

# Exhibit 1

## ORDINANCE NO. 4722

An Ordinance approving a comprehensive plan map amendment from Commercial to Residential, and zone changes from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone, a City R-1 (Single-Family Residential) zone, and a City C-3 PD (General Commercial Planned Development) zone to a City R-2 PD (Single-Family Residential – Planned Development) zone on approximately 30.2 acres of land located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek.

### RECITALS

The Planning Commission received an application (CPA 10-99 / ZC 19-99 / S 6-99) from Premier Home Builders, Inc. dated October 13, 1999, requesting a comprehensive plan map amendment from Commercial to Residential and zone changes from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone, a City R-1 (Single-Family Residential) zone, and a City C-3 PD (General Commercial Planned Development) zone to a City R-2 PD (Single-Family Residential – Planned Development) zone on approximately 30.2 acres of land located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek Road and more specifically identified as Tax Lot 1300, Section 17, T. 4 S., R. 4 W., W.M.

A public hearing was held November 18, 1999, at 7:30 p.m. before the McMinnville Planning Commission after due notice had been given in the local newspaper on November 13, 1999, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented; and

The Planning Commission, being fully informed about said request, found that said changes conformed to the zone change review criteria listed in Chapter 17.72.035 of Ordinance No. 3380 based on the material submitted by the applicant and the findings of fact and the conclusionary findings for approval contained in the staff report, all of which are on file in the Planning Department, and that the plan amendments and zone changes are consistent with the Comprehensive Plan; and

The Planning Commission approved said comprehensive plan map amendments and zone changes and has recommended said changes to the Council; and

Subsequently, the City Council called for a public hearing. In accordance with City ordinances, the public hearing was scheduled for January 25, 2000, at 7:30 p.m. in the McMinnville School District Board Room, and was continued for further discussion and decision on February 8, 2000. Notice of said hearing was given by written notice to affected property owners and to the general public by legal notice in the local newspaper; and

The McMinnville City Council conducted the scheduled hearing at the time and date specified above in accordance with the standards adopted in City of McMinnville Ordinance No. 3682. The testimony of the proponents and opponents was received and, in addition, the record generated by the McMinnville Planning Commission, supplemental staff reports, supplemental reports from other agencies and additional exhibits were duly incorporated into the record and were considered by the Council; and now, therefore,

THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That the Council adopts the findings and conclusions of the Planning Commission, staff report on file in the Planning Department, and the application filed by Premier Home Builders, Inc.

Section 2. That the Comprehensive Plan Map shall be amended from a Commercial designation to a Residential designation for the property described in Exhibit "A" which is attached hereto and incorporated herein by this reference.

Section 3. That the property described in Exhibit "A" is hereby rezoned from a C-3 PD zone to an R-2 PD zone and from a County EF-80 zone and a City R-1 zone to a City R-2 PD zone subject to the following conditions:

1. That the comprehensive plan map amendment and zone change approvals (for those portions located outside of the current city limits) not take affect until and unless the City Council and the electorate approve the annexation request.
2. That the Oak Ridge subdivision tentative plan (or such plan as may be revised by conditions for approval of this development), be placed on file with the Planning Department and that it become a part of the zone and binding on the property owner and developer.

That the developer is responsible for requesting approval of the Planning Commission for any major change of the details of the adopted plan. Minor changes to the details of the adopted plan may be approved by the Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

3. That the average lot size within the Oak Ridge subdivision shall be a minimum of 7,000 square feet.
4. That building setbacks for Lots 3, 4, 5, 13, 14, 87, 88, and 89 shall be as follows:  
Front – 20 feet; however, the front yard setback measured to the open side of a garage or carport shall not be less than eighteen (18) feet.  
Rear – 15 feet  
Side – 7.5 feet  
Exterior Side – 20 feet



The Planning Director is authorized to permit reductions or increases to these standards as may be necessary to provide for the retention of trees greater than nine inches in diameter measured at breast height. In no case, however, may the rear yard setback be reduced less than 5 feet, or the side yard setback to 5 feet, or the exterior side yard setback to 15 feet without approval of the Planning Commission pursuant to the requirements of Chapter 17.69 (Variance). A request to adjust the setbacks for these lots shall be accompanied by a building plan for the subject lot.


5. That existing trees greater than 9 inches in diameter measured 4.5 feet above grade, other than those identified for removal in the submitted arborist's report, shall not be removed without written permission of the McMinnville Planning Director. Trees to be retained shall be protected during all phases of home construction. A plan for the protection of trees to remain on site, and in particular, for the five "exceptional" Oregon white oak trees identified by the applicant's arborist, must be submitted to the City prior to construction of the proposed subdivision. In addition, such a plan shall also accompany any building permit for a lot on which trees are located. The plan must meet with the approval of the City prior to release of construction permits or building permits within the subject site.

Passed by the Council this 8<sup>th</sup> day of February 2000, by the following votes:

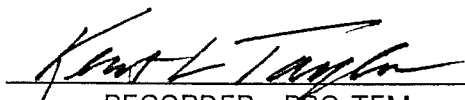
Ayes: Aleman, Hughes, Kirchner, Payne, Rabe, Windle

Nays: \_\_\_\_\_

Approved this 8<sup>th</sup> day of February 2000.

  
\_\_\_\_\_  
MAYOR

Attest:

  
\_\_\_\_\_  
RECORDER PRO TEM

## Exhibit 2

ORDINANCE NO. 4822

An Ordinance rezoning certain property from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone to a City R-2 PD (Single-Family Residential Planned Development) zone on approximately 22.3 acres of land located northwest of the Oak Ridge residential development.

