



**CITY OF MCMINNVILLE  
PLANNING DEPARTMENT**  
231 NE FIFTH STREET  
MCMINNVILLE, OR 97128

503-434-7311

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A ZONE CHANGE REQUEST FOR PROPERTY LOCATED NORTH OF NE CUMULUS AVENUE AND EAST OF NE FIRCREST DRIVE.**

- DOCKET:** ZC 11-17 (Zone Change)
- REQUEST:** The applicant is requesting approval of a zone change from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) on approximately 5.2 acres of a 5.3 acre site.
- LOCATION:** The subject site is located north of NE Cumulus Avenue and east of NE Fircrest Drive and is more specifically described as a portion of Tax Lot 900, Section 23, T. 4 S., R. 4 W., W.M.
- ZONING:** The subject site's current zoning is AH (Agricultural Holding) and F-P (Flood Area).
- APPLICANT:** Land Use Resources, LLC
- STAFF:** Ron Pomeroy, Principal Planner
- HEARINGS BODY:** McMinnville Planning Commission
- DATE & TIME:** August 17, 2017 and September 21, 2017. Meetings held at the Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- HEARINGS BODY:** McMinnville City Council
- DATE & TIME:** October 10, 2017. Meeting held at the Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.
- COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Wastewater Services, Parks Department, McMinnville Public Works, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Recology Western Oregon; Comcast; Northwest Natural Gas, and Oregon Department of Transportation.. Their comments are provided in this exhibit.

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*Attachments:*

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*Attachment 7: August 23, 2017 Memo from Mike Bisset, Community Development Director received August 23, 2017*

**DECISION**

Based on the findings and conclusions, the Planning Commission recommends that the City Council **APPROVE** zone change ZC 11-17 **subject to the conditions of approval provided in this document.**

////////////////////////////////////  
**DECISION: APPROVAL WITH CONDITIONS**  
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City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

Date: \_\_\_\_\_

Planning Commission: \_\_\_\_\_  
Roger Hall, Chair of the McMinnville Planning Commission

Date: \_\_\_\_\_

Planning Department: \_\_\_\_\_  
Heather Richards, Planning Director

Date: \_\_\_\_\_

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**Application Summary:**

The applicant is requesting approval of a zone change from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) on approximately 5.2 acres of a 5.3 acre site.



The two graphics below provide depiction of current zoning designations on the subject site and surrounding properties in addition to identifying how the zoning map would appear should this zone change request be approved.

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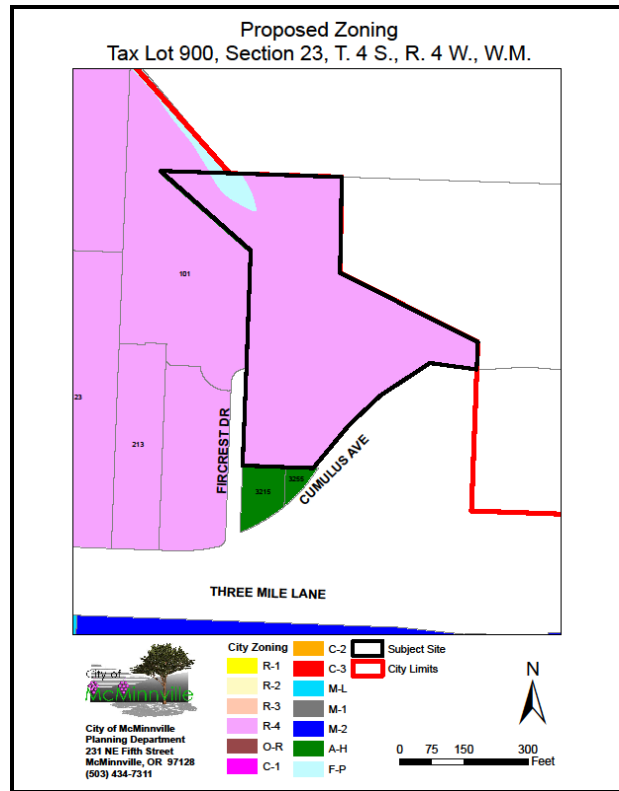
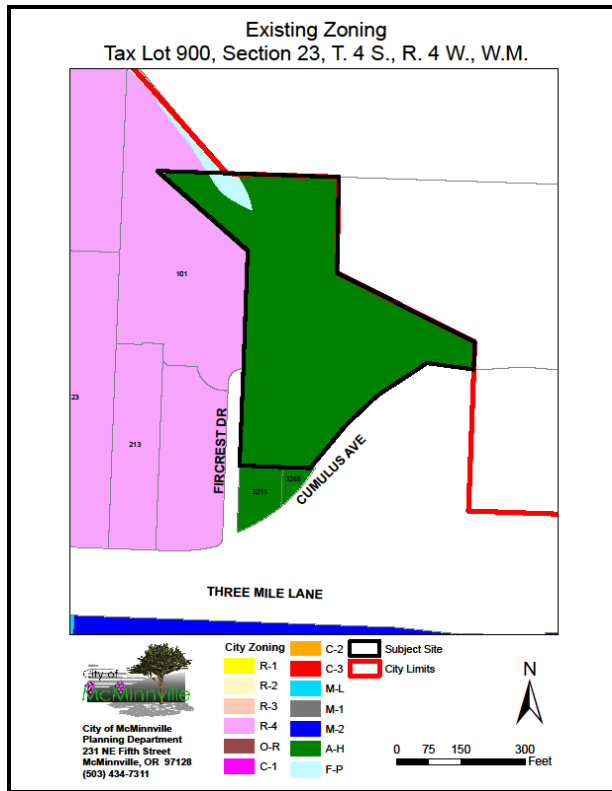
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**CONDITIONS OF APPROVAL:**

