R4421BD 01700	922 NE 5TH ST
32		

Owner

MCDONALD INDUSTRIAL PROPERTIES LLC 10%
LEGARD FAMILY LLC
SCHREIBER MTN DEVELOPMENT LLC 12% &
REIBOLD DARYL J
HOUSING AUTHORITY OF YAMHILL COUNTY
ROLLINS SHAWN E
RDR INVESTING LLC
KENZER MARK
ROLLINS ANN M TRUSTEE FOR
HENRY CLAY HOLDING COMPANY LLC
LEGARD GERALD D
STOCKS WAYNE D & KATHLEEN M
AMERSON RON C
SOUTHERN PACIFIC
SOLMONSSON JODY & RANEE
WYFFELS JAMES A
RICHARDSON PETER N & BEVERLY
RICHARDSON PETER N
ANRO PROPERTIES LLC
DBA ERRATIC ENTERPRISES
KIRCHER LLC
MINI SUPER HIDALGO LLC
WOOD E STANLEY
SOUTHERN PACIFIC RAILROAD
PINEAPPLE PROPERTIES NW LLC
MORROW KATHLEEN M S
SWITZER MARILYN E
CS PROPERTY HOLDINGS LLC
MURRAY HILL PROPERTIES LLC
HUFFINE LUCINDA &
WALLACE ANDREW J & JOAN L TRUSTEES FOR
CITY OF MCMINNVILLE

Attn:

ZALINA MTN DEVELOPMENT LLC 23%

WINTERS MTN DEVELOPMENT LLC 8% &

ROLLINS ANN M REVOCABLE LIVING TRUST

AMERSON INGRID A H
TRANSPORTATION CO

WYFFELS SALLY J

RICHARDSON BEVERLY D

LAZZERI LINDA M

SOUTHERN PACIFIC TRANSPORTATION CO

MULCAHY DENNIS (WROS)
WALLACE FAMILY TRUST
PLANNING DEPARTMENT

Mailing Address	City	State	Zipcode
845 NE 5TH ST SUITE 200	MCMINNVILLE	OR	97128
955 SW GOUCHER	MCMINNVILLE	OR	97128
845 NE 5TH ST SUITE 200	MCMINNVILLE	OR	97128
PO BOX 657	YAMHILL	OR	97148
135 NE DUNN PL	MCMINNVILLE	OR	97128
PO BOX 953	MCMINNVILLE	OR	97128
93316 SIXES RIVER RD	SIXES	OR	97476
589 NE 58TH AVE	HILLSBORO	OR	97124
1840 NE 19TH ST	MCMINNVILLE	OR	97128
109 NW 5TH ST	MCMINNVILLE	OR	97128
404 NE IRVINE ST	MCMINNVILLE	OR	97128
PO BOX 291	MCMINNVILLE	OR	97128
405 NE JOHNSON ST	MCMINNVILLE	OR	97128
800 PACIFIC BLDG	PORTLAND	OR	97204
32300 NE OLD PARRETT MTN RD	NEWBERG	OR	97132
3765 NE HAWN CREEK RD	MCMINNVILLE	OR	97128
414 NE GALLOWAY ST	MCMINNVILLE	OR	97128
6675 SW LEBOLD RD	MCMINNVILLE	OR	97128
PO BOX 826	MCMINNVILLE	OR	97128
14945 NW ORCHARD VIEW RD	MCMINNVILLE	OR	97128
980 NE 4TH ST	MCMINNVILLE	OR	97128
903 NE 3RD ST	MCMINNVILLE	OR	97128
303 NE IRVINE ST	MCMINNVILLE	OR	97128
1 MARKET PLAZA	SAN FRANCISCO	CA	94105
15051 SW DUPEE VALLEY RD	SHERIDAN	OR	97378
730 NE 4TH ST	MCMINNVILLE	OR	97128
344 NE GALLOWAY ST	MCMINNVILLE	OR	97128
PO BOX 237	MCMINNVILLE	OR	97128
729 NE 3RD ST	MCMINNVILLE	OR	97128
715 NE 5TH ST	MCMINNVILLE	OR	97128
303 NW 11TH ST	MCMINNVILLE	OR	97128
231 NE 5TH ST	MCMINNVILLE	OR	97128

Notice of Neighborhood Meeting

Date and Time: April 19, 2022 at 6:00 PM

Location: 455 NE Irvine St., McMinnville, OR 97128 (tax lots 8442 [RD 02601 and 02400])

Meeting Topic: You are warmly invited to join a conversation about a potential change to the zoning and comprehensive plan at 455 NE Irvine St. so you can provide your feedback and input.