### RECITALS

The Planning Commission received an application (ZC 12-04 / S 14-04) from Premier Development LLC, dated November 15, 2004, requesting a zone change from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone to a City R-2 PD (Single-Family Residential Planned Development) zone on approximately 22.3 acres of land located northwest of the Oak Ridge residential development. The property is further described as a portion of Tax Lot 600, Section 7, and Tax Lot 200, Section 8, T. 4 S., R. 4 W., W.M.

A public hearing was held on December 16, 2004 and continued on January 20, 2005, at 6:30 p.m. before the McMinnville Planning Commission after due notice had been given in the local newspaper on December 9, 2004, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented; and

The Planning Commission, being fully informed about said request, and after considerable deliberation as to whether the request conformed to the zone change review criteria listed in Chapter 17.72.035 of Ordinance No. 3380, could not reach consensus as to approval or denial of the submitted request, and, therefore, forwarded without recommendation the subject matter to the City Council; and

The City Council held a public hearing on February 22, 2005, at 6:30 p.m. after due notice had been given in the local newspaper on February 15, 2005, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented, and the proceedings and record of the prior Planning Commission hearings were entered into the Council hearing record; and

At the conclusion of the public hearing, the Council left open the record until 5:00 pm, March 1, 2005, for the purpose of receiving additional written testimony from opponents to the applicant's request. An additional seven days, to 5:00 p.m., March 8, 2005, was provided to the applicant for written rebuttal to the testimony received; and

On March 8, 2005, the City Council, being fully informed about said request, found that said change conformed to the zone change review criteria listed in Chapter 17.72.035 of Ordinance No. 3380 based on the material submitted by the applicant and findings of fact and the conclusionary findings for approval (Exhibit "A"), all of which are on file in the Planning Department, and that the zone change is consistent with the Comprehensive Plan. The Council directed Planning Department staff to prepare the appropriate ordinance

memorializing their decision and to present it to them at their April 12, 2005 meeting for review and adoption; and now, therefore,

THE CITY OF McMinnville Ordains as follows:

Section 1. That the Council adopts the findings and conclusions as contained in the Findings of Fact and Conclusionary Findings for Approval (Exhibit "A," attached), the staff report on file in the Planning Department, and the application filed by Premier Development LLC.

Section 2. That the property described in Exhibit "B", is hereby rezoned from an EF-80 (Exclusive Farm Use – 80-acre minimum) zone to an R-2 PD (Single-Family Residential Planned Development) zone subject to the following conditions:

1. That the Oak Ridge Meadow subdivision tentative plan (or such plan as it may be revised by conditions for approval of this development), be placed on file with the Planning Department and that it become a part of the zone and binding on the property owner and developer.

That the developer is responsible for requesting approval of the Planning Commission for any major change of the details of the adopted plan. Minor changes to the details of the adopted plan may be approved by the Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

2. That the average lot size within the Oak Ridge Meadow subdivision shall be 7,500 square feet.

3. That setbacks for the Oak Ridge Meadows subdivision are as follows:

- Front Yard: 20 feet
- Side Yard: (Lots less than 6,000 square feet in area): 6 feet
- Side Yard (all other lots): 7.5 feet
- Exterior Side Yard (Lots 40, 45, 46, 52, 54, and 55): 15 feet
- Exterior Side Yard (all other lots): 20 feet
- Rear Yard: 20 feet
- Open side of garage: 20 feet

The Planning Director is authorized to permit reductions or increases to these setback standards as may be necessary to provide for the retention of trees greater than nine (9) inches in diameter measured at 4.5 feet above grade. In no case, however, may the rear yard setback or the side yard setback be reduced to less than five feet, or the exterior side yard setback to 15 feet, or the distance from the property line to the front opening of a garage to less than 18 feet without approval of the Planning Commission pursuant to the requirements of Chapter 17.69 (Variance). A request to adjust the setbacks for these lots shall be accompanied by a building

plan for the subject site that clearly indicates the location of existing trees. Trees to be retained shall be protected during all phases of home construction.

4. That existing trees greater than nine inches DBH (diameter at breast height) shall not be removed without prior review and written approval of the Planning Director. In addition, all trees shall be protected during home construction. A plan for such protection must be submitted with the building permit application and must meet with the approval of the Planning Director prior to release of construction or building permits within the subject site.
5. That the number of lots allowed within the Oak Ridge Meadow subdivision shall be limited to a maximum of 76 lots. Additional lots may be permitted consistent with the submitted tentative plan upon the completion and acceptance of public street improvements to City standards that extend south from Pinehurst Drive (as labeled on the applicant's submitted tentative subdivision plan) and connect to Baker Creek Road.

Passed by the Council this 12th day of April 2005 by the following votes:

Ayes: Hansen, Hill, Olson, Menke, Springer, Yoder

Nays: \_\_\_\_\_

Approved this 12th day of April 2005.

  
MAYOR

Attest:

\_\_\_\_\_  
CITY RECORDER  
Approved as to form:

  
\_\_\_\_\_  
CITY ATTORNEY

# Exhibit 1

## ORDINANCE NO. 4722

An Ordinance approving a comprehensive plan map amendment from Commercial to Residential, and zone changes from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone, a City R-1 (Single-Family Residential) zone, and a City C-3 PD (General Commercial Planned Development) zone to a City R-2 PD (Single-Family Residential – Planned Development) zone on approximately 30.2 acres of land located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek.