The following conditions of approval shall be required to ensure that the proposal is compliant with the City of McMinnville’s Comprehensive Plan and Zoning Ordinance:

1. That, prior to development, the applicant shall submit a preservation plan relative to the natural drainage swale and wooded area of the site, as far as practicable, as part of any development proposal. This plan shall be reviewed and approved by the McMinnville Planning Director prior to approval of any development plan for the site.
2. That, based on the analysis provided in the submitted Traffic Impact Analysis (TIA) prepared for the applicant by Lancaster Engineering (June 28, 2017), the residential density allowed on this site of this 5.2-acre zone change request shall be limited to a maximum total of 48 morning peak hour trips and a maximum total of 59 evening peak hour trips as referenced in the Executive Summary (page 1) of the TIA unless a subsequent TIA is submitted by the applicant and the conclusions of which are found to be acceptable to the City.
3. That NE Fircrest Drive has been constructed to be 26’ wide in a 30’ public right-of-way, and there is not sidewalk along the property’s frontage. At the time of development, 11-feet of additional right-of-way, to accommodate a planter strip and sidewalk, will need to be dedicated along the site’s Fircrest Drive frontage. Additionally, a 10-foot wide public utility easement shall be granted along the Fircrest Drive frontage.

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4. That there is an existing 15" diameter public sanitary sewer located to the south of the property in the Cumulus Avenue / Highway 18 right-of-way, which is under the jurisdiction of the Oregon Department of Transportation (ODOT). At the time of development, the applicant will need to design a sanitary sewer system that connects to the existing public system (note that a private sanitary sewer pump station may be necessary to serve the proposed development), and the applicant will need to acquire all permits necessary from ODOT to construct the improvements.
5. That, at the time of development, the applicant will need to acquire any necessary erosion control permits from the Oregon Department of Environmental Quality (DEQ), and any necessary wetlands / waterway permits from the Division of State Lands (DSL) and the US Army Corps of Engineers (COE).
6. That, at the time development, the applicant shall provide any geotechnical engineering analyses / reports required by the Building Division to accommodate the construction of any proposed structures.

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## **COMMENTS**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Wastewater Services, Parks Department, McMinnville Public Works, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Recology Western Oregon; Comcast; Northwest Natural Gas, and Oregon Department of Transportation. The following comments had been received:

### **Engineering Department:**

We have completed our review of proposed ZC 11-17. As noted below, we concur with the conclusion in the submitted traffic impact analysis that the zone change will not result in any level of service issues on the adjacent transportation network. Also, based on the City's adopted Conveyance System Master Plan (October 2008), staff can conclude that there is adequate sanitary sewer system capacity to accommodate the proposed zone change. Thus, we have no concerns with the proposed zone change.

