



City of McMinnville
Planning Department
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www.mcminnvilleoregon.gov

EXHIBIT 3 - STAFF REPORT

DATE: August 17, 2017
TO: McMinnville Planning Commissioners
FROM: Ron Pomeroy, Principal Planner
SUBJECT: ZC 11-17 (Zone Change) Land Use Resources, LLC

Report in Brief:

This is a public hearing to consider a zone change request from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) on approximately 5.2 acres of a 5.3 acre site. (The remaining acreage is in the flood plain and as such is zoned FP and will remain zoned FP.) 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.

Background:

The site is undeveloped with a large stand of trees, and is located east of and across Fircrest Drive from the Fircrest Community development that provides both assisted living and memory care residential opportunities as well as 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.

All adjacent land to the west and northwest is zoned R-4 (Multiple-Family Residential) and R-4 PD (Multiple-Family Residential Planned Development), respectively while adjacent land to the south is zoned AH. The site's southeastern edge is bounded to Oregon Department of Transportation (ODOT) right-of-way providing no access rights to the site.

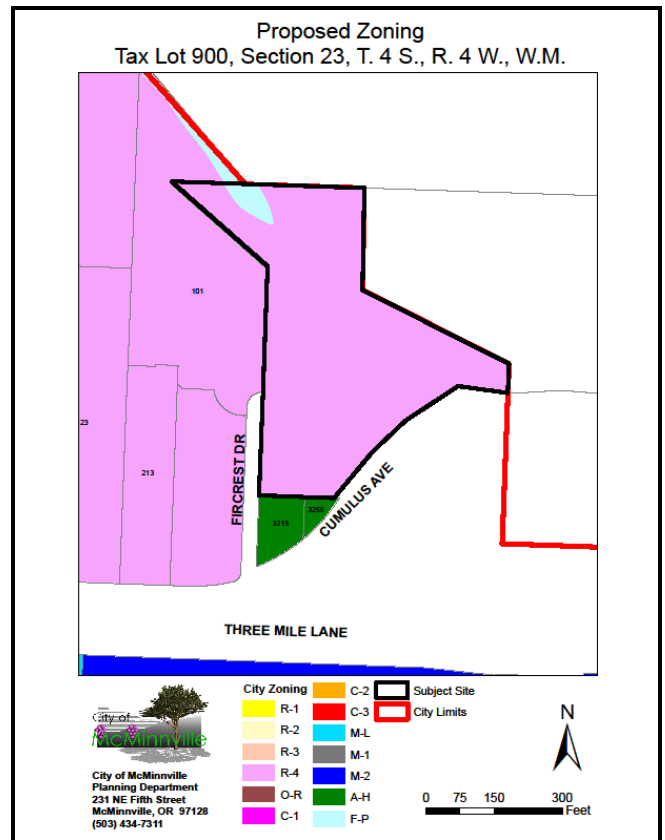
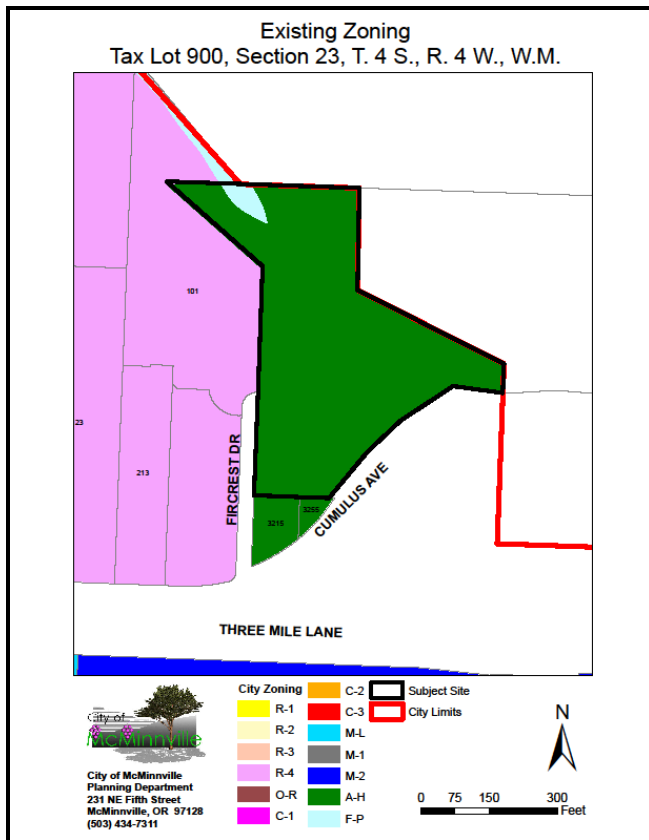
The southern portion of the site is relatively flat and generally covered in native grasses that are periodically mowed. The northern portion of the site is characterized by a downward slope of approximately 15 feet in elevation forming a drainage ravine the flows northwesterly eventually emptying into the South Yamhill River beyond the boundary of this site. This northern portion of the property is also covered in a fairly thick stand of, mostly, evergreen trees.

The site is identified as residential zoning on the McMinnville Comprehensive Plan map.

A graphic identifying the subject parcel has been provided below. While the full parcel is outlined in yellow for identification purposes, approximately 1/10th of an acre located in the northwest corner of the parcel is proposed to retain its current F-P (Flood Plain) zone and is not part of this zone change request.



In addition, the two graphics below provide a depiction of current zoning designations on the subject site and surrounding properties in addition to identifying how the zoning map would appear should these zone change requests be approved.



Discussion:

The Planning Commission's responsibility regarding this type of land-use request is to hold a public hearing and, following public testimony and deliberation, recommend to the City Council that the application be approved, or approved with conditions, or the Commission may act to deny the application. Such actions shall be based upon the City's comprehensive plan policies and the review criteria contained in Section 17.74.020 (Comprehensive Plan Map Amendment and Zone Change – Review Criteria) of the McMinnville Zoning Ordinance.

This request, if approved, would allow the applicant to amend the residential zoning designation from AH (Agricultural Holding) to R-4 (Multiple-Family Residential) on approximately 5.2 acres of a 5.3 acre site to afford the ability to pursue a future multiple-family development project on this site as noted in the submitted application, findings and Traffic Impact Analysis (TIA). Please note that submittal of a conceptual development plan is not a required element of a zone change request and the applicant has not included such as part of this submittal. Additionally, the provision of other site graphics by the applicant are for general illustrative purposes only.

Evaluation of Review Criteria:

An amendment of the zoning map may be authorized provided that the proposal satisfies all applicable review criteria and provided that the applicant demonstrates the following:

Section 17.74.020

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

Comprehensive Plan Policies: There are numerous Comprehensive Plan Goals and Policies that are applicable to this request. Most of those have been well addressed in the applicant's submitted narrative. Some of the more notable guidance is found in Chapter V (Housing and Residential Development) which includes Goals that speak to quality housing for all city residents and achieving a residential development pattern that is land intensive and energy efficient as well as Policies encouraging opportunities for multiple-family development in locations that have sufficient access opportunities and service availability to support such development.

Section 17.74.020

- 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.

Existing Development Pattern: The area to the west of this site is comprised of a mix of residential types including 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.

Section 17.74.020

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

Utility and Service Provision: This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department notes 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.

Street System: regarding adjacent public rights-of-way, a portion of the western edge of the site is site adjacent to NE Fircrest Drive. The other right-of-way that is adjacent to this site is Oregon Department of Transportation (ODOT) right-of-way located along the site's southeasterly edge; as the ODOT right-of-way is intended to serve as portion of a fully constructed future clover-leaf interchange to serve Highway 18, local access to this roadway is not possible. Access to serve future development of this site would be provided from Fircrest Drive.

NE Fircrest Drive has been constructed to a 26-foot wide, curb to curb, paved section within a 30-foot wide public right-of-way. Currently, there is no sidewalk installed along the property's Fircrest Drive 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 to enable adequate service to this site.

As noted in comments by the City's Engineering Department, a Traffic Impact Analysis (TIA) of projected vehicular impacts to the surrounding street network resulting from development of a multiple-family project on the subject site has been provided as part of the applicant's submittal with a conclusion that the surrounding network has the capacity to sufficiently accommodate the anticipated traffic; the TIA model assumed the site's maximum development capacity of 95 multiple-family residences (Attachment 2).

Based on the analysis provided in the submitted TIA, the projected maximum residential yield on the 5.2-acre site of this zone change request is 95 multiple-family residential units. The corresponding trip generation from this site then 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 Executive Summary, (page 1) of the TIA. A condition speaking to this maximum trip generation will be recommended as a condition of approval in the associated Decision Document.

Site Hydrology: Due to the presence of the on-site drainage ravine and the approximately one-tenth acre of floodplain located at the parcel's far northwest end, the developer will be required, at the time of development, 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) to address.

R-4 Multiple-Family Residential Zone:

The applicant's materials submitted to support this zone change application speak to a future intent to development multiple-family residential on this property. While the applicant has not provided a conceptual development plan with this zone change proposal, and is not required to do so at this time, it is instructive to note some of the standards of the R-4 zone that would be applicable to development of this site in the future should this current request be approved. This information is offered only as an additional observation relative to the requested zoning redesignation. If approved, some of those applicable opportunities and development standards incumbent upon future development include:

R-4 Multiple-Family Residential Zone:

17.21.010 Permitted Uses. In an R-4 zone, the following uses [..] are permitted:

- A. Single-family dwelling
- B. Two-family dwelling
- C. Multiple-family dwelling

17.21.030 Lot size. In an R-4 zone, the lot size shall not be less than five thousand square feet, except that the lot area for common wall, single-family lots shall not be less than two thousand five hundred square feet per family.

17.21.040 Yard requirements. In an R-4 zone, each lot shall have yards of the following size unless otherwise provided for in Section 17.54.050:

- A. A front yard shall not be less than fifteen feet;
- B. A side yard shall not be less than six feet, except an exterior side yard shall not be less than fifteen feet;
- C. A rear yard shall not be less than twenty feet;
- D. Whether attached to a residence or as a separate building, a covered storage facility for a vehicle on which the main opening is toward a street shall be located not less than twenty feet to the property line bordering the street;
- E. All yards shall be increased, over the requirements of this section, one foot for each two feet of building height over thirty-five feet.

17.21.060 Density requirements. In an R-4 zone, the lot area per family shall not be less than fifteen hundred square feet for each unit with two bedrooms or less, and not less than seventeen hundred fifty square feet for each unit with three bedrooms, and an additional five hundred square feet for each additional bedroom in excess of three in any one unit. [..]

While the above information is presented relative to the requested R-4 zoning designation, it is important to recall that the applicant’s traffic impact analysis of a development upon the surrounding street network is limited to the resultant volume of both a.m. and p.m. peak hour trips. Although the density calculation noted above would potentially yield a larger number of developable multiple-family residential units on this site, the applicant’s submitted materials and TIA do not justify or warrant it.

Fiscal Impact:

None

Planning Commission Options:

- 1) Close the public hearing and recommend that the City Council **APPROVE** the application, per the decision document provided which includes the findings of fact.
- 2) **CONTINUE** the public hearing to a specific date and time.
- 3) Close the public hearing, but **KEEP THE RECORD OPEN** for the receipt of additional written testimony until a specific date and time.
- 4) Close the public hearing and **DENY** the application, providing findings of fact for the denial in the motion to deny.

Recommendation/Suggested Motion:

The Planning Department recommends that the Commission make the following motion recommending approval of ZC 11-17 to the City Council:

THAT BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, AND THE MATERIALS SUBMITTED BY THE APPLICANT, THE PLANNING COMMISSION RECOMMENDS THAT THE CITY COUNCIL APPROVE ZC 11-17 SUBJECT TO THE CONDITIONS OF APPROVAL AS RECOMMENDED BY STAFF.

RP:sjs

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

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**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. Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.
- HEARINGS BODY:** McMinnville City Council
- DATE & TIME:** September 12, 2017. Meeting held at the Civic Hall, 200 NE 2nd Street, McMinnville, Oregon.
- COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, 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; and Northwest Natural Gas. Their comments are provided in this exhibit.