### RECITALS

The Planning Commission received an application (CPA 10-99 / ZC 19-99 / S 6-99) from Premier Home Builders, Inc. dated October 13, 1999, requesting a comprehensive plan map amendment from Commercial to Residential and zone changes from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone, a City R-1 (Single-Family Residential) zone, and a City C-3 PD (General Commercial Planned Development) zone to a City R-2 PD (Single-Family Residential – Planned Development) zone on approximately 30.2 acres of land located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek Road and more specifically identified as Tax Lot 1300, Section 17, T. 4 S., R. 4 W., W.M.

A public hearing was held November 18, 1999, at 7:30 p.m. before the McMinnville Planning Commission after due notice had been given in the local newspaper on November 13, 1999, and written notice had been mailed to property owners within 300 feet of the affected property; and

At said public hearing, testimony was received, the application materials and a staff report were presented; and

The Planning Commission, being fully informed about said request, found that said changes conformed to the zone change review criteria listed in Chapter 17.72.035 of Ordinance No. 3380 based on the material submitted by the applicant and the findings of fact and the conclusionary findings for approval contained in the staff report, all of which are on file in the Planning Department, and that the plan amendments and zone changes are consistent with the Comprehensive Plan; and

The Planning Commission approved said comprehensive plan map amendments and zone changes and has recommended said changes to the Council; and

Subsequently, the City Council called for a public hearing. In accordance with City ordinances, the public hearing was scheduled for January 25, 2000, at 7:30 p.m. in the McMinnville School District Board Room, and was continued for further discussion and decision on February 8, 2000. Notice of said hearing was given by written notice to affected property owners and to the general public by legal notice in the local newspaper; and

The McMinnville City Council conducted the scheduled hearing at the time and date specified above in accordance with the standards adopted in City of McMinnville Ordinance No. 3682. The testimony of the proponents and opponents was received and, in addition, the record generated by the McMinnville Planning Commission, supplemental staff reports, supplemental reports from other agencies and additional exhibits were duly incorporated into the record and were considered by the Council; and now, therefore,

**THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS:**

Section 1. That the Council adopts the findings and conclusions of the Planning Commission, staff report on file in the Planning Department, and the application filed by Premier Home Builders, Inc.

Section 2. That the Comprehensive Plan Map shall be amended from a Commercial designation to a Residential designation for the property described in Exhibit "A" which is attached hereto and incorporated herein by this reference.

Section 3. That the property described in Exhibit "A" is hereby rezoned from a C-3 PD zone to an R-2 PD zone and from a County EF-80 zone and a City R-1 zone to a City R-2 PD zone subject to the following conditions:

1. That the comprehensive plan map amendment and zone change approvals (for those portions located outside of the current city limits) not take effect until and unless the City Council and the electorate approve the annexation request.
2. That the Oak Ridge subdivision tentative plan (or such plan as may be revised by conditions for approval of this development), be placed on file with the Planning Department and that it become a part of the zone and binding on the property owner and developer.

That the developer is responsible for requesting approval of the Planning Commission for any major change of the details of the adopted plan. Minor changes to the details of the adopted plan may be approved by the Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

3. That the average lot size within the Oak Ridge subdivision shall be a minimum of 7,000 square feet.
4. That building setbacks for Lots 3, 4, 5, 13, 14, 87, 88, and 89 shall be as follows:  
Front – 20 feet; however, the front yard setback measured to the open side of a garage or carport shall not be less than eighteen (18) feet.  
Rear – 15 feet  
Side – 7.5 feet  
Exterior Side – 20 feet

The Planning Director is authorized to permit reductions or increases to these standards as may be necessary to provide for the retention of trees greater than nine inches in diameter measured at breast height. In no case, however, may the rear yard setback be reduced less than 5 feet, or the side yard setback to 5 feet, or the exterior side yard setback to 15 feet without approval of the Planning Commission pursuant to the requirements of Chapter 17.69 (Variance). A request to adjust the setbacks for these lots shall be accompanied by a building plan for the subject lot.


5. That existing trees greater than 9 inches in diameter measured 4.5 feet above grade, other than those identified for removal in the submitted arborist's report, shall not be removed without written permission of the McMinnville Planning Director. Trees to be retained shall be protected during all phases of home construction. A plan for the protection of trees to remain on site, and in particular, for the five "exceptional" Oregon white oak trees identified by the applicant's arborist, must be submitted to the City prior to construction of the proposed subdivision. In addition, such a plan shall also accompany any building permit for a lot on which trees are located. The plan must meet with the approval of the City prior to release of construction permits or building permits within the subject site.

Passed by the Council this 8<sup>th</sup> day of February 2000, by the following votes:

Ayes: Aleman, Hughes, Kirchner, Payne, Rabe, Windle

Nays: \_\_\_\_\_

Approved this 8<sup>th</sup> day of February 2000.