Background: Carlson Fish, LLC just purchased the 0.89-acre property at 455 NE Irvine St. (the Elizabeth Chambers' Cellar building), where a winery is currently located.

Carlson Fish wants to use the building to operate a leisure food-related business, which is fit for use with the current z/ine of the adjacent central business district. However, the property's current light industrial zoning places significant limits on such uses.

Goal Purpose: To allow a business aligned with surrounding uses, Carlson Fish is currently seeking a zoning change for both tax lots at 455 NE Irvine St. from light industrial (M-1) to general commercial (C-3), which also requires a comprehensive plan amendment from industrial to commercial. This application will only address the comprehensive plan amendment and zoning as all business use has not yet been determined.

Current Situation: The property is on a rectangular lot zoned light industrial zoning (property mostly surrounded by a mix of general commercial zoning (C-1).

Applicant Contact:
Kellie Lancaster
455 NE Irvine St.
McMinnville, OR 97128

We welcome your questions and thoughts before or during the meeting!



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Applicant Contact:
Kellian Lancaster
kellian.lancaster@theboard.com
971-201-0256

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Draft Proposal: To allow a business aligned with surrounding uses, Carlton Hub is considering seeking a zone change for both tax lots at 455 NE Irvine St from light industrial (M-1) to general commercial (C-3), which also requires a comprehensive plan amendment from industrial to commercial. This application will only address the comprehensive plan and zoning as a specific business use has not yet been determined.

Current Situation: The property is on a metaphorical lone island of light industrial zoning (grey) mostly surrounded by a sea of general commercial zoning (red).

Applicant Contact:
Kellan Lancaster
kellan.lancaster@aboutusand.us
971-201-0256



We welcome your questions and thoughts before or during the meeting!

Notice of Neighborhood Meeting

Date and Time: April 19, 2022 at 6:00 PM

Location: 455 NE Irvine St., McMinnville, OR 97128 (tax lots R4421BD 02601 and 02400)

Meeting Topic: You are warmly invited to join a conversation about a potential change to the zoning and comprehensive plan at 455 NE Irvine St. so you can provide your feedback and input.

Background: Carlton Hub, LLC just purchased the 0.89-acre property at 455 NE Irvine St. (the Elizabeth Chambers Cellar building), where a winery is currently located.

Carlton Hub wants to use the building to operate a leisure/food-related business, which will fit in well with the current vibe of the adjacent central business district. However, the property's current light industrial zoning places significant limits on such uses.

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Current Situation: The property is on a metaphorical lone island of light industrial zoning (grey) mostly surrounded by a sea of general commercial zoning (red).

Applicant Contact:
Kellan Lancaster
kellan.lancaster@thegroundlove.com
971-201-0256

We welcome your questions and thoughts before or during the meeting!



Neighborhood Meeting – The Plant

4/19/2022 @ 6pm

455 NE Irvine Street, McMinnville, OR 97128

Summary of Attendee Comments:

- Happy that trees were removed because they reflected the sound back to his property.
- Residents in the apartments on Third were upset with the tree removal because they blocked noise, dust, etc, from the trains. It also disrupted the view and made it more industrial looking.
- Happy with learning about the extension of the property by 4 feet to allow more parking and re-enhance unused space. Also mentioned transient and smoking use in this space.
- What does Full-Service Food mean? What does a food service operation mean? What is this leisure hospitality space going to be? You took over this space and want to change the zoning and use but you don't even know what you want to do?
- Why should anyone support this building not being an operating winery? Concerns about hearing vague answers to questions
- Is there an idea about what you would like to see this group do in the space?
- Excited to hear about what we are doing. Interested in live entertainment, open mic, and poetry type events. (this was from a residential neighbor)
- The only reason I am here is for parking, several others are concerned about parking issues.
- Concerns about folks using loading zone, potentially increase 2-hour parking on the East side of Galloway to accommodate more short-term parking.