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.**

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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

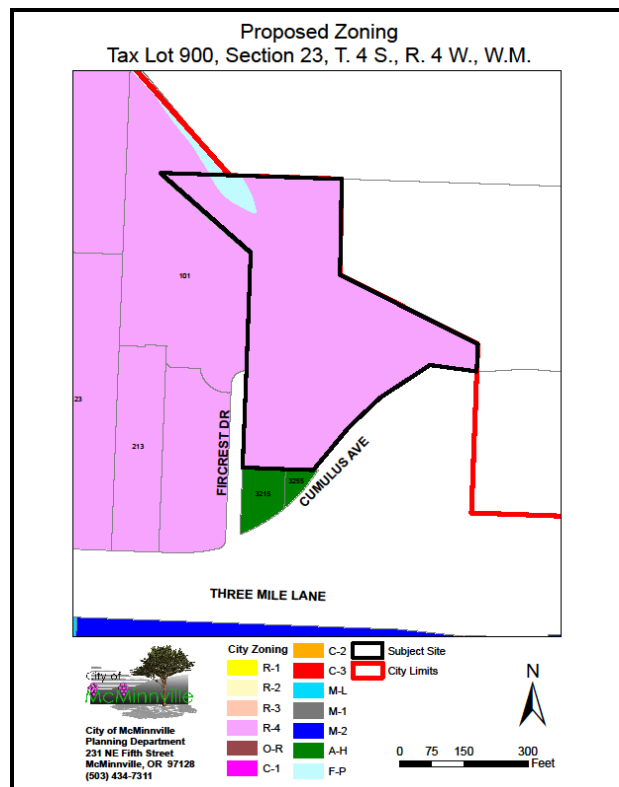
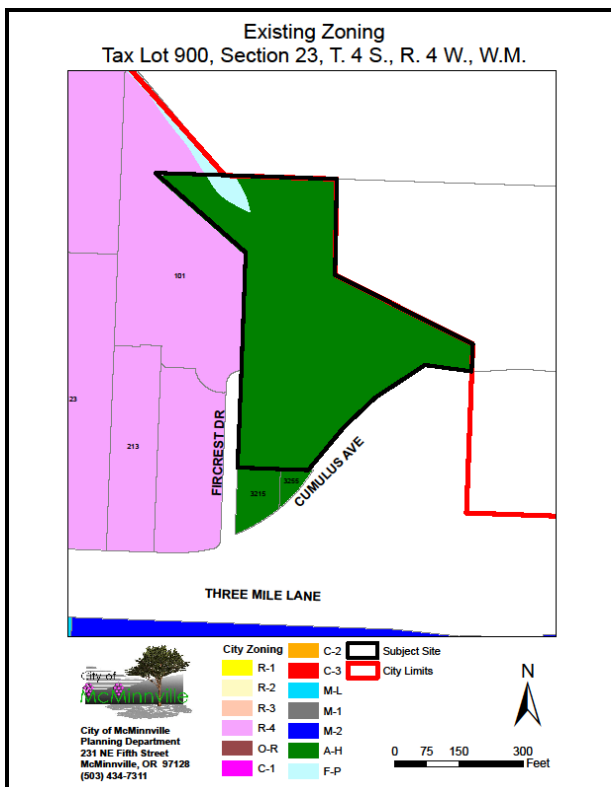
Date: _____

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.



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.
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.

ATTACHMENTS

Attachment 1 - ZC 11-17 Application and Attachments

COMMENTS

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

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.

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 BC, 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.

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.

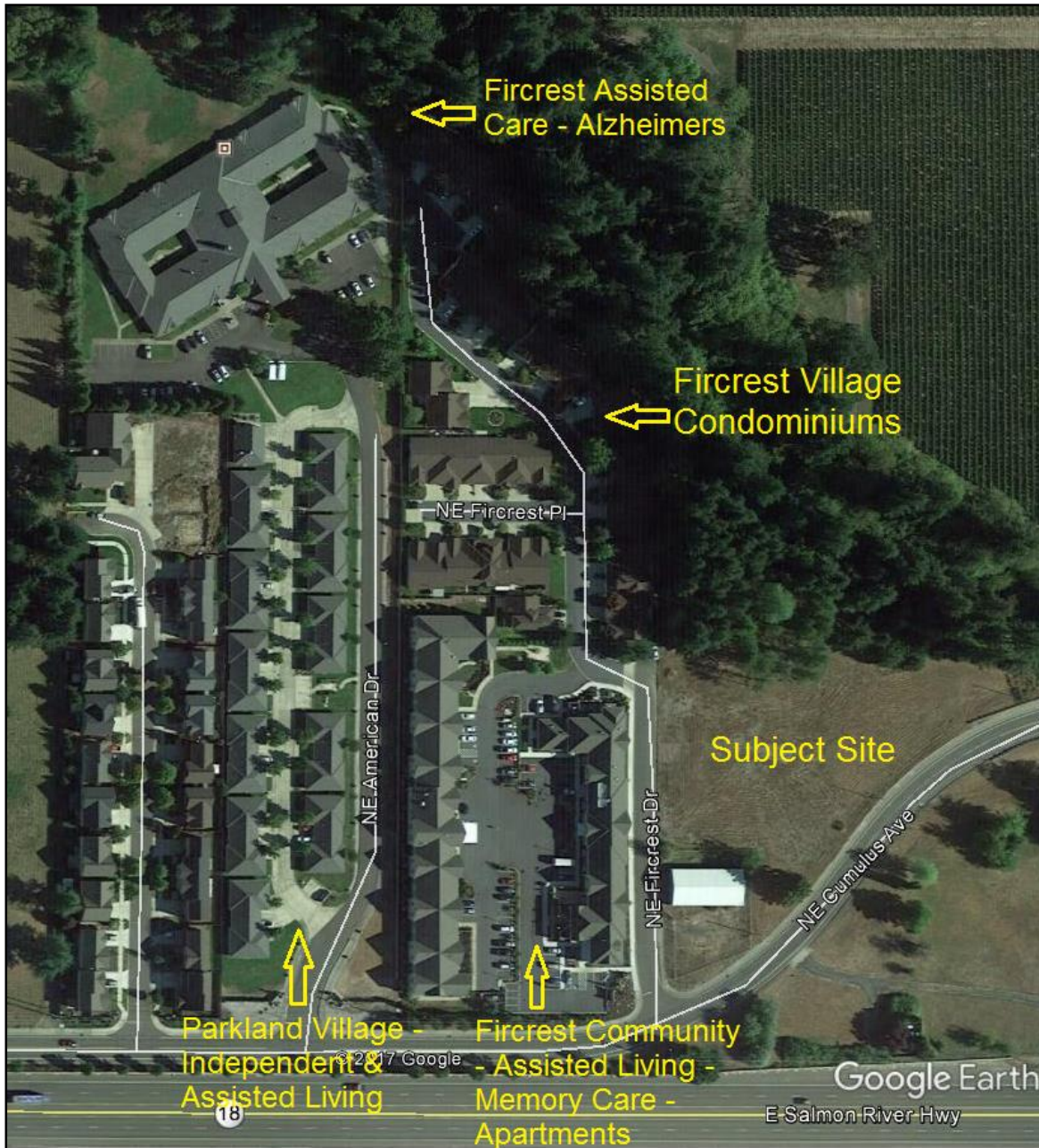
Policy 71.09 Medium and High-Density Residential (R-3 and R-4) – The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 units per net acre). Medium density residential development uses include small lot single-family detached uses, single family attached 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;*
- 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.

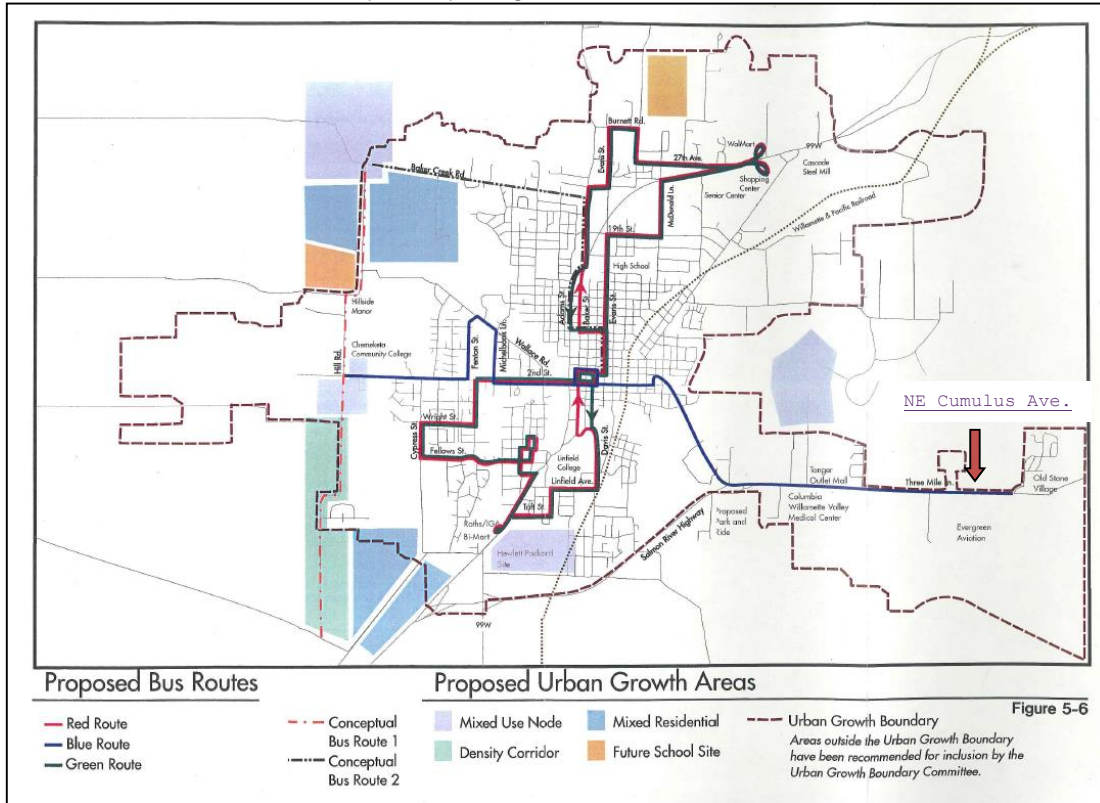


A traffic impact analysis (TIA) of the anticipated vehicular impacts on the surrounding street network from multiple-family residential development of this site was submitted by the applicant. The TIA concluded that the vehicular impact of development of 95 multiple-family dwelling units on this site 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 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 [..].

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)

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 84.00, 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 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)*
- 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 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.

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 ENJOIMENT 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.

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.

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:

- 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.

RP:sjs

**Planning Department**

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Office Use Only:File No. 2011-17Date Received 6/30/17Fee 1595.00Receipt No. 17M0135Received by gja

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

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

Applicant Name Land Use Resources LLC Phone _____

Contact Name Denny Elmer Phone 971 237 6752
(If different than above)

Address PO Box 237

City, State, Zip McMinnville OR 97128

Contact Email dennyelmer@gmail.com raepolivka@gmail.com

Property Owner Information

Property Owner Name Fredricks Motor Company Phone _____
(If different than above)

Contact Name Christina Turner Phone 503 925 9955

Address 14237 SW Mckinley drive

City, State, Zip Sherwood, OR 97140

Contact Email HawaiiWW@msn.com

Site Location and Description

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

Property Address 5.3 acres Fircrest

Assessor Map No. R4 42300900 Total Site Area _____

Subdivision _____ Block _____ Lot _____

Comprehensive Plan Designation Ag Holding Zoning Designation Ag Holding

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.

We are asking for zoning change from Ag Holding to R4. The reason for this is to conform with existing zones that border this property. We have plans to develop this property for residential use.

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).

We understand that the current zoning does not match the long term goals of the city of McMinnville, through various conversations with the Planning Department. By changing the zoning, we are hoping to help the city of McMinnville achieve these goals by using the property in a way that is similar to surrounding properties. in residential use.

*SEE ATTACHED FOR SPECIFIC GOALS & POLICIES.

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.

N/A

4. If you are requesting a Planned Development, state how the proposal deviates from the requirements of the Zoning Ordinance and give justification for such deviation. _____

N/A

5. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely. _____

The property to our west is currently zoned R-1. We believe the best and most valuable use for our property is to have it zoned R4 as well. With the lack of available lots to build upon, as well as the need for housing during this time, we feel the addition of another residential property ~~is~~ would be beneficial and valuable to the city of McMinnville, especially affordable housing.