  
MAYOR

Attest:

  
RECORDER PRO TEM



**EXHIBIT "A"**  
**DOCKET ANX 4-99/CPA 10-99/ZC 19-99/S 6-99**  
**FINDINGS OF FACT AND CONCLUSIONARY FINDINGS**

**FINDINGS OF FACT**

1. The applicant is requesting approval of an annexation of approximately 9.2 acres of land. Also requested is approval of a zone change from a County EF-80 (Exclusive Farm Use - 80-acre minimum) zone to a City R-2 PD (Single Family Residential Planned Development) zone on said land. In addition, the applicant requests a comprehensive plan map amendment from Commercial to Residential, and a zone change from an existing C-3 PD (General Commercial Planned Development) zone to an R-2 PD zone, on approximately 9.1 acres of contiguous land; approval of a zone change from an existing R-1 (Single-Family Residential) zone to an R-2 PD zone on approximately 11.9 acres of contiguous land; and, approval of a 107-lot single-family residential tentative subdivision plan on the 30.2-acre parent parcel. The subject site is located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek. The land is further described as Tax Lot 1300, Section 17, T. 4 S, R. 4 W., W.M.
2. The subject property is currently zoned County EF-80, C-3 PD, and R-1, and is designated as both Residential and Commercial on the McMinnville Comprehensive Plan Map, 1980.
3. Sanitary sewer and municipal water and power can serve the site. The municipal Water Reclamation Facility has sufficient capacity to accommodate expected waste flows resulting from future residential development of the property.
4. The City of McMinnville Engineering, Building, and Parks Departments; McMinnville Fire Department, City Manager; City Attorney; School District No. 40; McMinnville Water and Light Department; Yamhill County Planning Department, and County Public Works; GTE; TCI Cable; and, Northwest Natural Gas have reviewed this request. No public agency returned a comment in opposition to this request.
5. Goals and policies from Volume II of the McMinnville Comprehensive Plan of 1981 which are applicable to this request are as listed in the applicant's submitted narrative, dated October 18, 1999.
6. Sections of the McMinnville Zoning Ordinance (No. 3380) applicable to this request are as listed in the applicant's submitted narrative, dated October 18, 1999.
7. Sections of the McMinnville Annexation Ordinance (No. 4636) applicable to this request are as listed in the applicant's submitted narrative, dated October 18, 1999.



## CONCLUSIONARY FINDINGS FOR APPROVAL

1. The subject request complies with goals and policies of the McMinnville Comprehensive Plan, 1981 (Finding of Fact No. 4 ) as listed in the applicant's submitted findings, with one exception. Finding V-3 shall be amended to read as follows (text proposed for deletion is lined out):  
  
    "**Finding V-3:** Policy 71.01 is satisfied by the requests as the Oak Ridge Planned Development will be constructed below the maximum density of six units per acre, ~~thereby providing for sewer density allowances for trade-offs.~~"
2. The subject request complies with the applicable provisions and requirements of the McMinnville Zoning Ordinance No. 3380 (Finding of Fact No. 5) as listed in the applicant's submitted findings.
3. The subject request complies with the applicable provisions and requirements of the McMinnville Annexation Ordinance No. 4636 (Finding of Fact No. 6) as listed in the applicant's submitted findings.

MDW:ral

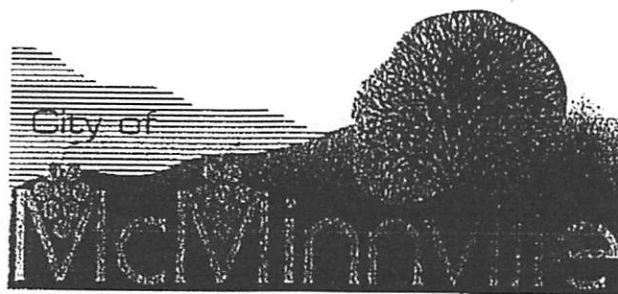


Exhibit 48

230 NE Second Street • McMinnville, Oregon 97128 • [www.ci.mcminnville.or.us](http://www.ci.mcminnville.or.us)

November 23, 1999

Jeff and Lori Zumwalt  
Premier Home Builders, Inc.  
P O Box 43  
McMinnville OR 97128

Dear Mr. and Mrs. Zumwalt:

This is to advise you that at a meeting of the McMinnville Planning Commission on Thursday, November 18 1999, your applications for annexation (ANX 4-99) of approximately 9.2 acres of land, comprehensive plan amendment (CPA 10-99), zone change (ZC 19-99) on approximately 9.2 acres of continuous land, and a 107-lot single-family residential tentative subdivision plan (S6-99) on the 30.2-acre parent parcel located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek; and is further described as a portion of Tax Lot 1300, Section 17, T. 4 S., R. 4 W., W.M. were presented and carefully studied.

Based on the materials submitted by the applicant, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to recommend to the City Council that ANX 4-99 be approved and forwarded to a vote of the electorate pursuant to City and State annexation requirements.

Based on the materials submitted by the applicant, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to recommend to the City Council that CPA 10-99 be approved and that ZC 19-99 be approved subject to the following conditions:

1. That the comprehensive plan map amendment and zone change approvals (for those portions located outside of the current city limits) not take affect until and unless the annexation request is approved by the City Council and the electorate.
2. That the Oak Ridge subdivision tentative plan (or such plan as may be revised by conditions for approval of this development), be placed on file with the Planning Department and that it become a part of the zone and binding on the property owner and developer.

Community Development Department  
Planning Department (503) 434-7311 FAX (503) 472-4104

That the developer is responsible for requesting approval of the Planning Commission for any major change of the details of the adopted plan. Minor changes to the details of the adopted plan may be approved by the Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

3. That the average lot size within the Oak Ridge subdivision shall be a minimum of 7,000 square feet.
4. That building setbacks for Lots 3, 4, 5, 13, 14, 87, 88, and 89 shall be as follows:  
Front – 20 feet; however, the front yard setback measured to the open side of a garage or carport shall not be less than eighteen (18) feet.  
Rear – 15 feet  
Side – 7.5 feet  
Exterior Side – 20 feet

The Planning Director is authorized to permit reductions or increases to these standards as may be necessary to provide for the retention of trees greater than nine inches in diameter measured at breast height. In no case, however, may the rear yard setback be reduced less than 5 feet, or the side yard setback to 5 feet, or the exterior side yard setback to 15 feet without approval of the Planning Commission pursuant to the requirements of Chapter 17.69 (Variance). A request to adjust the setbacks for these lots shall be accompanied by a building plan for the subject lot.