- Open on Mondays for locals to eat
- There are parking concerns surrounding large events downtown (UFO, Cruising, etc).
- Examples of other food operations that you own that we can experience?
- Comments around the number of restaurants in McMinnville.
- Too many wine tasting places in the area.
- So this is some kind of new investment group?
- Questions about size of kitchen to be installed.
- Comments about housing prices and affordability for locals (born and raised in McMinnville, has the yard to the North next to the railroad). Gets pressure to change the use of his property and he doesn't want to get that pressure from us, he wants to help this project.
- On the "right side of the tracks" as far as food goes.
- What is the timeline from this meeting to actually seeking the zone change?
- Do you have support on City Council to help through the process?
- How are you going to make this neighborhood better?
- Comment about the potential for bringing new jobs.
- How many parking spots will you have on site with the change?
- Support for another business to help connect the trail from Historic Downtown to Alpine.
- For the record: I am not opposed to the project, just find it dubious that there is no actual plan and that there are bankers and investors involved with no clear plan, it just isn't transparent. No one goes into this type of operation without a clear business plan for their investors and bankers. Concern about a high-volume restaurant. Has anyone in the room actually started a restaurant or knows what they doing?
- Doesn't think that transparency is what it should be.

- What will the space look like, how many seats, etc.
- Another comment that questions are not being answered and he doesn't feel that we are being honest.
- Wants a commitment that we are not going to be upset about a portable toilet and septic company across the street. That is the only thing he cares about.
- Will you be growing all of your own produce on the farm?
-

What should we do?

- Entertainment, bigger than it was during COVID when it was reservation only. (This was from folks that live in the apartments to the South).

Questions to the group about Off-season Impacts (Tourism)

- The off-season is smaller and smaller with biking, college athletics, etc.

NEIGHBORHOOD MEETING SIGN-IN SHEET

Location:

455 NE Irvine St.,
McMinnville, OR 97128
(tax lots R4421BD 02601 and 02400)

Date and Time:

April 19, 2022 at 6:00 PM

Name	Company	Address	Phone	E-Mail
Jim Cameron		333 NE Irvine Apt 409	503-780-2191	wiscamere@ gmail.com
JEFF KNAPP	Visit McMinnville	328 NE Davis St	971 241 8808	jeff@visit mcminnville.com
BRUT KEMPER	MACMKT	1140 NE ALPINE	425-220-0412	BRUT@MACMKT. COM
COBY KEMPER	" "	" "	" "	COBY.KEMPER@ GMAIL.COM
TODD SEVERSON	CHIAPUL/MAC MKT	1140 NE ALPINE	402-4259-9255	TODD@CHIAPULFARMERS COM
Shawn Rollins	Smartite	743 NE 5th	971-237-1452	
Lucinda Huffine		715 NE 5th	503-267-6169	lucyjane13@comcast .net
Jim Kreutzendor		1317 NE 9th		jmktendor@ gmail

NEIGHBORHOOD MEETING SIGN-IN SHEET

Location:
 455 NE Irvine St.,
 McMinnville, OR 97128
 (tax lots R4421BD 02601 and 02400)