6. Describe any changes in the neighborhood or surrounding area which might support or warrant the request. _____

Our bordering neighbor is R4 at this time. The proposed R-1 residential use is consistent with the city's desire to achieve higher density.

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.

The maps from city engineering shows all utilities in the street that borders this property.


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

Traffic will be impacted minimally seeing that streets and traffic lights are already in use. *see Traffic analysis*

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.
- 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

3-8-17
Date

Christina M. Nusace
Property Owner's Signature
President

3-9-17
Date

The requested zone change is consistent with the following applicable goals and policies:

Goal V1: 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.

Goal VI and Policies 58.00 and 59.00 are satisfied. Our adjacent neighbors are R-4, a senior living facility. Making this zone change to R-4 will give access to high-density housing to the community which will help lower the cost of housing for McMinnville renters.

Goal V2: TO PROMOTE A RESIDENTIAL DEVELOPMENT PATTERN THAT IS LAND INTENSIVE AND ENERGY EFFICIENT, THAT PROVIDES FOR AN URBAN LEVEL OF PUBLIC 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 classification 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 direct residential growth close to the city center and 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 miles 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'*
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 center; and*
8. *Areas adjacent to either private or public permanent open space.*

Goal V 2 and Policies 68.00, 71.00, 71.09, and 71.13 are satisfied: The proposed zone change from Ag Holding to R-4 is allowed and encouraged within the Residential designation in the Comprehensive Plan. Rezoning this site will allow higher residential density which encourages a more efficient residential development in an area where urban services are already available. An analysis of vehicular impacts to the surrounding street network from development of a multiple-family development on this site has been provided as part of this submittal with a conclusion that this development is not designated as high traffic and will be able to accommodate the anticipated traffic. Public transit is available near the site, running near Cumulus Ave, adjacent to the southern edge of the site.

Policy 84.00 Multiple-family, low-cost housing (subsidized) shall be dispersed throughout the community by appropriate zoning to avoid inundating any one area with a concentration of this type of housing.

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 by 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)

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 factor 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)

Policies 84.00, 86.00, 89.00, 90.00, 92.00, 92.01, and 92.02 are satisfied: The opportunity for lower cost, higher density residential development is something the City supports, especially in areas that disperse this type of residence throughout the community. Landscaping standards will be complied with upon requirements of an R-4 zone. As stated previously, public transit is available near the development site. The site is not near railroad lines or any industrial facilities. This property will also have a large portion of open, green area and is steps from Evergreen.

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.*

Policy 99.00 is satisfied: Urban services can be provided concurrently with the proposed urban development. Water and power are available to serve the subject property. Storm Drainage and Sewer can be accessed.

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 ensure 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)*
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]

1. *Major, Minor arterials.*
 - a. *Access should be controlled, especially on heavy traffic-generating developments.*

Goal VI 1 and Policies 117.00, 118.00, 119.00, 120.00 and 122.00 are satisfied by this proposal in that the site abuts a public minor collector street developed to City standards and adequate capacity to safely accommodate the expected trip generation from this site. *See Traffic Analysis.* Access to the site for parcel delivery to be permitted off Fircrest St. No known adverse effects on the natural features of the land.

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.

Policies 126.00 and 127.00 are satisfied: Off-Street parking for the multi-family dwelling shall be accommodated for on site, as required and 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 130.00 is satisfied: For the proposed development for this site, there will be public sidewalks, as required as part of the street improvements and will add to the pedestrian connections with and beyond the site. Provision of safe, accessible bicycle routes will be provided as well.

Policy 132.27.00 is satisfied: The zone change proposal supports the land use designation of the site and urban development patterns within the surrounding area.

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

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.*

Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00, and 151.00 are satisfied: Adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution, either presently serve or can be made available to serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from the development of the site.

Policy 153.00 The City of McMinnville shall continue coordination between the planning and fire 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.

Policies 153.00 and 155.00 are satisfied: Subject property will meet requirements for any and all Emergency Services.

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 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.

Goal VII 3 and Policy 163.00 is satisfied: 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 every resource.

Policies 173.00 and 177.00 are satisfied: Upon any future development, requirements from McMinnville Water and Light and Northwest Natural Gas will be satisfied.

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

Policy 178.00 is satisfied: Proposing to amend the current zoning designations of this site to R-4 will 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.

Goal X1 and Policy 188.00 are satisfied: 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 advertised public hearings. 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.

Section 17.03.020 is satisfied: Intention to provide open spaces as well as bicycle and pedestrian connections to city streets.

17.57.010 Landscaping – Purpose and Intent: The purpose and intent of this chapter is the enhance the appearance of the city of 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, dimension, setback, vehicle access points, parking provisions and traffic patterns. [..]

17.57.050 Area Determination-Planning Factors:

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 Landscaper 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. Screening the proposed use by sight-obscuring, evergreen plantings, shade trees, fences, or combinations of plantings and screens. [..]

Sections 17.57.010 and 17.57.050 are satisfied: The proposed development meets the condition of requiring sufficient buffering and screening. This site has natural buffering on the north and east boundaries that we will utilize in design to buffer noise, light, and visual intrusion into the neighborhood. The west side is a developed elderly care facility that appears to have minimal traffic. The south side that borders Cumulus Ave. will be designed to utilize methods for the express purpose of mitigating noise, headlight glare, and visual intrusion from the site. li

17.74.020 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:

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.

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 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 50 acres have been rezoned to R-4 still leaving a residual deficit of R-4 zoned acres still needed to meet projected needs. Approval of this zone change request would reduce that deficit.

Section 17.74.020 is satisfied: This site is consistent with the goals and policies of the McMinnville Comprehensive Plan, is orderly and timely considering existing nearby residential development and the site’s proximity to commercial opportunities and adjacency to public streets and transit facilities in addition to having the ability to be adequately served by required utilities and services. 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.

Exhibit "A"

Real property in the County of Yamhill, State of Oregon, described as follows:

Being a part of the Reuben Harris Donation Land Claim #80, Notification #1232 and the I. M. Johns Donation Land Claim #81, Notification #1238 in Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, and being more particularly described as follows, to-wit:

PARCEL 1:

Beginning at a point on the North right-of-way line of Oregon State Secondary Highway No. 152, as it is now located and constructed, which said beginning point is reached by running South 89°45' West 400.7 feet and North 0°15' West 30.0 feet from the Southwest corner of the said Harris Claim #80, and running thence North 0°15' West 543.1 feet; thence North 65°36' West 360.7 feet; thence North 0°15' West 231.9 feet to a point on the North line of the grantor's property; thence following said North line of grantor's property South 89°47' West 419.7 feet to a point on the line between said Harris and Johns Claims; thence South 50°30' East on division line between said Claims, 878.6 feet to an angle point in grantor's property; thence South 0°15' East 363.7 feet to a point on the North right-of-way line of said State Highway; thence North 89°45' East 72.5 feet to the place of beginning.

PARCEL 2:

Beginning at a point in the center of the McMinnville-Dayton Secondary State Highway #152 at a point 12.28 chains West from the most Easterly Northeast corner of said Johns Claim; thence North 5.86 chains to the Northeasterly line of said Claim; thence North 51°00' West with line of Johns and Harris Claim 7.065 chains; thence South 10.306 chains more or less to center of said Highway; thence East along center of said Highway 5.49 chains to the beginning and containing 4.44 acres more or less.

ALSO: Beginning in the center of the State Highway #152 running from McMinnville to Dayton, 17.77 chains West of the most Easterly NE corner of said Claim, which point of beginning is also the SW corner of that certain tract conveyed by deed recorded July 24, 1947, in Book 144, Page 69, Deed Records of Yamhill County, thence Westerly along the center of said Highway 103 feet and 7 inches; thence Northerly, parallel to the West line of said Fredricks tract above referred to, to the Northeasterly line of the I.M. Johns Donation Land Claim #81, thence South 51° East along the Northeasterly line of said Donation Land Claim; to the Northwest corner of said Fredricks tract above referred to; thence South along the West line of said Fredricks tract to the point of beginning.

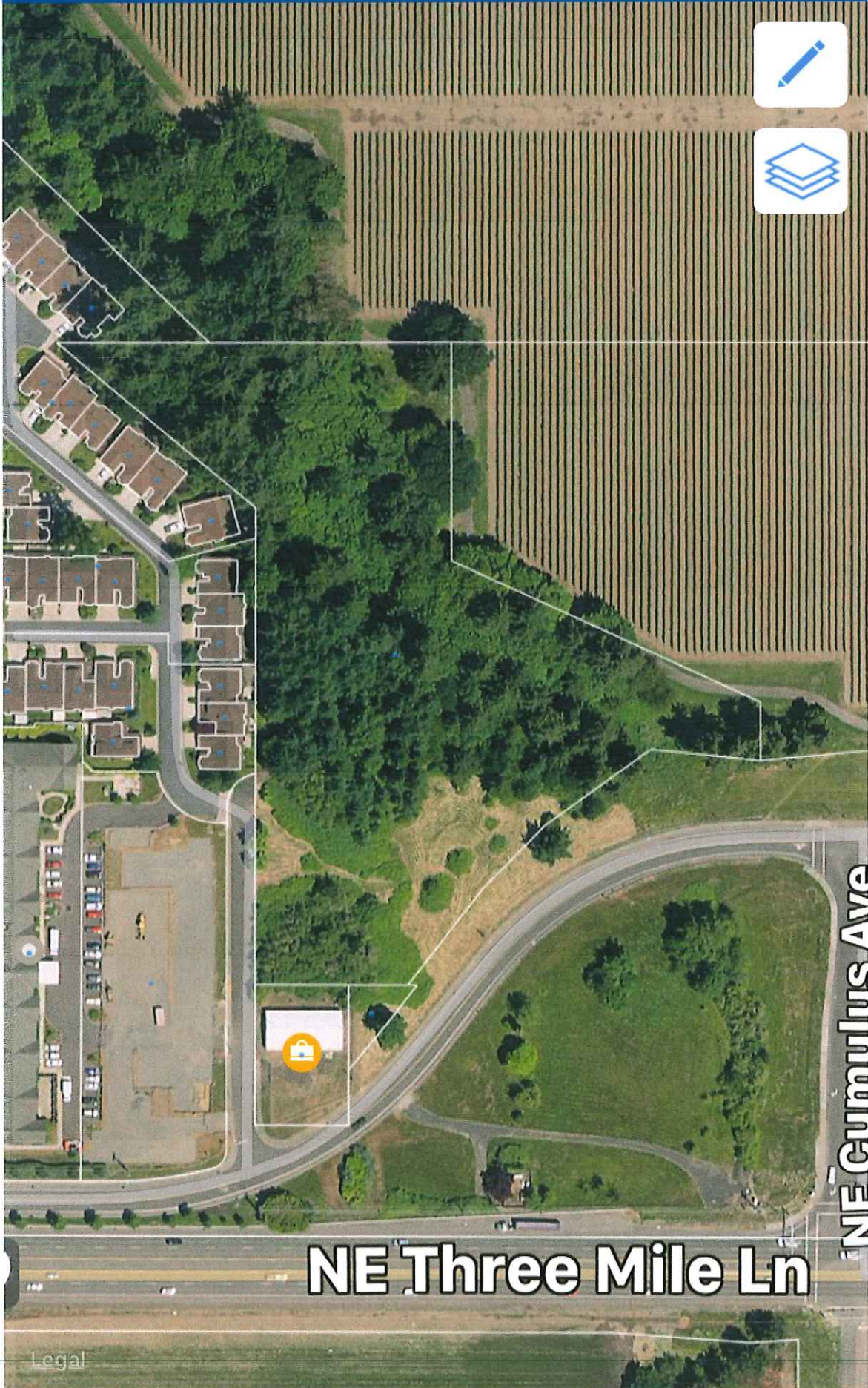
SAVE AND EXCEPT that portion of the above-described premises beginning at a point on the North side of the right-of-way line of Oregon State Secondary Highway #152, which said beginning point South 89°45' West, 648.75 feet and North 0°15', 30 feet from the Southwest corner of said Harris Donation Land Claim; thence North 00°15' West, 232.9 feet; thence South 89°45' West along the North line of that certain parcel described in Deed recorded in Volume 184, Page 473, Yamhill County Deed Records and the extension thereof, 290.4 feet more or less to the East line of that certain parcel described in Film Volume 18, Page 851, Yamhill County Deed Records; thence Southerly along the East boundary line of said parcels to the North boundary line of said State Highway #152; thence Easterly along the North boundary line of said State Highway to the point of beginning.