At the time of development, the following items/issues will need to be addressed:

- NE Fircrest Drive has been constructed to be 26' wide in a 30' public right-of-way, and there is not sidewalk along the property's frontage. At the time of development, 11-feet of additional

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right-of-way, to accommodate a planter strip and sidewalk, will need to be dedicated along the site's Fircrest Drive frontage. Additionally, a 10-foot wide public utility easement shall be granted along the Fircrest Drive frontage.

- There is an existing 15" diameter public sanitary sewer located to the south of the property in the Cumulus Avenue / Highway 18 right-of-way, which is under the jurisdiction of the Oregon Department of Transportation (ODOT). At the time of development, the applicant will need to design a sanitary sewer system that connects to the existing public system (note that a private sanitary sewer pump station may be necessary to serve the proposed development), and the applicant will need to acquire all permits necessary from ODOT to construct the improvements.
- At the time of development, the applicant will need to acquire any necessary erosion control permits from the Oregon Department of Environmental Quality (DEQ), and any necessary wetlands / waterway permits from the Division of State Lands (DSL) and the US Army Corps of Engineers (COE).
- At the time development, the applicant shall provide any geotechnical engineering analyses / reports required by the Building Division to accommodate the construction of any proposed structures.

In a supplemental memo provided by the McMinnville Community Development Director (Attachment 7) additional analysis of the potential impact on the intersection of NE Cumulus and NE Fircrest by adding a conceptual 95 multiple-family residential residences to the subject site was provided. In sum, the conclusion of that analysis states: "The total expected daily traffic on NE Fircrest Drive, including existing and proposed developments, is 1,058 trips per day. Thus, the expected traffic on NE Fircrest Drive is within the 1,200 vehicle per day designation for local residential streets and, as staff noted at the public hearing, there is adequate capacity to serve the proposed development."

#### **Building Department:**

No objections from this end.

#### **Fire Department:**

We have no issues with this zone change but please note that all construction will need to meet required Fire Code requirements.

#### **McMinnville Water and Light:**

MW&L has no comments on this application.

#### **Yamhill County Public Works:**

The subject proposal does not conflict with the interests of Yamhill County Public Works.

#### **Recology Western Oregon:**

No concerns here from our end.

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## **FINDINGS OF FACT**

1. Land Use Resources, LLC is requesting approval of a zone change from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) on approximately 5.2 acres of a 5.3 acre site. The subject site is located north of NE Cumulus Avenue and east of NE Fircrest Drive and is more specifically described as a portion of Tax Lot 900, Section 23, T. 4 S., R. 4 W., W.M..
2. The site is currently designated as Residential and Flood Plain on the McMinnville Comprehensive Plan Map, 1980.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.
4. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

## **CONCLUSIONARY FINDINGS**

The following Goals and policies from Volume II of the McMinnville Comprehensive Plan of 1981 are applicable to this request:

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

*Policy 58.00 City land development ordinances shall provide opportunities for development of a variety of housing types and densities.*

*Policy 59.00 Opportunities for multiple-family and mobile home developments shall be provided in McMinnville to encourage lower-cost renter and owner-occupied housing. Such housing shall be located and developed according to the residential policies in this plan and the land development regulations of the City.*

**Finding:** Goal V 1 and Policies 58.00 and 59.00 are met by this proposal in that approval of the zone change request from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) will allow for the opportunity of this land to be developed with a variety of housing types including higher density housing as noted in the applicant's submitted findings. Higher density residential development of this site is commensurate with nearby development in that the site is located east of and across Fircrest Drive from the Fircrest Community development that provides both assisted living opportunities and retirement living apartments. Adjacent to and northwest of the site is located the Fircrest Village Condominium development. Further to the west are found the Parkland Village retirement community consisting of single-family attached style residences and the Parkland Village Assisted Care facility. East of the site is land located outside of the McMinnville urban growth boundary and currently in agricultural use.