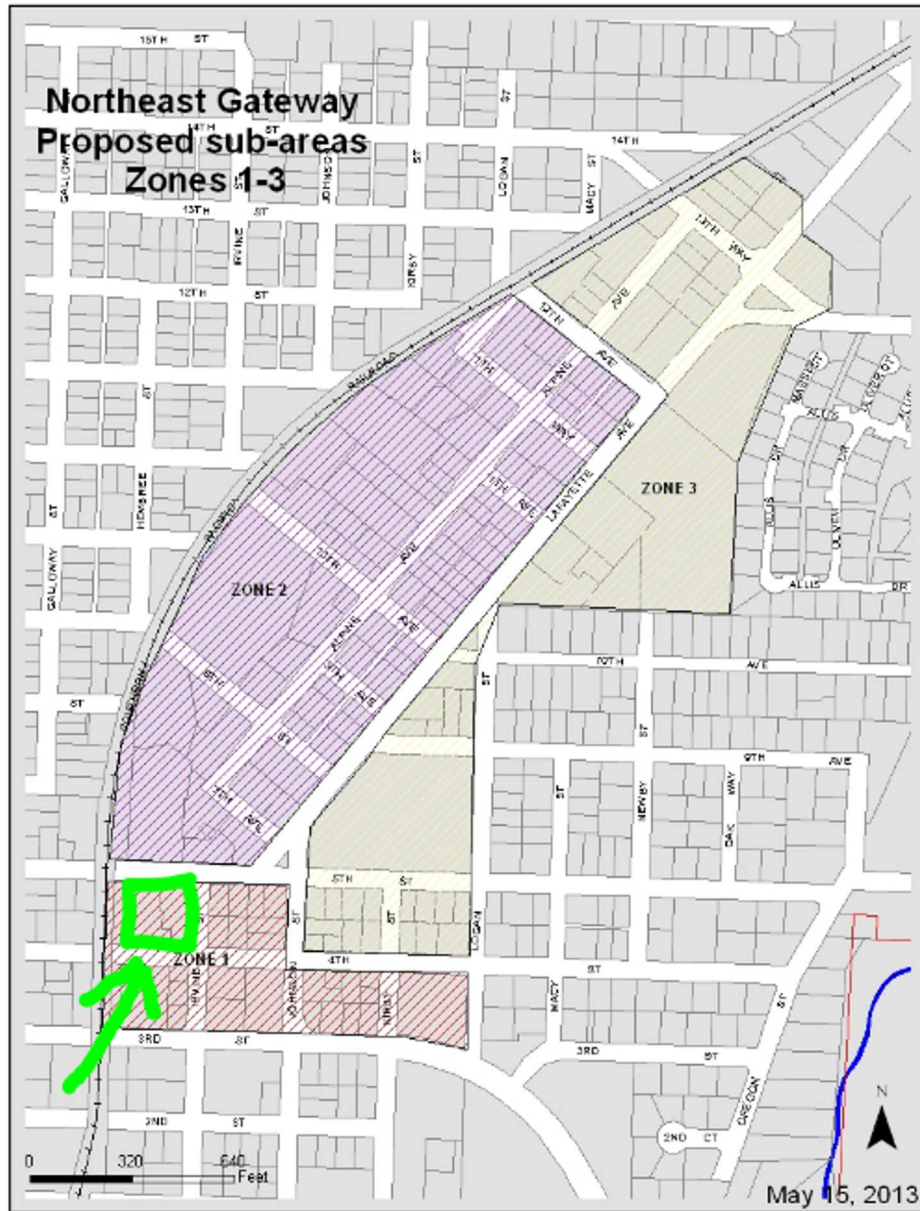
Date and Time:
 April 19, 2022 at 6:00 PM

Name	Company	Address	Phone	E-Mail
Chris + Elena Gibbins		NE 10th Ave	503-409-4261	Charles Gibbins @gmail Elena Gibbins @gmail.com
Jay Legend		855 NE 5th	971-244-2516	jay.legend@gmail.com
CB Mason	Buchanan Callers	855 NE 5th	971-241-8277	cb.mason@buchanancallers.com

Additional Application Material – June 6, 2022

After conversations with the city post-application, the applicant has learned of several other standards further supporting this application.

Frist, the subject property is within the Northeast Gateway Planned Development Overlay (Ordinance No. 4971),¹ which is intended to “guide the transition of a light and heavy industrial area to a vital, mixed-use, pedestrian-friendly neighborhood.”²



1

https://www.mcminvilleoregon.gov/sites/default/files/fileattachments/planning/page/1306/4_ne_gateway_pdo_4791.pdf

² Section 2.