SAVE AND EXCEPT from Parcels 1 and 2, those portions conveyed to the State of Oregon, Department of Transportation in Deed recorded January 19, 1989 in Film Volume 229, Page 452 and in Stipulated Final Judgment entered June 12, 2003 and recorded June 30, 2003 as Instrument No. 200315555, Deed and Mortgage Records, Yamhill County, Oregon.

NOTE: This legal description was created prior to January 1, 2008

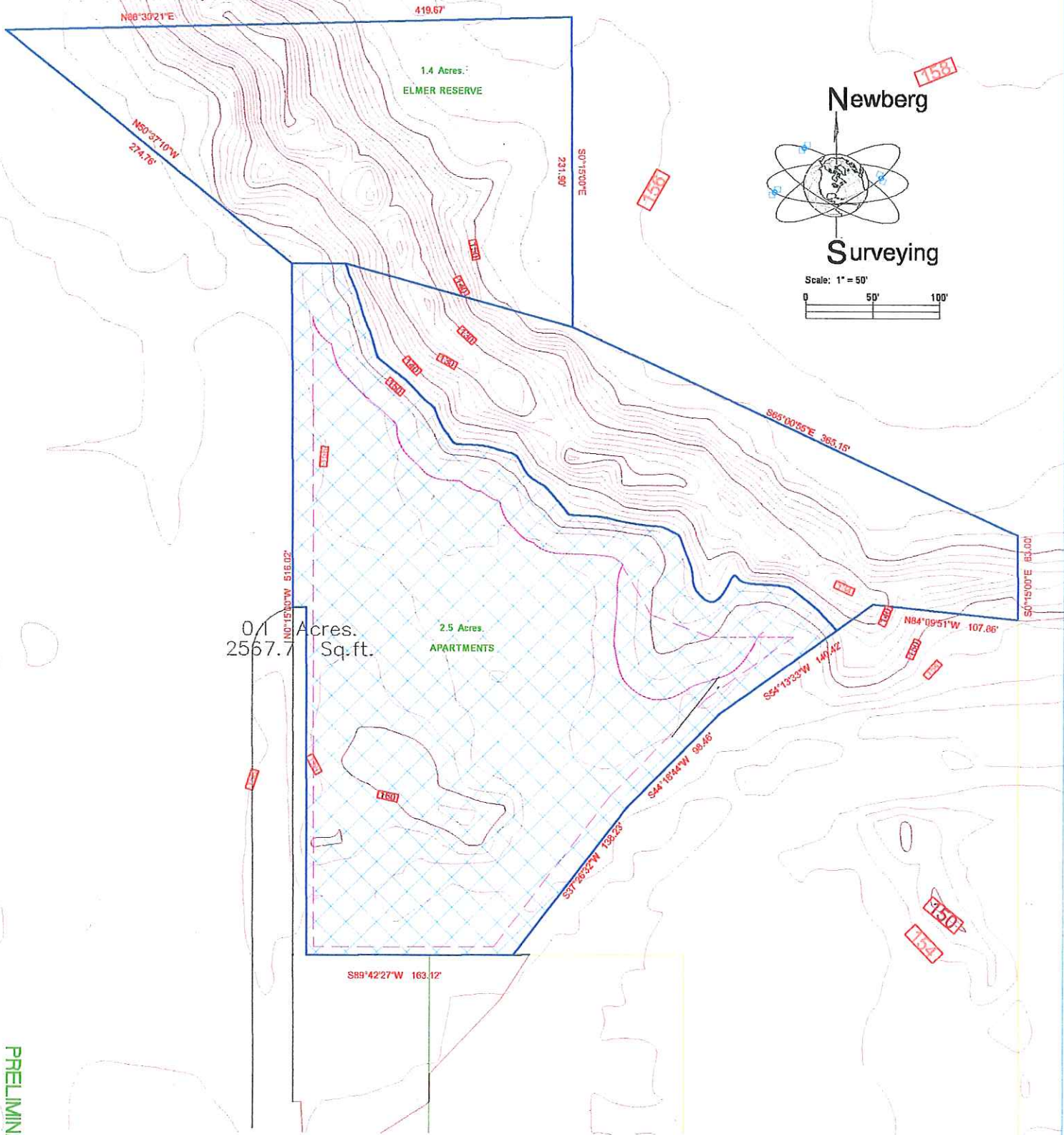


Address or Intersection



NE Three Mile Ln

NE Cumulus Ave



Newberg

Surveying

Scale: 1" = 50'

0 50' 100'

PRELIMINARY

PROJECT NO. 118
13 FEBRUARY 2017

SLEEPY HOLLOW
 N.E. CUMULUS AVENUE & N.E. PINECREST DRIVE, McMinnville, OREGON 97120

bruce w. kenny, architect, s.e.
 9318 north mohawk avenue
 portland, oregon 97203
 cell: 503-435-9416 bitcer@yahoo.com

PRELIMINARY

Cumulus Avenue Zone Change & Apartments

Traffic Impact Analysis
McMinnville, Oregon

Date:

June 28, 2017

Prepared for:

Denny Elmer

Prepared by:

William R. Farley, PE



LANCASTER
ENGINEERING

1e

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Executive Summary

1. A zone change in conformance with the Comprehensive Plan is proposed for a 5.3-acre property located northeast of the intersection of NE Cumulus Avenue at NE Fircrest Drive in McMinnville, Oregon. Following a change in zoning designation from *Agricultural Holding* (AH) to *Multiple Family Residential* (R-4), an apartment complex with up to 95 dwelling units is planned for construction.
2. Under the proposed R-4 zoning and accounting for environmental constraints restricting development to approximately 3.8 acres, a maximum of 95 apartment units can be accommodated. The development of up to 95 apartment units will generate a total of 48 trips during the morning peak and 59 trips during the evening peak hours.
3. A detailed analysis of the crash history at the study intersections shows no trends that are indicative of safety issues that need to be addressed. No safety mitigations are recommended.
4. Traffic signal warrants were not projected to be met for the intersection of NE Cumulus Avenue at the Salmon River Highway connection road under any of the analysis scenarios.
5. The study intersections are projected to operate within the performance standards established by the Oregon Department of Transportation and the City of McMinnville, regardless of the zone change or additional trips from the development of up to 95 apartment units. No operational mitigations are recommended.
6. Full development under the proposed zoning will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

Introduction

A zone change in conformance with the Comprehensive Plan is proposed for a property located northeast of the intersection of NE Cumulus Avenue at NE Fircrest Drive in McMinnville, Oregon. Subsequent to the approval of the zone change, an apartment complex is proposed for development on the subject site.

This report analyzes and addresses the potential traffic impacts of the proposed zone change as well as traffic impacts associated with the development of up to 95 apartment units. The purpose of this report is to provide both a short-term and long-term analysis that addresses the operation of the nearby transportation system in order to ensure safe and efficient performance.

Based on the location of the property and conversations with Mike Bisset with the City, the following intersection were identified for analysis of impacts related to the proposed zone change and subsequent development:

- Oregon Highway 18 at Cumulus Avenue (Salmon River Highway connection road)
- NE Cumulus Avenue at Cumulus Avenue (Salmon River Highway connection road)

All supporting data including traffic counts and detailed traffic analysis calculations are included in the appendix to this report.

Location Description

The subject property is identified as Tax Lot R442300900 and is located northeast of the intersection of NE Cumulus Avenue at NE Fircrest Drive. The 5.3-acre property is currently zoned *Agricultural Holding* (AH) by the City of McMinnville and is designated as Residential on the City's 2014 Comprehensive Plan Map. Due to environmental constraints on the property, only 3.8 acres of the property are identified as developable.

Vicinity Streets

Oregon Highway 18, also known as the Salmon River Highway, is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is classified as a Statewide Expressway. The highway is a freight route and a federally designated truck route on the National Highway System. It has a five-lane cross section that includes a center two-way left-turn lane and has a speed limit of 55 mph. Curbs and sidewalks are not installed on either side of the facility in the vicinity of the site.

NE Cumulus Avenue is classified by the City of McMinnville as a Minor Collector and serves as a frontage road for homes and businesses located on the north side of Oregon Highway 18, including the Evergreen Air and Space Museums. It has a two-lane cross-section and has a posted speed limit of 35 mph. Curbs are installed on both sides of the roadway and sidewalks are installed on the north side west of the Salmon River Highway connection road. Bike lanes are provided on both sides of the roadway west of the Salmon River Highway connection road.



The Salmon River connection road spans approximately 370 feet between NE Cumulus Avenue to Oregon Highway 18. The roadway's cross-section is between three and four lanes to serve intersections on both ends. Curbs and sidewalks are installed on the western side of the roadway.

Study Intersections

The intersection of Oregon Highway 18 at Cumulus Avenue (Salmon River Highway connection road) is a four-legged intersection operating under the control of a traffic signal. The eastbound approach on Oregon Highway 18 has a dedicated left-turn lane served by protected phasing, a through lane, and a shared through/left-turn lane, while the westbound approach has a dedicated left-turn lane served by protected phasing, two through lanes, and a dedicated right-turn lane. The southbound approach at the intersection has a dedicated left-turn lane, a through lane, and a dedicated right-turn lane operating concurrently with the northbound single-lane approach. Crosswalks are provided along each leg of the intersection and are served by pedestrian pushbuttons and signals.

The intersection of NE Cumulus Avenue at the Salmon River Highway connection road is a three-legged intersection operating under all-way stop control. The eastbound and westbound approaches on NE Cumulus Avenue each have a single, shared lane serving all turning movements. The northbound approach has dedicated left- and right-turn lanes with the channelized right-turn lane operating under yield control. A crosswalk is provided along the western leg of the intersection.





Figure 1 on page four provides a vicinity map showing the existing lane configurations and traffic control devices at the study intersections.

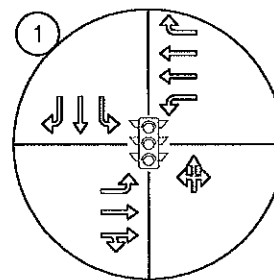
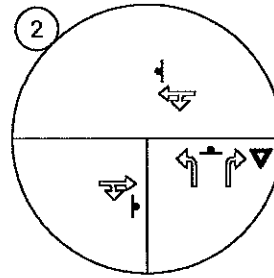
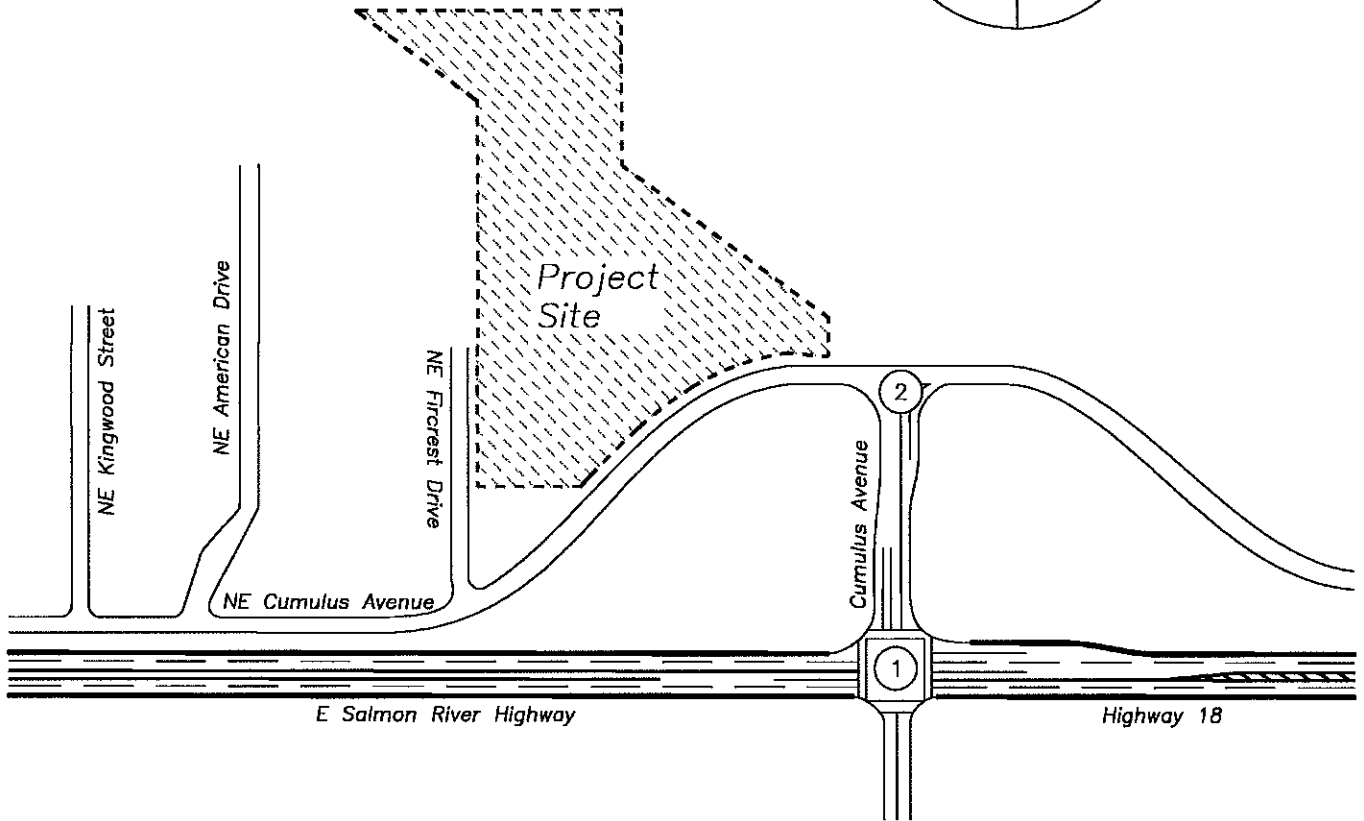
Traffic Counts