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

*Policy 68.00 The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.*

*Policy 71.00 The City of McMinnville shall designate specific lands inside the urban growth boundary as residential to meet future projected housing needs. Lands so designated may be developed for a variety of housing types. All residential zoning classifications shall be allowed in areas designated as residential on the Comprehensive Plan Map.*

*Policy 71.09 Medium and High-Density Residential (R-3 and R-4) – The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached units, duplexes and triplexes, and townhouses. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments. The City of McMinnville shall encourage a compact form of urban development by directing residential growth close to the city center and to those areas where urban services are already available before committing alternate areas to residential use.*

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

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

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

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6. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*
7. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*
8. *Areas adjacent to either private or public permanent open space.*

Finding: Goal V 2 and Policies 68.00, 71.00, 71.09, and 71.13 are met by this application in that the proposal to rezone this land as requested is encouraged by the existing Residential designation of the site on the Comprehensive Plan Map. In addition, rezoning of this site to allow higher residential density encourages more efficient residential development in an area where urban services are already available before committing alternate areas to residential development. The adjacent residential neighborhood to the west currently exhibits a range of medium and higher residential densities and housing types including single-family attached dwellings, condominiums, assisted living, apartments, and residential memory care facilities. A graphic has been provided below identifying the locations of these residential opportunities. Additionally, it is instructive to recall that Condition of Approval number 1 of this Decision Document requires preservation of open space within the wooded portion of this site which satisfies Policy 71.13(8) and can also be seen on the aerial graphic below as well as the site identification graphic provided on page 3 of this document.

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A traffic impact analysis (TIA) of the anticipated vehicular impacts on the surrounding street network from multiple-family residential development of this site was submitted by the applicant. The TIA concluded that the vehicular impact of development of 95 multiple-family dwelling units on this site can be sufficiently accommodated by the surrounding transportation network. While Policy 71.13(3) states that an area identified for high-density residential development *should* have direct access from a major collector or minor arterial, the identified site access is located on a non-through street and only some 200 to 300 feet away from NE Cumulus Avenue which is identified in the McMinnville Transportation System Plan as a Major Collector street (see graphic below). In the context of the applicant’s request, while future residential construction may be multiple-family in form, the density limitation placed on this site (Condition of Approval 2) which is governed by maximum trip generation figures, places the

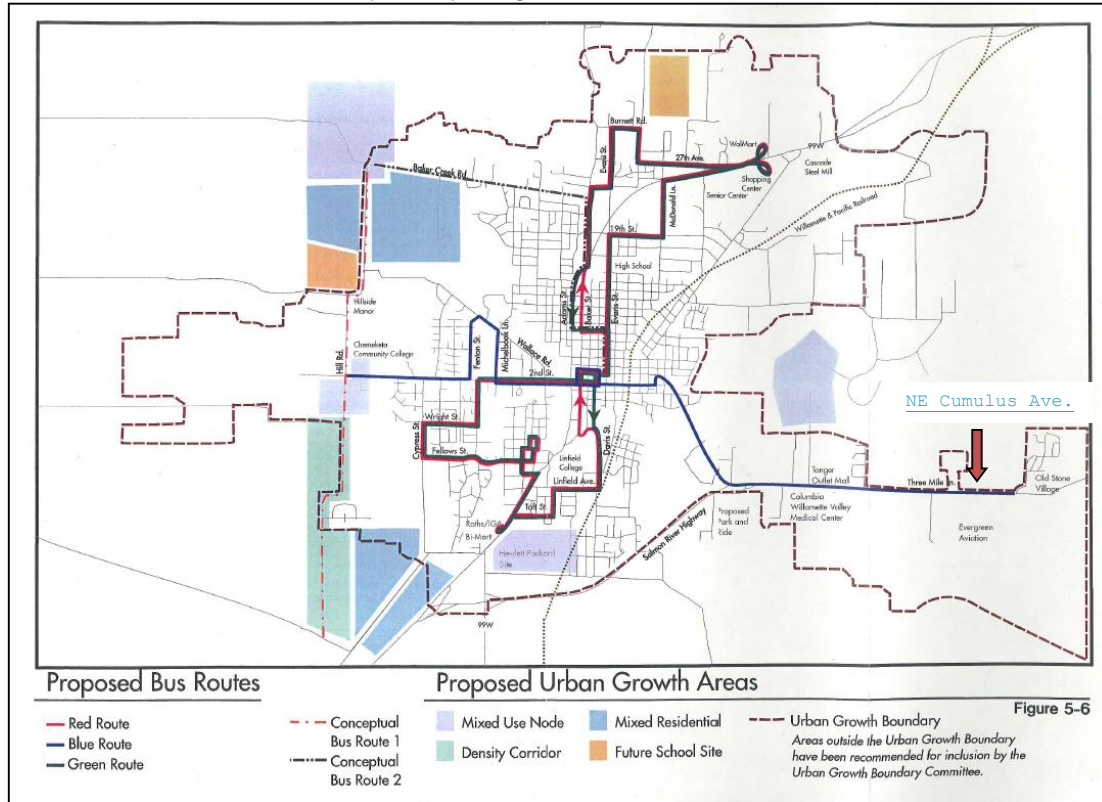
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maximum buildout of this site in a medium density range where access onto a Collector (major or minor) is suggested by Policy 71.09(2). This vehicular access location and the impacts of potential development on the surrounding street network, based on an analysis of the findings of the submitted TIA, is found acceptable to the City Engineer. The graphic below demonstrates the designation of NE Cumulus Avenue as a Minor Collector street.