The entire overlay area is approximately 75 acres, as shown by the map above.³ Within the overlay area, the overlay ordinance specifically designates six blocks east of the railroad between 3rd and 5th Streets—including the subject property—as “Zone 1.” Zone 1 is the most permissive zone in the overlay, and it is intended for “a mixed-use commercial zone which, over time will transition into an extension of the downtown with residential or office uses above active ground floor commercial or retail space with a vibrancy consistent with that associated with downtown McMinnville.”⁴

Of the six blocks in Zone 1 of the overlay, all five blocks other than the subject property are now zoned C-3 and designated commercial in the comprehensive plan. This application will further the transition envisioned in the overlay ordinance of moving all six blocks to C-3 and commercial designation.

The overlay specifically allows a variety of commercial uses on the subject property that are similar to those allowed under C-3 zoning, including food and beverage establishments, general retail sales, personal services, hotels/motels, various types of offices, etc.⁵ Due to the overlay, this application will have only a small impact on possible uses for the subject property.

Although the overlay primarily governs new development,⁶ it clearly demonstrates the city’s long-term intent is for the subject property to be used as proposed in this application. The Northeast Gateway Planned Development Overlay strongly supports approval of this application.

Second, OAR 660-009-0010(4)’s requirements related to removing land from an industrial use designation do not apply to this application since the subject property is less than two acres.

Third, although property on the other side of the railroad tracks to the west of the subject property is zoned M-2, there are no buffer requirements between the proposed C-3 and M-2 zones that would restrict uses on the M-2 property to the west.

³ Section 3; Exhibit B.

⁴ Section 3(A).

⁵ Section 6.

⁶ Section 3(D)-(E); footnotes 1-2. There is some ambiguity in how the ordinance is written and applies.

MEMORANDUM

Date: June 10, 2022

Project #: 27710

To: Tom Schauer, AICP, & Heather Richards, PCED, City of McMinnville
Arielle Ferber, PE, & Dan Fricke, ODOT Region 2

Cc: Frank Foti
Mark Hoyt, Sherman Sherman Johnnie & Hoyt, LLC

From: Julia Kuhn, PE & Chris Brehmer, PE

Project: Carlton Hub Rezone

Subject: Northeast Gateway Planned Development Overlay

This memorandum has been prepared as a follow-up to our trip generation and Transportation Planning Rule (TPR) analysis for the proposed Zone Change and Comprehensive Plan amendment of the property located at 455 NE Irvine Street. After submittal of our memorandum, the City provided additional information about the Northeast Gateway Planned Development Overlay (City Ordinance 4971). The subject property is within the designated Zone 1 area covered by the Development Overlay. Further, we note that the overlay purpose is to transition of industrial uses to a vibrant, downtown environment. The proposed zone change to C-3 meets the purpose and intent of the Overlay.

We reviewed the permitted uses within Zone 1 versus those associated with the property's M-1 (Light Industrial) existing designation as well as those of the proposed C-3 (General Commercial) designation.

As discussed in our May memo, the "reasonable worse case" generators appear to be as follows:

- Existing M-1 Zoning = 15,682 square feet daycare (i.e., 0.9 acres * 0.4 FAR)
- Proposed C-3 Zoning = 9,801 square feet of building (using a 0.25 FAR); however, this is larger than a typical bank so we suggest assuming a 5,000 square foot bank (the average of the sites surveyed) and a 4,801 square foot high-turnover, sit-down restaurant share the building space.

The Northeast Gateway Planned Development Overlay allows for a bank and a restaurant as well as for up to 25,000 square feet of retail uses. A daycare is permitted that serves less than 12 students and is a conditional use if there are greater than 12 students. Further, Zone 1 is subject to the downtown development standards specified in the Zoning Code Section 17.59, which allows for a zero setback for buildings. With the location of the property within the downtown as well as the Development Overlay provisions, we conclude that no change in trip generation would result from the zone change. As such, our conclusions from the May memo remain unchanged.

As discussed in our May memo, we conclude that the proposed rezone can be approved without creating significant impacts per OAR 660-012-0060 and no further traffic analysis be required as part of the proposed Carlton Hub Zone Change and Comprehensive Plan amendment. If you have any questions, please feel free to contact us at (503) 535-7409.