5. That existing trees greater than 9 inches in diameter measured 4.5 feet above grade, other than those identified for removal in the submitted arborist's report, shall not be removed without written permission of the McMinnville Planning Director. Trees to be retained shall be protected during all phases of home construction. A plan for the protection of trees to remain on site, and in particular, for the five "exceptional" Oregon white oak trees identified by the applicant's arborist, must be submitted to the City prior to construction of the proposed subdivision. In addition, such a plan shall also accompany any building permit for a lot on which trees are located. The plan must meet with the approval of the City prior to release of construction permits or building permits within the subject site.

Pursuant to the annexation and zoning ordinances of the City of McMinnville, an application approved by the Planning Commission may be appealed within 15 days of such approval to the City Council. If no appeal is filed with the City Recorder on or before December 7, 1999, the City Council will consider your request on December 14, 1999 (unless otherwise notified).

Based on the material submitted by the applicants, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to approve S 6-99 subject to the following conditions:

1. That the subdivision approval does not take effect until and unless the companion annexation, plan amendment, and zone change applications are approved by the City Council and McMinnville electorate.
2. That the applicant shall secure all required state and federal permits, including if applicable those related to the federal Endangered Species Act, and those required by the Oregon Division of State Lands and U.S. Army Corps of Engineers, and Department of Environmental Quality (applicable storm runoff and site development permits) prior to construction of the proposed subdivision. Copies of the approved permits shall be submitted to the City.
3. That a detailed storm drainage plan, which incorporates the requirements of the City's Storm Drainage Master Plan must be submitted to, and approved by, the City Engineering Department. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of backyard collection systems and easements, such must be private rather than public and private maintenance agreements must be approved by the City for them.
4. That a detailed sanitary sewage collection plan which incorporates the requirements of the City's Collection System Facilities Plan must be submitted to, and approved by, the City Engineering Department. Any utility easements needed to comply with the approved plan must be reflected on the final plat.
5. That the applicant secure from the Federal Emergency Management Agency appropriate certification to indicate the location and base flood elevation of the Baker Creek floodplain prior to the construction of Phase 3. All proposed development shall be located outside of an identified floodplain consistent with the City's floodplain ordinance.
6. That the developer enter into a construction permit agreement with the City Engineering Department for all public improvements and gain a fill and grading permit for lot fill and grading from the City Building Division.
7. That restrictive covenants shall be prepared for the development. At a minimum, the covenants shall provide provisions for the continued maintenance of a 10-foot wide landscaped strip along the Baker Creek Road frontage, and landscaped islands within Street "D" and "F", and provisions for tree retention, care, and planting. The proposed covenants must meet with the approval of the Planning Director.
8. That the applicant plant street trees within curbside planting strips along all proposed streets (including the north side of Street "F" unless not permitted by the wetland permit) and the Baker Creek Road frontage in accordance with a street tree plan to be prepared by the applicant and submitted to the Landscape Review Committee for their review and approval. All street trees shall have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip, and be spaced as appropriate for the selected species and as may be required for the location of above ground utility vaults.

transformers, light poles, and hydrants. In addition, street trees shall not be planted within 30 feet of street intersections. All street trees shall be of good quality and shall conform to American Standard for Nursery Stock (ANSI Z60.1). The Planning Director reserves the right to reject any plant material that does not meet this standard.

Each year the applicant shall install street trees, from November 1 to March 1, adjacent to those properties on which a structure has been constructed and received final occupancy. This planting schedule shall continue until all platted lots have been planted with street trees. All required trees shall be installed by the applicant prior to final platting, or security equal to 120 percent of the cost of installing the required street trees shall be posted with the City. The amount and form of such security shall be as required by the Planning Director.

It shall be the applicant's responsibility to relocate trees as may be necessary to accommodate individual building plans. The applicant shall also be responsible for the maintenance of the street trees, and for the replacement of any trees that may die for one year from the date of planting.

9. That prior to the submittal of the final plat, the names of all proposed streets shall be submitted by the applicant to the City for review and approved by the Planning Director.
10. That 10-foot utility easements shall be provided along the north side of Baker Creek Road and along both sides of all public rights-of-way for the placement and maintenance of required utilities.
11. That cross sections for the entire street system shall be prepared which show utility location, street improvement elevation and grade, park strips, sidewalk location, and sidewalk elevation and grade.

Said cross sections shall be submitted to the Community Development Director for review and approval prior to submittal of the final plat. If the submitted information so indicates, the Planning Director may require the tentative subdivision plan be revised in order to provide for a more practical configuration of lots, utilities, and streets. All such submittals must comply with the requirements of 13A of the Land Division Ordinance and must meet with the approval of the City Engineer.

12. That the section of Street "E" located immediately south of its intersection with Street "F" may be constructed with a minimum width, measured from curb to curb, of twenty feet. All other streets within the proposed subdivision, other than that section of Street "D" near its intersection with Baker Creek Road, shall be improved with a 28-foot wide paved section, and five-foot wide curbside planting strips located within a 50-foot right-of-way. The southern end of Street "D" shall be improved with two travel lanes each a minimum of eighteen feet in width separated by a landscaped raised median located within a sixty-foot wide right-of-way. Five-foot wide sidewalks shall be constructed within the public right-of-way one-foot from the property line adjacent to both sides of all public streets.

unless otherwise approved. Meandering sidewalks shall be permitted within the north grove and south grove to avoid the removal of existing trees. If the Planning Director should find that significant tree removal is required to accommodate the sidewalk on the west side of "E" Street, then a public sidewalk for this section of street shall not be required.