This site is also located within 200 feet of an existing public transit route which is available to serve this site as noted in the adopted McMinnville Transit Feasibility Study as shown below.

McMinnville Transit Feasibility Study - Figure 5-6



While Policy 17.13(7) requires high density residential development to be located within ¼ mile of neighborhood and general commercial shopping centers, it is important to recall that, while the form of development may be multiple-family, the overall site density will be limited to the medium residential density range to which this subsection of this policy does not apply. That said, general commercial shopping opportunities do exist within ¼ mile of this site at the Wings and Waves Water Park snack and gift shops located just east of the site; other commercial offerings could also develop at that site in the future.

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

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**Finding:** Policy 79.00 is satisfied by this proposal as the requested zoning designation allows multiple-family development as a permitted use which is the type of residential development discussed by the applicant in their proposal. It is important to note that, while the topographic and forested features of the site are graphically represented by the applicant for illustrative purposes only, the applicant's traffic impact analysis (TIA) was based on an assumption of development occurring on only a portion of the site. While not binding on the City, the applicants' TIA is based on a reduced development concept and analyzes the vehicular impact of a maximum of 95 multiple-family dwelling units on the surrounding transportation network. This modeled transportation impact is provided as an important part of the justification for approval of the requested zone change. The analysis and conclusions of the TIA have been reviewed, and are supported, by the City Engineer. City staff accepts this analysis and proposal and justification for density limitation of 95 multiple-family dwelling units and finds that this Policy is satisfied. Based on the analysis provided in the submitted Traffic Impact Analysis prepared for the applicant by Lancaster Engineering (June 28, 2017), Condition of Approval 2 relates to residential development in that the residential development of this 5.2-acre zone change site is limited to a maximum total of 48 morning peak hour trips and a maximum total of 59 evening peak hour trips as referenced in the page 1 Executive Summary of the TIA unless a subsequent TIA is submitted by the applicant and the conclusions of which are found to be acceptable to the City.

*Policy 80.00 In proposed residential developments, distinctive or unique natural features such as wooded areas, isolated preservable trees, and drainage swales shall be preserved wherever feasible.*

**Finding:** Policy 80.00 is satisfied by this proposal in that, prior to development, the applicant will be required to provide evidence of preservation methods relative to the natural drainage swale and wooded area, as far as practicable, as part of the development proposal. This plan shall be reviewed and approved by the McMinnville Planning Director prior to approval of any development plan for the site. A condition to require this has been drafted and provided as part of the recommended conditions of approval.

*Policy 86.00 Dispersal of new multiple-family housing development will be encouraged throughout the residentially designated areas in the City to avoid a concentration of people, traffic congestion, and noise. The dispersal policy will not apply to areas on the fringes of the downtown "core," and surrounding Linfield College where multiple-family developments shall still be allowed in properly designated areas.*

*Policy 89.00 Zoning standards shall require that all multiple-family housing developments provide landscaped grounds.*

*Policy 90.00 Greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes. (Ord. 4840, January 11, 2006; Ord. 4796, October 14, 2003)*

*Policy 91.00 Multiple-family housing developments, including condominiums, boarding houses, lodging houses, rooming houses but excluding campus living quarters, shall be required to access off of arterials or collectors or streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development. (Ord. 4573, November 8, 1994)*

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- Policy 92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.*
- Policy 92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)*
- Policy 92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)*