Traffic movement counts were collected at each of the study intersections on Tuesday, June 6th, 2017, from 4:00 PM to 6:00 PM to capture the evening peak hour and on Wednesday, June 7th, 2017, from 7:00 AM to 9:00 AM to capture the morning peak hour. Data corresponding to a system peak hour from 7:25 AM to 8:25 AM for the morning peak and from 4:25 PM to 5:25 PM for the evening peak were used for analysis.

Figure 2 on page five shows the existing traffic volumes occurring at each of the study intersections for both the morning and evening peak hours.

LEGEND

-  STUDY INTERSECTION
-  STOP SIGN
-  TRAFFIC SIGNAL
-  PROJECT SITE



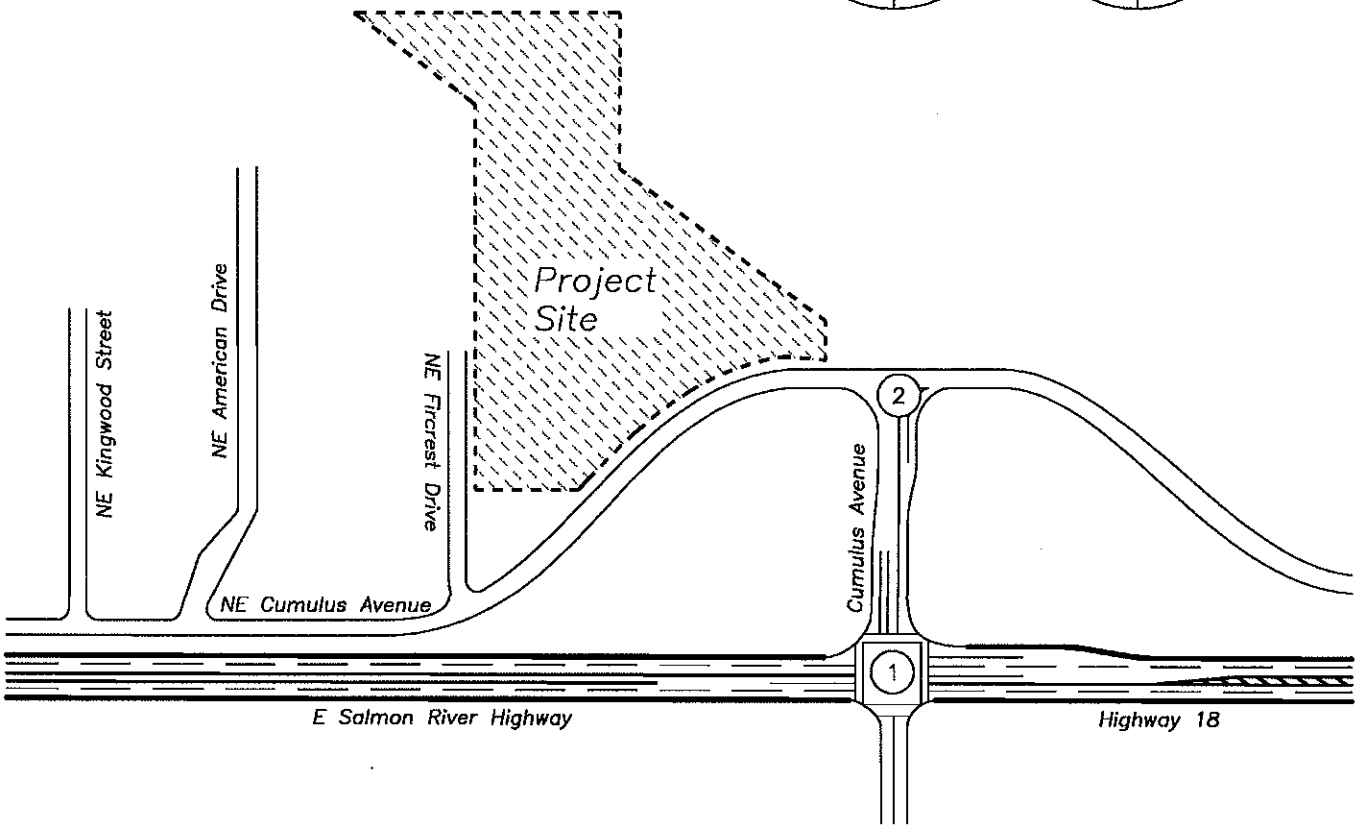
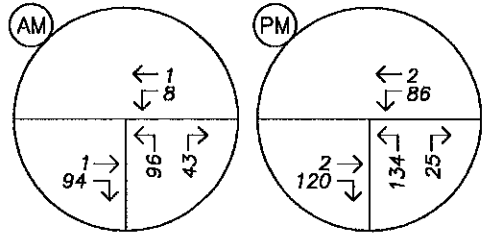
VICINITY MAP



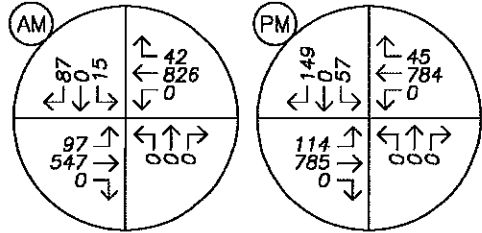
FIGURE 1

PAGE 4

INTERSECTION #2



INTERSECTION #1



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hour



Site Trips

Trip Generation

A change in zoning designation from *Agricultural Holding* (AH) to *Multiple Family Residential* (R-4), in conformance with the City's Comprehensive Plan, is proposed for the 5.3-acre property. To evaluate the traffic impacts resulting from the proposed zone change, the reasonable worst-case development scenario for the existing and proposed zoning was evaluated. Under the current AH zoning, only one single-family dwelling would be permitted. The proposed zone change to R-4 would permit the property to accommodate residential uses at densities no less than 1,500 square feet per family. Based on the developable area of 3.8 acres, and assuming a 20 percent reduction to developable area for transportation and circulation facilities, the property could accommodate up to 95 apartment units.

To estimate the trip generation of the property, trip rates from the *TRIP GENERATION MANUAL*¹ were used. To project traffic for full build-out of the property under the proposed zoning, as well as the subsequent development of an apartment complex, data corresponding to land-use code 220, *Apartment*, was referenced based on the number of dwelling units.

The trip generation calculations show that the reasonable worst-case development scenario of 95 apartment units under the proposed R-4 zoning will generate 48 trips during the morning peak hour with 10 trips entering the site and 38 exiting. During the evening peak hour, the site is projected to generate 59 trips with 38 entering and 21 exiting the site. A total of 632 daily trips are projected with half entering and half exiting the site. Detailed trip generation calculations are included in the appendix to this report.

Trip Distribution

The subject property is located northeast of the intersection of NE Cumulus Avenue at NE Fircrest Drive. NE Cumulus Avenue does not provide any connections to areas outside the surrounding residential area and the Evergreen Air and Space Museum to the east. To reach employment and commercial destinations, people would need to use Oregon Highway 18 and travel to/from the west to the City of McMinnville or to/from the east towards Oregon Highway 99W and the cities of Newberg, Sherwood, and the Portland Metropolitan Area.

Based on the location of the property in addition to current travel trends, it is anticipated that majority of the trips associated with the property (70 percent) would arrive and depart in the direction of the City of McMinnville, with the remaining trips (30 percent) traveling to/from the east to other destinations.

Figure 3 on page seven provides the morning and evening peak hour trip assignment for both the reasonable worst-case development scenario and the subsequent development of up to 95 apartment units.

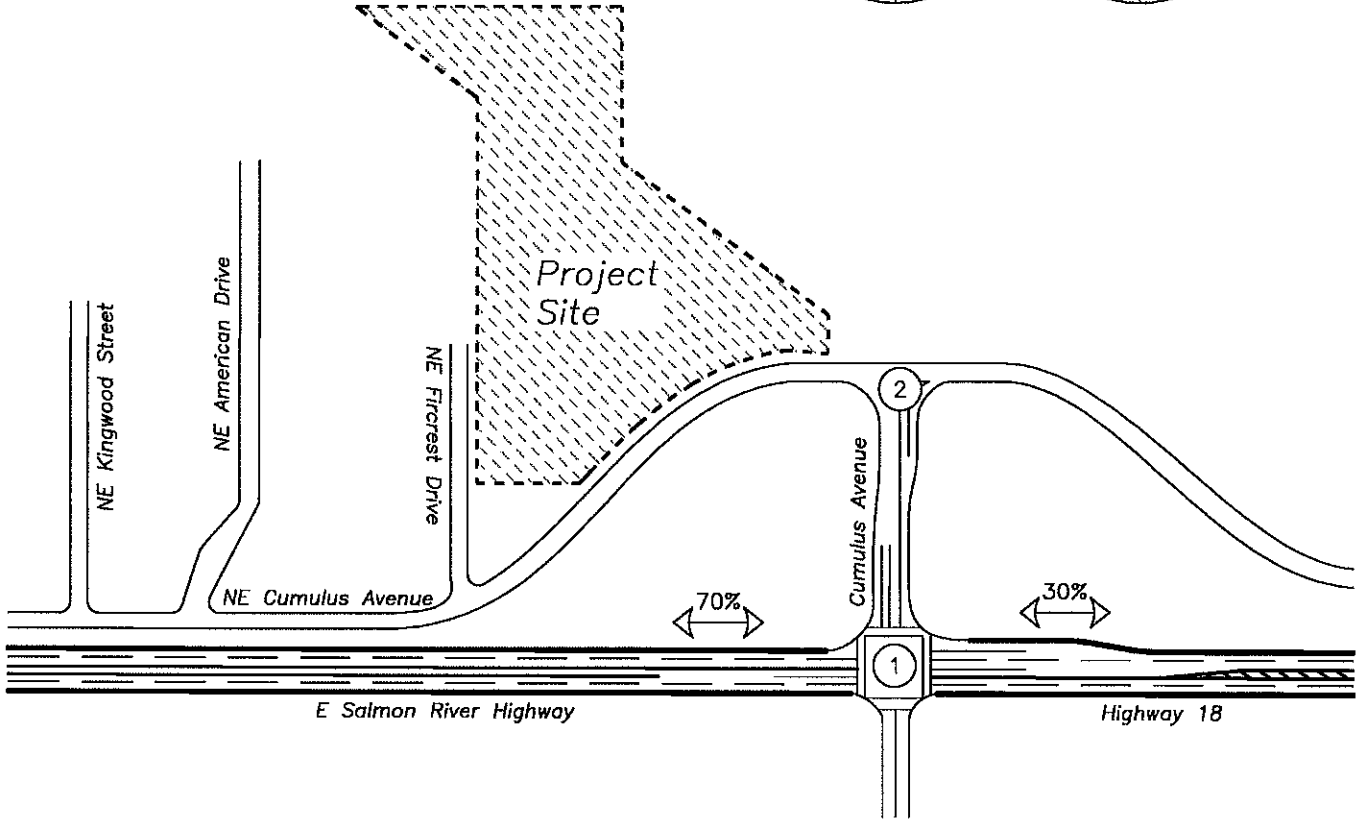
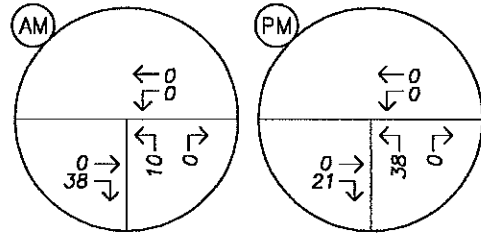
¹ Institute of Transportation Engineers (ITE), *TRIP GENERATION MANUAL 9th Edition*, 2012.