13. That the intersection of Street "F" and Street "E" be designed in accordance with the requirements of the City Engineer and McMinnville Fire Department. In particular, the intersection must provide a minimum 35-foot centerline turning radii to accommodate turning movement of emergency access vehicles, or as may otherwise be approved by the Fire Marshall
14. That improvements, including curbs, five-foot wide sidewalks, fencing, and landscaping are required along the Baker Creek Road frontage. Plans for the improvement of the Baker Creek Road frontage shall be submitted to the City Engineer and McMinnville Landscape Review Committee, as appropriate, for review and approval prior to their construction. All required improvements shall be installed prior to the filing of the final plat. Fencing shall be of a design that provides vertical and horizontal articulation so as to avoid the creation of a visually monotonous appearance.
15. That direct vehicular access from Baker Creek Road from Lots 34-44 is not allowed. Said restriction shall be noted on the face of the final plat.
16. That direct vehicular access from Street "D" to Lots 36 and 37 is not allowed. Driveways for these lots shall be placed as far possible from the intersection of Street "A" and Street "D" as possible to avoid conflict with other traffic at the intersection. Such limitations shall be noted on the face of the final plat and included in the covenants for the subdivision.
17. That the applicant extend water service to the subject site in accordance with McMinnville Water and Light requirements. Easements as may be required for the extension of water shall also be provided.
18. That approved, working fire hydrants must be installed prior to the issuance of building permits for the subject site.
19. That the area located in the northeast corner of the subject site, outside of any platted lots or public right-of-way (approximately 3.1 acres), be dedicated to the City of McMinnville for public park purposes, unless otherwise restricted due to the terms of a wetland permit issued by the Oregon Division of State Lands or Army Corps of Engineers. Said dedication shall be indicated on the face of the final subdivision plat. The value of this land shall be applied as an offset toward the applicant's park system development charges.
20. That if the property owner wishes a one-year extension of the Commission approval of this tentative plan under the provisions of Section 16 of Ordinance No. 3702, a request for such extension must be filed in writing with the Planning Department a minimum of 30 days prior to the expiration date of this approval.

21. That secondary emergency access shall be provided to the subject site by the applicant prior to the issuance of any building permits. At a minimum the required secondary emergency access must be constructed to include a 12-foot wide travel lane with 20 feet of vertical clearance. Plans for the provision of secondary emergency access for each phase of construction must be submitted to the McMinnville Fire Department for their review and approval prior to release of the final plat.
22. That the applicant dedicate a 10-foot wide strip of land parallel to the north right-of-way of Baker Creek Road, extending from the subject site's eastern border to the western border, for the future improvement of Baker Creek Road to a minor arterial street. Such dedication shall be shown on the face of the final plat.
23. That no on-street parking shall be allowed on either side of proposed 20-foot wide street sections, within 50-feet of intersections on 28-foot wide streets, or on outside turning radii of 28-foot wide streets. The applicant is required to install "no parking" signs in locations as may be required by the City Engineer.
24. That barricades shall be installed by the applicant at the terminus of all public streets as may be required by the City Engineer.
25. That a public street, designed to the standards of a local residential street (26-foot wide paved section, five-foot wide sidewalks, and six-foot wide curbside planting strip within a 50-foot right-of-way), shall be constructed westward from Street "E" to the western property line of the subject site. The location and alignment of this street shall be as required by the City Engineer. Adjustment of the submitted tentative plan are authorized as may be necessary to accommodate the provision of this street.
26. That the proposed street plan for the eastern midsection of the subject site be revised as may be necessary to avoid impact to wetlands within the subject site and those within the adjacent Compton property. At a minimum the eastern terminus of Street "F" shall be turned due south to intersect with the proposed intersection of Street "E" and Street "B" (future connection through the Compton property to Baker Crest Court would then be accomplished through the eastern extension of Street "E").  
  
Street "F" may be constructed in the alignment proposed on the tentative plan only upon submittal of a wetland permit issued by the Oregon Division of State Lands or Army Corps of Engineers that supports the further eastern extension of this street to Baker Crest Court. Such evidence must be submitted prior to the construction of Phase 2 of this project, or the phase lines for Phase 2 shall be amended to remove those lots that may be affected by the southern realignment of Street "F".
27. That the applicant provide information to the City Engineer as to the design capacity of the existing downstream sanitary sewer pump station located in the Crestbrook subdivision, First Addition. If the information and studies provided by

the applicant indicate that adequate capacity does not exist to support the proposed development of the Oak Ridge subdivision, then the applicant shall make improvements to the system as may be necessary and required by the City Engineer. Such improvements shall be at the expense of the applicant and shall be completed prior to release of the final plat.

28. That if technically feasible, (as determined by the City Engineer) the applicant provide a pedestrian easement extending northeast from streets "E" to "F" for access to the proposed public open space. The easement shall be a minimum of fifteen (15) feet in width and shall be improved as required by the City Engineer as part of the required subdivision improvements. If possible, the pedestrian easement should extend northeast from the intersection of streets "E" and "C" or alternatively from the intersection of Streets "E" and "D".

Pursuant to the Land Division Ordinance of the City of McMinnville, applications approved by the Planning Commission may be appealed within fifteen (15) days of the day of such approval to the City Council. If no appeal is filed with the City Recorder on or before December 7, 1999, the decision of the Planning Commission on this matter will be final.