**Finding:** Policies 86.00, 89.00, 91.00 and 92.01 are satisfied by this proposal as follows. While the applicant has indicated intent to construct multiple-family housing on this site, no development plan has been provided as part of this zone change request. However, in light of the possibility that a future multiple-family development project would be designed for this site, should this zone change request be approved, these policies are relevant. With approval of this request, the opportunity for higher density residential development will continue to be supported by the City in a manner that disperses this type of development throughout the community. While this site, if rezoned to R-4, would be adjacent to other R-4 zoned properties to the west, the existing medium and higher density dwelling opportunities exhibit a wide range of residential living situations as previously described. Provision of general rent market rate, or lower cost multiple-family residences on the subject site would add a type of residential opportunity in this area that is effectively not presently available making this rezoning request compliant with the intent of the City's policy of dispersing the location of new and various types of multiple-family development. Public transit will be available within approximately 200 feet of the site to the site identified as the proposed Blue Route bus line to serve Cumulus Avenue shown on Figure 5-6 shown in the adopted McMinnville Transit Feasibility Study. Additionally, future multiple-family residential development of this site shall be required to provide landscaped grounds commensurate with the requirements of the McMinnville Zoning Ordinance. Further, this site is not located in an undesirable place such as near railroad lines, heavy industrial uses, or other potential nuisance areas. Please see McMinnville Transit Feasibility Study - Figure 5-6 above.

Policy 90.00 encourages the location of professional and commercial uses within one-quarter mile from multiple-family residential development. Additionally, Policy 92.02 requires High-density housing developments to, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. The reference of proximity to public transportation is also found in Policy 92.00. Professional, educational and commercial uses are currently limited to those found within approximately one-quarter to the east (The Wings and Waves Water Park and the Evergreen Aviation campus) and within approximately one-half mile to the west (including Chemeketa Community College, McDonalds Restaurant, Coming Attractions Theaters, Housing Authority of Yamhill County the adopted McMinnville Transit Feasibility Study identifies a proposed bus route (Blue Route shown on Figure 5-6) that is proposed to operate along Hwy 18 east to the Olde Stone Village Manufactured Home community (approximately one-mile east of the subject site). Additional opportunities for commercial, professional and educational development remain within this corridor. Therefore, Policies 90.00, 92.00 and 92.02 are satisfied by this proposal.

Policy 91.00 is satisfied by this proposal in that a Traffic Impact Analysis (TIA) for this proposal modeling 95 apartment units on this site was submitted by Lancaster Engineering. The results of this analysis show that there are no safety issues that need to be addressed and no safety mitigations recommended at the intersection of NE Cumulus Avenue and Highway 18. The area of vehicular

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ingress and egress to this site will be from NE Fircrest Drive and between 200 to 300 feet, approximately, north of the intersection of NE Cumulus Avenue and Fircrest Drive. It is also instructive to note that while Policy 91.00 encourages multiple-family development to gain direct access from arterial or collector streets it is not required if an alternative method is found to have sufficient traffic carrying capacities to accommodate the proposed development. The submitted traffic analysis was considered by the McMinnville Engineering Department and it is the determination of the City Engineer that there would be no appreciable loss of functionality at the Fircrest/Cumulus intersection.

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

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

Finding: Policy 99.00 is satisfied by this proposal as adequate levels sanitary sewer collection, storm sewer and drainage facilities, and municipal water distribution systems and supply either presently serve or can be made available to adequately serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Required street improvements commensurate with future development shall be required at the time of development.

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.

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

*Policy 118.00 The City of McMinnville shall encourage development of roads that include the following design factors:*

1. *Minimal adverse effects on, and advantageous utilization of, natural features of the land.*
2. *Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.*
3. *Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.*
4. *Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike, and foot paths). (Ord.4922, February 23, 2010)*

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

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

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

*Policy 122.00 The City of McMinnville shall encourage the following provisions for each of the three functional road classifications: [in part]*

2. *Local streets.*
  - a. *Designs should minimize through-traffic and serve local areas only.*

**Finding:** Goal VI 1 and Policies 117.00, 118.00, 119.00, 120.00, and 122.00 are satisfied by this proposal in that the subject site is currently adjacent to NE Fircrest Drive, a public local street, that serves only the local area and does not connect to other public streets due to the proximity of limiting geographic features and other existing development. Fircrest Drive will be required to be improved commensurate with the future development of this site as per the requirements of the adopted McMinnville Transportation System Plan (TSP) to ensure safe and efficient transportation opportunities for all citizens.

*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 right-of-ways as transportation routes.*

**Finding:** Policies 126.00 and 127.00 are satisfied by this proposal in that off-street parking will be required for all residential development as specified by Chapter 17.60 (Off-Street Parking and Loading) of the McMinnville Zoning Ordinance.