LEGEND

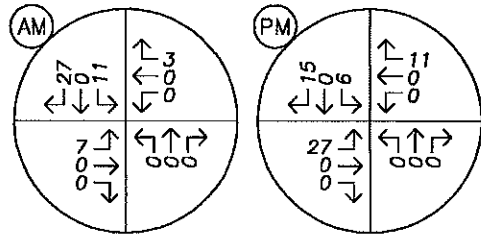
XX% PERCENT OF PROJECT TRIPS

TRIP GENERATION			
	IN	OUT	TOTAL
AM	10	38	48
PM	38	21	59

INTERSECTION #2



INTERSECTION #1



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Zone Change – Site Trips (R-4 Zoning)
 AM & PM Peak Hours



Safety Analysis

Crash Data Review

Using data obtained from the Oregon Department of Transportation's Crash Analysis and Reporting Unit, a review of crashes was performed using the most recent five years of crash data (January of 2011 to December of 2015) at available study intersections. The crash data and existing traffic counts were used to determine a crash rate for the study intersections with the common assumption that traffic counted during the evening peak hour represents ten percent of the average daily traffic (ADT) at the intersection. The crash rate was reported as the number of crashes per million entering vehicles (CMEV). Calculated intersection crash rates for each study intersection were compared against the average and 90th percentile crash rates for intersections with similar settings, approach configurations, and traffic control types in order to determine whether safety mitigation is necessary or appropriate.

The intersection of Oregon Highway 18 at Cumulus Avenue had eight reported crashes during the five-year analysis period. The crashes consisted of six rear-end collisions (including one involving a bicyclist) and two involving a turning maneuver. Of these, one crash resulted in a non-incapacitating injury (*Injury-B*), five resulted in possible injuries or complaints of pain (*Injury-C*), and two resulted in only property damage (*PDO*). The crash rate at the intersection was calculated to be 0.227 CMEV. The average crash rate for a rural four-legged intersection operating under signal control in Oregon was 0.324 CMEV with a 90th percentile crash rate of 0.579 CMEV.

No crashes were found to be reported at the intersection of NE Cumulus Avenue at the Salmon River Highway connection road during the analysis period.

Crash reports for the study intersections are included in the appendix to this report.

Warrant Analysis

Traffic signal warrants were examined for the intersection of NE Cumulus Avenue at the Salmon River Highway connection road to determine whether the installation of a new traffic signal will be warranted at any point through the planning horizon.

Low volumes are projected for both the minor and major street approaches at the intersection of NE Cumulus Avenue at the Salmon River Highway connection road. By examination, traffic signal warrants are not projected to be met under any of the analysis scenarios. No new installation of a traffic signal is recommended.

Operational Analysis

Background Traffic

To provide analysis of the impact of the proposed zone change in conformance with the Comprehensive Plan as well as the development of up to 95 apartment units, an estimate of future traffic volumes is required. In order to calculate the future volumes, a compounded growth rate of two percent per year was applied to the measured existing volumes on local streets to approximate future traffic volumes at the year 2037 planning horizon as well as year 2019 when the apartments are assumed to be constructed and occupied.

Future traffic volumes for through traffic on Oregon Highway 18 were projected in conformance with the requirements established in ODOT's Analysis Procedures Manual. This included the determination of the 30th-highest hour volumes based on seasonal trend variations of highways with commuter trends.

In addition to the seasonal adjustments, annual growth factors for the through traffic on Oregon Highway 18 were determined based on data from ODOT's Future Volumes Tables.

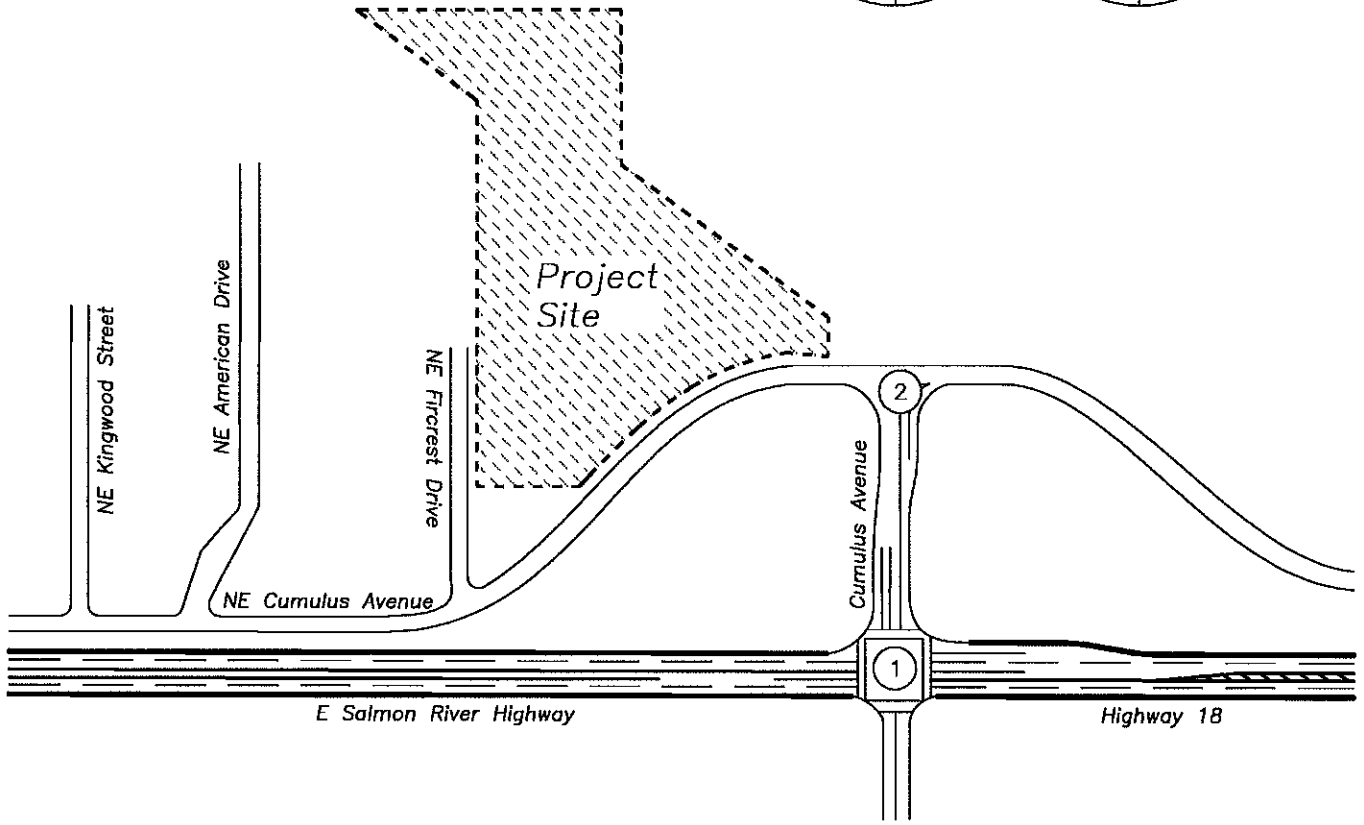
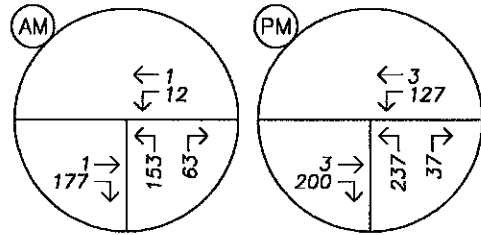
Background Plus Site Trip Volumes

Peak hour trips calculated to be generated by the assumed reasonable worst-case development scenario under the proposed R-4 zoning designation, as described earlier within the Site Trips section, were added to the calculated 2037 volumes to obtain the expected traffic conditions at the planning horizon with the proposed zone change.

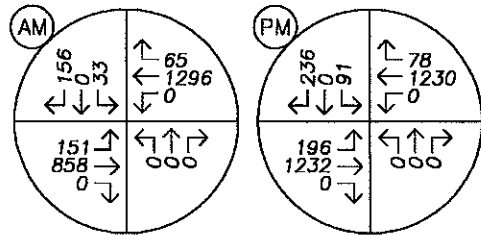
Additionally, site trips from the development of up to 95 apartments were added to year 2019 background volumes to obtain the expected traffic conditions with the completion and occupancy of the site.

Figure 4 on page 10 shows the projected year 2037 planning horizon volumes during the morning and evening peak hours with the proposed zone change on the subject property from AH to R-4. Figure 5 on page 11 shows year 2019 background volumes during both the morning and evening peak hours and Figure 6 on page 12 shows year 2019 background volumes with the addition of trips associated with the development of up to 95 apartment units.

INTERSECTION #2



INTERSECTION #1



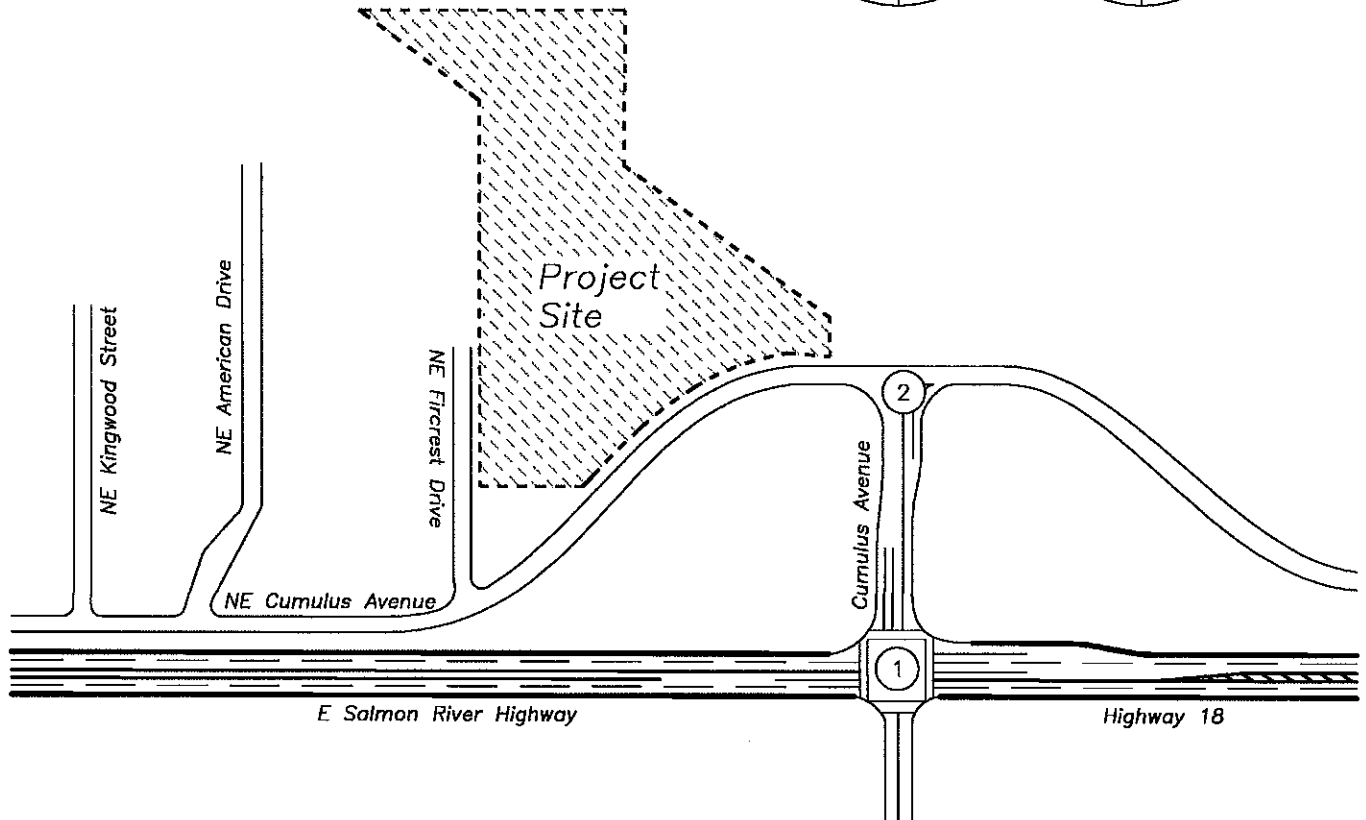
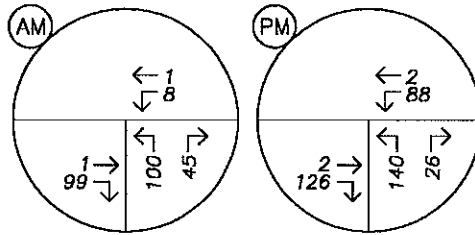
TRAFFIC VOLUMES
 Year 2037 Planning Horizon w/ Proposed Zone Change
 AM & PM Peak Hours