Final approval of the subdivision must conform to the City subdivision regulations and engineering improvement requirements. A final subdivision must also conform to the provisions as established in Chapter 92 of the Oregon Revised Statutes. A list of fees to be paid by the developer and the submittals which are required before the final plat may be recorded are enclosed.

If you have any questions regarding these matters, please contact me at 434-7311.

Sincerely,



Doug Montgomery, AICP  
Planning Director

DRM:rai

Enclosure

cc: Rick Highsmith  
Dave Haugeberg  
Mark Davis



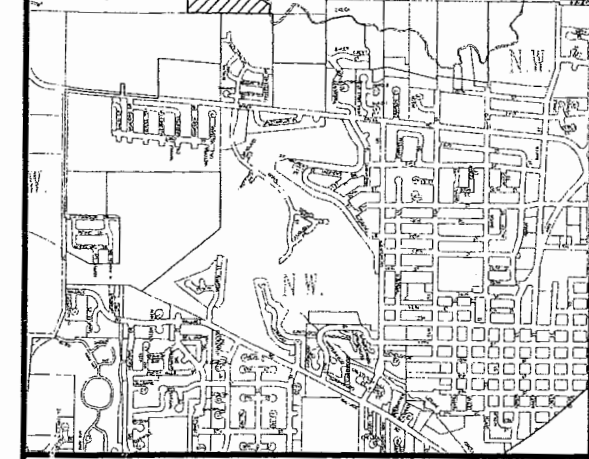


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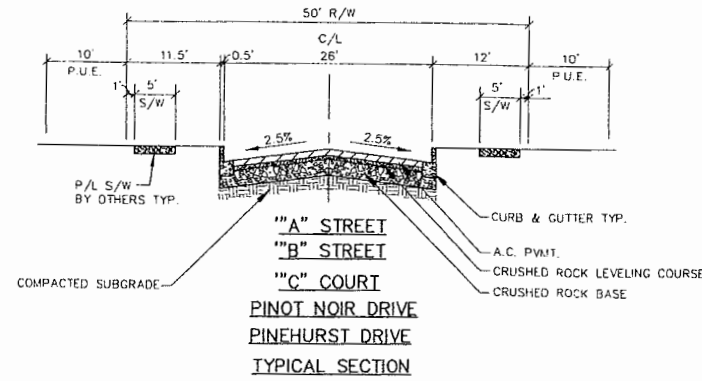
# Exhibit 4



SUBJECT PROPERTY



VICINITY MAP  
NTS

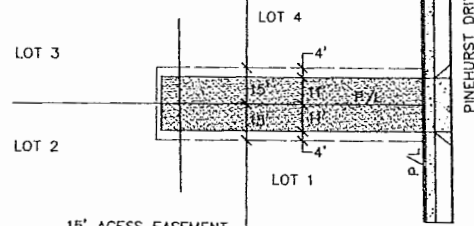


REDUCED EXTERIOR SIDEYARD SETBACKS  
ARE REQUESTED FOR THE FOLLOWING LOTS  
21,26,27,32,40,45,46,52,54 & 55



SEE DETAIL, THIS SHEET

15' ACCESS EASEMENT  
TO BENEFIT LOTS 3 & 4  
WITH CROSS-OVER EASEMENT  
TO BENEFIT LOTS 1 & 2



15' ACCESS EASEMENT  
TO BENEFIT LOTS 1 & 2  
WITH CROSS-OVER EASEMENT  
TO BENEFIT LOTS 3 & 4

DRIVEWAY AND EASEMENT DETAIL  
NTS

CONCEPTUAL FUTURE STREET LOCATION

**SUBDIVIDER**  
PREMIER DEVELOPMENT, LLC  
1312 NE HIGHWAY 99W  
McMINNVILLE, OR 97128

**OWNERS**

- VINCENT C. BRENTANO 1/4 INTEREST
- DONNA L. BRENTANO 1/4 INTEREST
- VINCE P. BRENTANO 1/4 INTEREST
- JOHN W. ALTREE 1/4 INTEREST
- CHRISTINE M. ALTREE 1/4 INTEREST
- ALLEN L. SCHWARTZ 1/4 INTEREST
- M. SUSAN SCHWARTZ 1/4 INTEREST

**ENGINEER**

WESTECH ENGINEERING  
3841 FAIRVIEW INDUSTRIAL DR. SE  
SUITE 100  
SALEM, OREGON 97302  
PH: 503-585-2474

**SURVEYOR**

DUNCAN SURVEYING CO.  
3765 RIVERSIDE DRIVE  
McMINNVILLE, OREGON 97128  
PH: 503-472-7904

**WATER**

McMINNVILLE WATER & LIGHT

**POWER**

McMINNVILLE WATER & LIGHT

**SEWER/STREET/DRAINAGE**

CITY OF McMINNVILLE

**GAS**

NORTHWEST NATURAL GAS CO.