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

*Policy 132.15 The City of McMinnville shall require that all new residential developments such as subdivisions, planned developments, apartments, and condominium complexes provide pedestrian connections with adjacent neighborhoods.*

**Finding:** Policies 130.00 and 132.15 are satisfied by this proposal in that, when a specific development is proposed for this site, public sidewalks commensurate with that proposal will be required as part of the street improvements and will provide pedestrian connections from this site to the surrounding area. Provision of safe, accessible bicycle routes continue to be provided throughout the city as directed by the McMinnville TSP.

**GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR**

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CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMinnville Urban Growth Boundary.

*Policy 136.00 The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.*

*Policy 139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines with the framework outlined below:*

- 1. Sufficient municipal treatment capacities exist to handle maximum flows of effluents.*
- 2. Sufficient trunk and main line capacities remain to serve undeveloped land within the projected service areas of those lines.*
- 3. Public water service is extended or planned for extension to service the area at the proposed development densities by such time that sanitary sewer services are to be utilized*
- 4. Extensions will implement applicable goals and policies of the comprehensive plan.*

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

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

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

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

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

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

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*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.*

Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00, and 151.00 are satisfied by the request as, based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to sufficiently serve the site. Additionally, the municipal Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

*Policy 153.00 The City of McMinnville shall continue coordination between the planning and dire departments in evaluating major land use decisions.*

*Policy 155.00 The ability of existing police and fire facilities and services to meet the needs of new service areas and populations shall be a criterion used in evaluating annexations, subdivision proposals, and other major land use decisions.*

Finding: Policies 153.00 and 155.00 are satisfied in that emergency services departments have reviewed this request and raise no concerns.

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

*Policy 163.00 The City of McMinnville shall continue to require land, or money in lieu of land, from new residential developments for the acquisition and/or development of parklands, natural areas, and open spaces.*

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**Finding:** Goal VII 3 and Policy 163.00 are satisfied in that park fees shall be paid for each housing unit at the time of building permit application as required by McMinnville Ordinance 4282, as amended.

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

*Policy 173.00 The City of McMinnville shall coordinate with McMinnville Water and Light and the various private suppliers of energy in this area in making future land use decisions.*

*Policy 177.00 The City of McMinnville shall coordinate with natural gas utilities for the extension of transmission lines and the supplying of this energy resource.*

**Finding:** Goal VIII 1 and Policies 173.00 and 177.00 are satisfied in that McMinnville Water and Light and Northwest Natural Gas were provided opportunity to review and comment regarding this proposal and no concerns were raised.

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

**Finding:** Policy 178.00 is satisfied in that the applicant is proposing to amend the current zoning designation of 5.2 acres of this 5.3 acre site to R-4 to allow for the possibility of providing multiple-family type housing thereby achieving a more compact form of urban development and energy conservation than would have otherwise been achieved.

**GOAL X1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**

*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.*

**Finding:** Goal X1 and Policy 188.00 are satisfied in that McMinnville continues to provide opportunities for the public to review and obtain copies of the application materials and completed staff report prior to the holding of advertized public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process.

The following Sections of the McMinnville Zoning Ordinance (Ord. No. 3380) are applicable to the request:

**17.03.020 Purpose.** The purpose of this ordinance is to encourage appropriate and orderly physical development in the City through standards designed to protect residential, commercial, industrial, and civic areas from the intrusions of incompatible uses; to provide opportunities for establishments to concentrate for efficient operation in mutually beneficial relationship to each other and to shared services; to provide adequate open space, desired levels of population densities, workable relationships between land uses and the transportation system, and adequate community facilities; to provide assurance of opportunities for effective utilization of the land resource; and to promote in other ways public health, safety, convenience, and general welfare.

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Finding: Section 17.03.020 is satisfied by the request for the reasons enumerated in Conclusionary Finding for Approval No. 1.

17.57.010 Landscaping – Purpose and intent. The purpose and intent of this chapter is to enhance the appearance of the city by encouraging quality landscaping which will benefit and protect the health, safety, and welfare of the general public. By relating all the requirements of the zoning ordinance to the project in one review procedure, the review will assist the developer in integrating the uses of the property with the landscaping, will relate the project to surrounding property uses in existence or projected, and will attempt to minimize project costs. The landscaping provisions in Section 17.57.050 are in addition to all other provisions of the zoning ordinance which relate to property boundaries, dimensions, setback, vehicle access points, parking provisions and traffic patterns. [..]