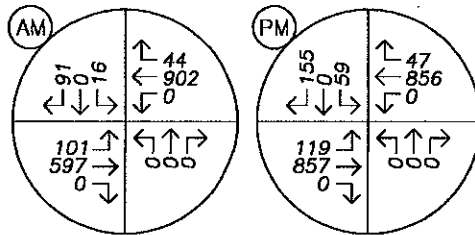
FIGURE 4

PAGE 10

INTERSECTION #2



INTERSECTION #1



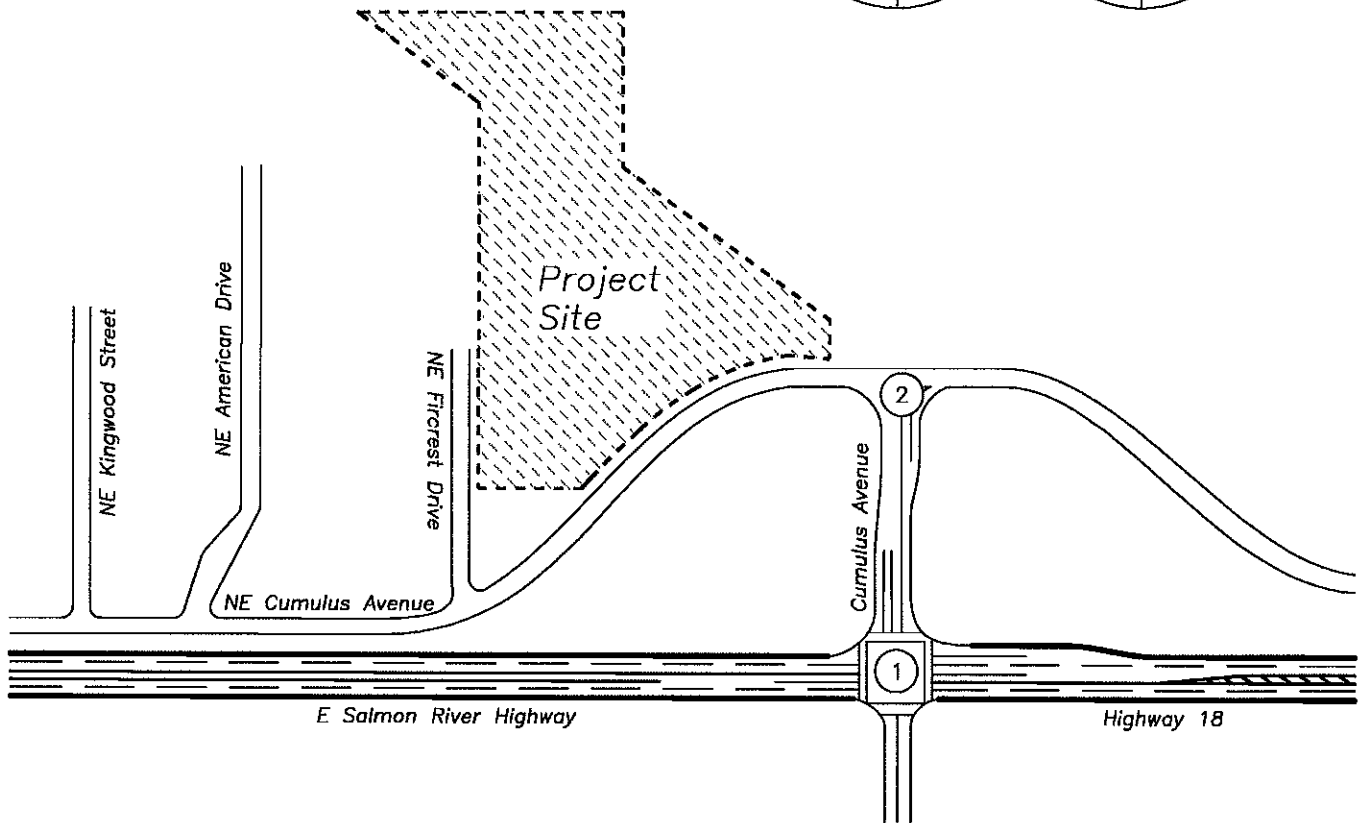
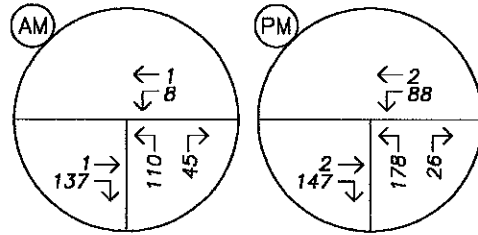
TRAFFIC VOLUMES
 Year 2019 Background Conditions
 AM & PM Peak Hours



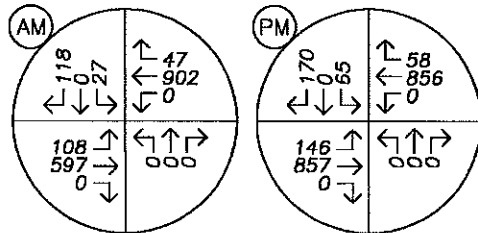
FIGURE
5

PAGE
11

INTERSECTION #2



INTERSECTION #1



TRAFFIC VOLUMES
 Year 2019 Background Conditions plus Site Trips
 AM & PM Peak Hours



FIGURE
6

PAGE
12

Intersection Capacity Analysis

A capacity and delay analysis was conducted for each of the study intersections during the morning and evening peak hours under existing conditions and year 2037 planning horizon conditions with the reasonable worst-case development scenario for the proposed change in zoning from AH to R-4 on the subject property. Additional analysis was conducted for year 2019 to compare background volumes to projected volumes that would be expected with the development of up to 95 apartment units.

The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM). To evaluate an intersection, it is generally graded based on the average delay experienced by vehicles and is assigned a level of service (LOS). The level of service of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay.

Both the City of McMinnville and the Oregon Department of Transportation evaluate intersection performance using volume-to-capacity (v/c) ratios instead of average vehicle delay and level of service. The v/c ratio compares the potential capacity to the actual (or demand) volumes to determine the portion of the intersection's capacity that is utilized. A v/c ratio of 1.0 would indicate the intersection is operating at capacity.

The intersection of Oregon Highway 18 at Cumulus Avenue (Salmon River Highway connection road) is within the City of McMinnville's urban growth boundary and is classified by ODOT as a Statewide Expressway with a posted speed limit greater than 45 mph. According to the *1999 Oregon Highway Plan*, the intersection is required to operate with a v/c ratio of 0.80 or less.

The City of McMinnville requires intersections to operate with a v/c ratio of 0.90 or less.

The intersection of Oregon Highway 18 at Cumulus Avenue is currently operating at LOS A during the morning peak hour and LOS B during the evening peak hour with a v/c ratio of 0.54. Under the reasonable worst-case development scenario for the proposed zoning, the intersection would be projected to operate at LOS B with a v/c ratio of 0.79 or less during both peak periods under 2037 planning year conditions. The intersection is also projected to meet ODOT and City standards under year 2019 traffic conditions with the development of up to 95 apartment units.

The intersection of NE Cumulus Avenue at the Salmon River Highway connection road is currently operating at LOS A during both peak periods. The intersection is projected to operate at LOS B or better under all future year analysis scenarios.

The results of the capacity analysis, along with the levels of service, delay, and v/c ratios are shown in Table 1 on the following page. Detailed calculations, as well as tables showing the relationships between delay and level of service, are included in the appendix to this report.

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Table 1 - Intersection Capacity Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s)	LOS	v/c	Delay (s)	LOS	v/c
<i>OR Hwy 18 at Cumulus Ave</i>						
2017 Existing	10	A	0.54	11	B	0.54
2019 Background	10	B	0.58	11	B	0.57
2019 Site	11	B	0.59	12	B	0.58
2037 R-4 Zoning	15	B	0.79	16	B	0.77
<i>NE Cumulus Ave at Cumulus Ave</i>						
2017 Existing	8	A	--	9	A	--
2019 Background	8	A	--	9	A	--
2019 Site	9	A	--	9	A	--
2037 R-4 Zoning	10	A	--	11	B	--

Based on the detailed capacity analysis, each of the study intersections will be projected to operate within the performance standards set by ODOT and the City of McMinnville through the year 2037 with the addition of trips from the reasonable worst-case development scenario under the proposed zoning as well as the proposed development of up to 95 apartment units. No mitigations are necessary or recommended.

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Transportation Planning Rule

Oregon's Transportation Planning Rule (TPR) is contained in Section 660-012-0060 of the Oregon Administrative Rules. The TPR is in place to ensure that when an adopted plan or land use regulation is amended, provisions are made to ensure that the transportation system is capable of supporting any potential increase in trip intensity resulting from the amendment. The applicable portions of the TPR are quoted in italics below, with responses directly following.

660-012-0060 Plan and Land Use Regulation Amendments

- (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);*

Response:

The proposed change in zoning will not change any standards to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

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

Response:

No changes are proposed to any standards implementing the functional classification system. Accordingly, this section is also not triggered.

- (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.*

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Response:

In the case of this report, subsections (A) and (B) are not triggered, since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards. Subsection (C) is also not triggered since each of the study intersections will meet applicable performance standards identified in the City of McMinnville's Transportation System Plan through the planning horizon.

Based on the detailed analysis, the proposed zone change of the subject property from *Agricultural Holding* (AH) to *Multiple Family Residential* (R-4) will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.

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Conclusions

Full development under the proposed zoning of *Multiple Family Residential* (R-4) will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

The study intersections are projected to operate within the performance standards established by the Oregon Department of Transportation and the City of McMinnville, regardless of the zone change or additional trips from the development of up to 95 apartment units. No operational mitigations are recommended.

Traffic signal warrants were not projected to be met for the intersection of NE Cumulus Avenue at the Salmon River Highway connection road under any of the analysis scenarios.

A detailed analysis of the crash history at the study intersections shows no trends that are indicative of safety issues that need to be addressed. No safety mitigations are recommended.

Based on the detailed analysis, no mitigations are required or recommended for the proposed zone change from *Agricultural Holding* (AH) to *Multiple Family Residential* (R-4) or the subsequent development of up to 95 apartment units.

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Appendix

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PUBLIC HEARING NOTICE



NOTICE IS HEREBY GIVEN that the McMinnville Planning Commission will hold a public hearing on the 17th day of August, 2017, at the hour of 6:30 p.m. at the McMinnville Civic Hall Building at 200 NE Second Street in the City of McMinnville, Oregon, to take testimony and evidence on the following matter:

ZONE CHANGE FROM AH (Agricultural Holding) to R-4 (Multiple-Family Residential)

DOCKET NUMBER: ZC 11-17

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 Tax Lot 900, Section 23, T. 4 S., R. 4 W., W.M.

The Planning Commission will conduct a hearing, take testimony and make a decision to recommend approval of the application to the McMinnville City Council or deny the application. Persons are hereby invited to attend the McMinnville Planning Commission hearing to observe the proceedings, to register any statements in person, by attorney, or by mail to assist the McMinnville Planning Commission and City Council in making a decision.

The Planning Commission's recommendation on the above public hearing item must be based on findings that a specific set of criteria have been or have not been met. Testimony and evidence at the public hearing must be directed toward those criteria, which are generally as follows:

1. The goals and policies of the McMinnville Comprehensive Plan.
2. The requirements of McMinnville Ordinance No. 3380 (the Zoning Ordinance) with particular emphasis on Section 17.03.020 (Purpose), Chapter 17.21 (R-4 Multiple-Family Residential Zone), Chapter 17.72 (Applications and Review Process), and Chapter 17.74 (Review Criteria).

17.74.020: Comprehensive Plan Map Amendment and Zone Change - 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:

- 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 serve 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 statute), 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.

The referenced zoning ordinance criteria is available for review in the Planning Department's portion of the city's website located at: www.mcminnvilleoregon.gov.

Failure to raise an issue in person or by letter prior to the close of the public hearing with sufficient specificity precludes appeal to the Land Use Board of Appeals (LUBA) on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

The decision-making criteria, application, and records concerning this matter are available in the McMinnville Planning Department office at 231 NE 5th Street, McMinnville, Oregon, during working hours, and is available for review in the Planning Department's portion of the city's website located at: www.mcminnvilleoregon.gov.

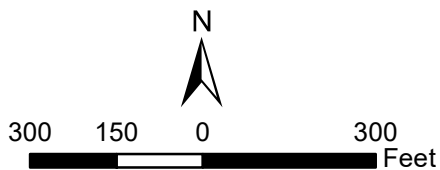
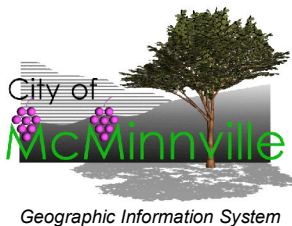
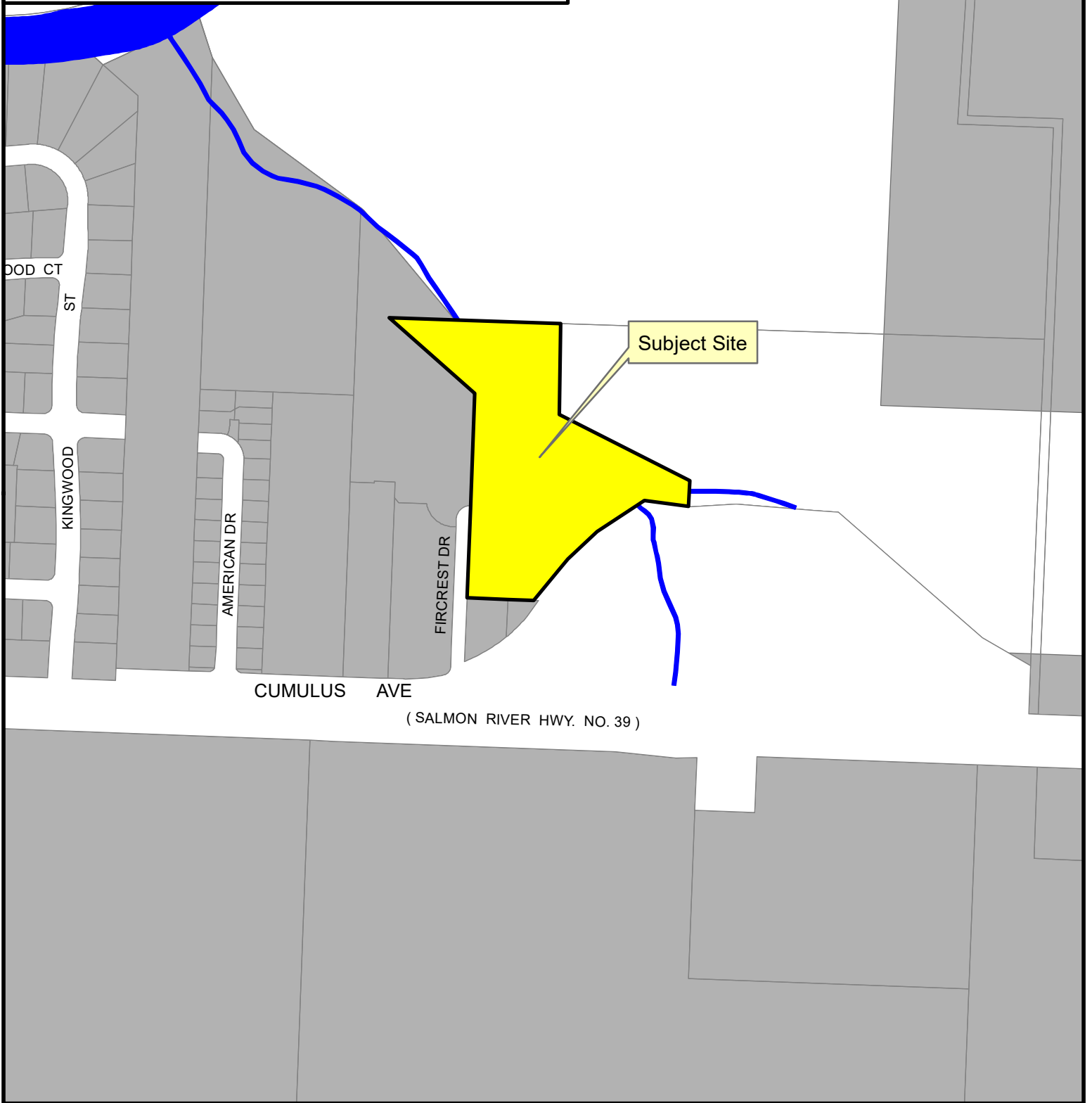
For additional information contact Ron Pomeroy, Principal Planner, at the above address, or phone (503) 434-7311.

The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 24 hours in advance by contacting the City Manager (503) 434-7405 – 1-800-735-1232 for voice, or TDY 1-800-735-2900.


Heather Richards
Planning Director

(Map of area on back)

Vicinity Map



City of McMinnville
Planning Department
231 NE Fifth Street
McMinnville, OR 97128
(503) 434-7311

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
1	R4422DD00100	3121 NE CUMULUS AVE	HEALTH CARE	HEALTH CARE REIT INC	4500 DORR ST	TOLEDO OH	43615
2	R4422DD00101	3123 NE CUMULUS AVE	HEALTH CARE	HEALTH CARE REIT INC	4500 DORR ST	TOLEDO OH	43615
3	R4423 00800	3425 NE THREE MILE LN	FALLS AT	FALLS AT MICMINNVILLE THE LLC	9076 SOUTH 1300 WEST STE 301	WEST JORDAN UT	84088
5	R4423 01000	3255 NE CUMULUS AVE	WORLD FUEL SERVICES INC	ATTN TAX DEPT	9800 NW 41ST ST	MIAMI FL	33178
6	R4423 01100	3215 NE CUMULUS AVE	WITTROCK BONNIE	WITTROCK BONNIE L	13655 NW BERRY CREEK RD	MCMINNVILLE OR	97128
7	R4423 01200	101 NE FIRCREST DR	LINDELL STEPHEN	LINDELL STEPHEN &	735 NW ADAMS ST	MCMINNVILLE OR	97128
8	R4423 01201	213 NE FIRCREST DR	NHI-REIT OF	NHI-REIT OF OREGON LLC	222 ROBERT ROSE DR	MURFREESBORO TN	37129
9	R4423 01203	219 NE FIRCREST DR	NHI-REIT OF	NHI-REIT OF OREGON LLC	222 ROBERT ROSE DR	MURFREESBORO TN	37129
10	R4423 01300	460 NE CAPTAIN MICHAEL KING SMITH WAY	FALLS AT	FALLS AT MICMINNVILLE THE LLC	9076 SOUTH 1300 WEST STE 301	WEST JORDAN UT	84088
Applicant			DENNY ELMER	LAND USE RESOURCES LLC	PO BOX 237	MCMINNVILLE OR	97128
Owner	R4423 00900	n/a	FREDRICKS MOTOR	FREDRICKS MOTOR CO INC	14237 SW MCKINLEY DR	SHERWOOD OR	97140
	R4423 90006	300 NE Fircrest Pl	Ted Denton	Jeannie Denton	300 NE Fircrest Pl	McMinnville OR	97128
	R4423 90005	305 NE Fircrest Pl	Perry Goodrum	Gioia Danesi-Goodrum	305 NE Fircrest Pl	McMinnville OR	97128
	R4423 90004	311 NE Fircrest Pl	Benton Gordon	Gordon Family Trust	311 NE Fircrest Pl	McMinnville OR	97128
	R4423 90007	318 NE Fircrest Pl	Marianne Barker	Janice Gray	318 NE Fircrest Pl	McMinnville OR	97128
	R4423 90003	323 NE Fircrest Pl	Lorna Gosson		323 NE Fircrest Pl	McMinnville OR	97128
	R4423 90008	330 NE Fircrest Pl	Lawrence Bennett		330 NE Fircrest Pl	McMinnville OR	97128
	R4423 90002	335 NE Fircrest Pl	Michael O'Brien	Frances O'Brien	335 NE Fircrest Pl	McMinnville OR	97128
	R4423 90001	347 NE Fircrest Pl	Victoria Wilbanks		347 NE Fircrest Pl	McMinnville OR	97128
	R4423 90009	352 NE Fircrest Pl	Roger Duchemin	Lucy Duchemin	352 NE Fircrest Pl	McMinnville OR	97128
	R4423 90015	359 NE Fircrest Pl	Wayne Elliot	Ella Elliot	359 NE Fircrest Pl	McMinnville OR	97128
	R4423 90014	371 NE Fircrest Pl	Thomas Wollam	Linda Wollam	371 NE Fircrest Pl	McMinnville OR	97128
	R4423 90010	378 NE Fircrest Pl	Tom Murtiashaw	Kathy Murtiashaw	378 NE Fircrest Pl	McMinnville OR	97128
	R4423 90013	383 NE Fircrest Pl	Ellen Ewing		383 NE Fircrest Pl	McMinnville OR	97128
	R4423 90012	395 NE Fircrest Pl	Laverne Rickard		395 NE Fircrest Pl	McMinnville OR	97128
	R4423 90011	396 NE Fircrest Pl	Darrell Vittone	Vittone Family Trust	19492 SW TV Tower Rd	Sheridan OR	97378
	R4423 90020	406 NE Fircrest Pl	Donald Yeaman	Yeaman Living Trust	406 NE Fircrest Pl	McMinnville OR	97128

Date Sent 7/28/17
 Sent By SA

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
	R4423 90016	411 NE Fircrest Pl	Gregory Werner		16236 W Scarlet Canyon Dr	Surprise AZ	85374
	R4423 90021	412 NE Fircrest Pl	Virginia Hepburn	Virginian Hepburn Family Trust	412 NE Fircrest Pl	McMinnville OR	97128
	R4423 90022	424 NE Fircrest Pl	Thomas Wolf	Jayne Wolf	424 NE Fircrest Pl	McMinnville OR	97128
	R4423 90017	431 NE Fircrest Pl	Gloria Carter	Gloria Carter Living Trust	431 NE Fircrest Pl	McMinnville OR	97128
	R4423 90023	436 NE Fircrest Pl	Anne Chapman	Anne Chapman Revocable Trust	436 NE Fircrest Pl	McMinnville OR	97128
	R4423 90024	448 NE Fircrest Pl	Partricia Parker	Pamela Magines	448 NE Fircrest Pl	McMinnville OR	97128
	R4423 90025	460 NE Fircrest Pl	Robert Allen	Vicki Allen	460 NE Fircrest Pl	McMinnville OR	97128
	R4423 90026	468 NE Fircrest Pl	Michael Cowan		468 NE Fircrest Pl	McMinnville OR	97128
	R4423 90027	478 NE Fircrest Pl	John Baker	Kristine Baker	478 NE Fircrest Pl	McMinnville OR	97128
	R4423 90028	488 NE Fircrest Pl	Gwen Johnston		488 NE Fircrest Pl	McMinnville OR	97128
	R4423 90029	498 NE Fircrest Pl	Leroy Eggers	Eggers Living Trust	498 NE Fircrest Pl	McMinnville OR	97128

Date Sent 7/28/17
Sent By SA