17.57.050 Area Determination—Planning factors.

- A. Landscaping shall be accomplished within the following ranges:
1. Multiple-family, twenty-five percent of the gross area. This may be reduced to not less than fifteen percent upon approval of the [landscape] review committee. (The gross area to be landscaped may only be reduced by the review committee if there is a showing by the applicant that the intent and purpose of this chapter and subsection B of this section are met).
- B. The following factors shall be considered by the applicant when planning the landscaping in order to accomplish the purpose set out in Section 17.57.010. The Landscape Review Committee shall have the authority to deny an application for failure to comply with any or all of these conditions:
1. Compatibility with the proposed project and the surrounding and abutting properties and the uses occurring thereon.
  2. Screen the proposed use by sight-obscuring, evergreen plantings, shade trees, fences, or combinations of plantings and screens.
  3. The retention of existing trees and natural areas that may be incorporated in the development of the project. The existing grade should be preserved to the maximum practical degree. Existing trees shall be provided with a watering area equal to at least one-half the crown area.

Finding: Sections 17.57.010 and 17.57.050(B)(1-3) are satisfied by the request in that any future proposal to develop this site as a multiple-family development will be required to comply with these standards as per the review authority of the McMinnville Landscape Review Committee. Additionally, staff recommends adoption of a condition of approval of this application that would require sufficient buffering and screening along the site's western edge for the benefit of established senior and assisted care facilities that border the site along that edge. This buffering and screening shall utilize methods for the express purpose of mitigating noise, headlight glare, and visual intrusion from the site's development onto adjacent land west of the site and shall include a mix of vertical and horizontal vegetation, fencing and/or berms as may be approved by the Landscape Review Committee at the time of development. The existence of the 1.4 acre natural greenway along the northern portion of the site will further add to the buffering of existing residences to the northwest.

17.74.020 Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

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- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- 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;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district.

When the proposed amendment concerns needed housing (as defined in the McMinnville Comprehensive Plan and state statutes), criterion "B" shall not apply to the rezoning of land designated for residential use on the plan map.

In addition, the housing policies of the McMinnville Comprehensive Plan shall be given added emphasis and the other policies contained in the plan shall not be used to: (1) exclude needed housing; (2) unnecessarily decrease densities; or (3) allow special conditions to be attached which would have the effect of discouraging needed housing through unreasonable cost or delay.

Finding: Criterion "B" of this review standard does not apply when the proposed amendment concerns needed housing. Table B-11 of Appendix B of the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan demonstrates that McMinnville had a deficit of 162 R-4 zoned acres needed to meet future projected housing needs; the year 2020 was the identified planning horizon for this projection. Since 2001, approximately 51 acres have been rezoned to R-4 leaving a residual deficit of approximately 111 R-4 zoned acres still needed to meet projected needs. Approval of this zone change request would reduce that deficit to approximately 105.8 acres.

Section 17.74.020 is satisfied in that the proposed R-4 zoning designation for this site is consistent with the goals and policies of the McMinnville Comprehensive Plan, and is orderly and timely given considering existing nearby residential development and the site's proximity to public streets, transit facility options, the ability to be adequately served by required utilities and services, and the local need for additional higher density and/or affordable housing options. While this site is located within approximately one-half mile from Airport Park, the park's location on the south side of Highway 18 makes it rather difficult to reach by means of pedestrian or bicycle travel. However, the applicant proposes, as shown on the submitted conceptual site plan, the provision of an approximately 1.4 acre area to be retained as an onsite nature reserve. While not an active park, this area would potentially provide similar opportunities to Tice Park for the benefit of the site's residents. Chemeketa Community College is located approximately one-half mile to the west of the subject site which provides a wide range of educational opportunities. While commercial opportunities are not readily available within a reasonable distance to this site, the alleviation of meeting Criterion "B" above allows recognition of the current development character of this area as meeting the needs of a diverse residential population by numerous means. This current proposal to rezone the subject to R-4 would allow the continuation of this established development pattern in recognition of its unique location along Highway 18 and adjacent to the urban growth boundary (UGB). In addition, there are no policies contained in the Comprehensive Plan that are being utilized to unnecessarily decrease densities or discourage any form of housing.

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