**TELEPHONE**

VERIZON

**ZONE REQUESTED**

R-2 PD

**TAX LOT**

600 SECTION 7 & 8 T4S R4W W.M.

**AREA**

APPROX. 22.3 ACRES

**LOT COUNT**

TOTAL 99 LOTS

PHASE 1 69 LOTS

PHASE 2 30 LOTS

**AVG. LOT SIZE**

8,059 SF

**MAX. LOT SIZE**

24,636 SF

**MIN. LOT SIZE**

5,400 SF

NO.	DATE	DESCRIPTION	BY
1	AUG. 03		

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1" = 100'  
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DRN: LS  
CKD: DBK  
DATE: AUG. 03

**WESTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westech@westech-eng.com

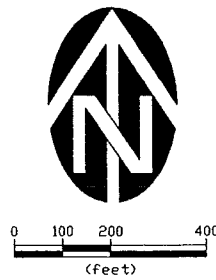
PREMIER HOMES  
McMINNVILLE, OR  
OAKRIDGE MEADOWS

**TENTATIVE PLAN**

SHEET  
1 OF 3  
JOB NUMBER  
2335.3000.0

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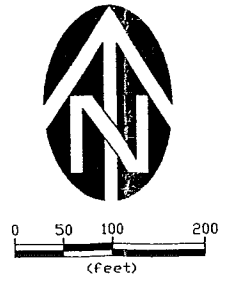
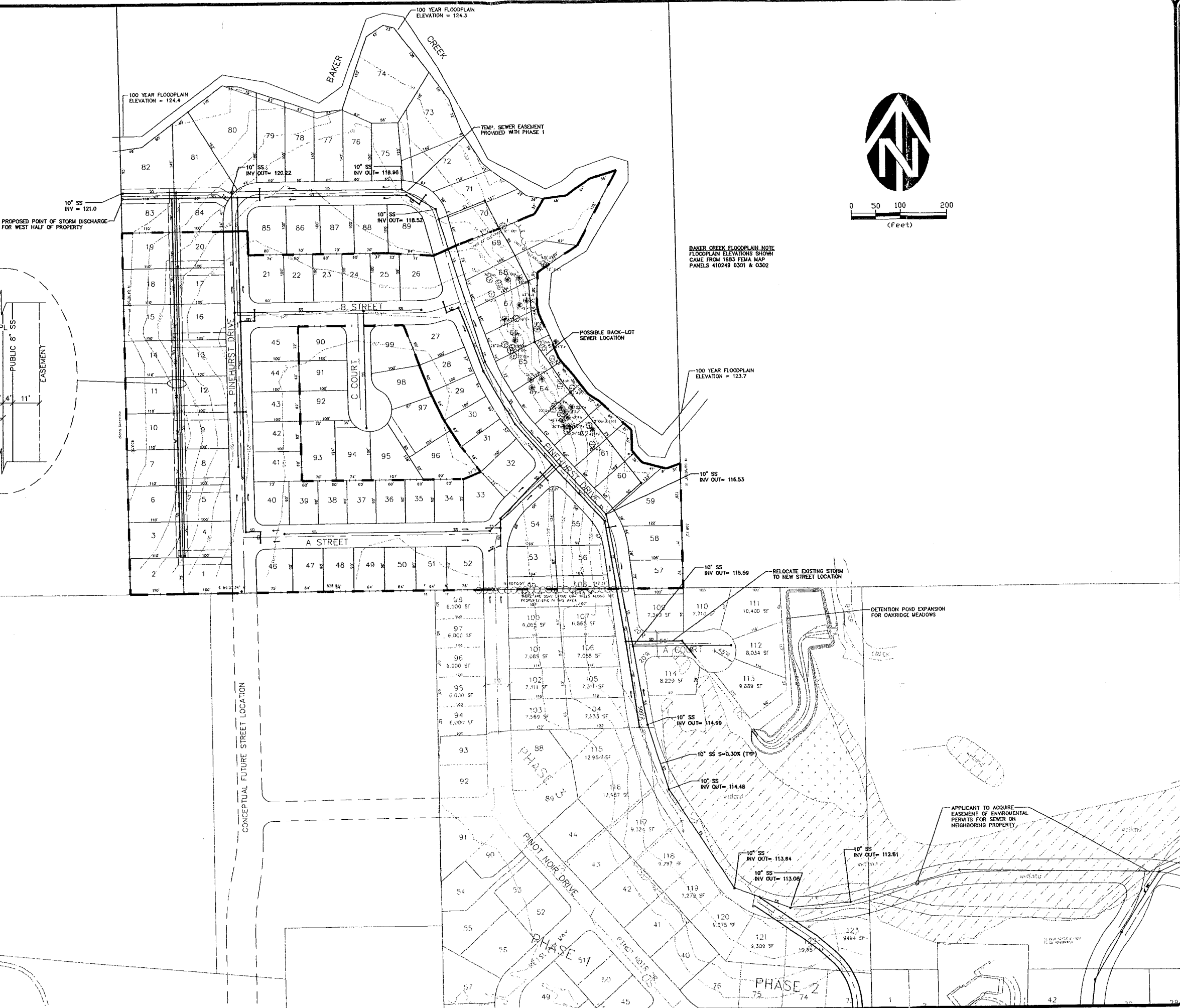
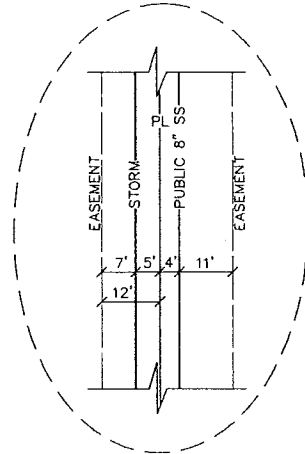
PREMIER HOMES  
 OAKRIDGE MEADOWS

**WE**  
 WESTTECH ENGINEERING, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 565-2474 Fax: (503) 565-3986  
 E-mail: westtech@westtech-eng.com

McMINNVILLE, OR  
**LOCAL STREET ACCESS PLAN**

SHEET  
**2 OF 3**  
 JOB NUMBER  
 2335.3000.0

Nov 10, 2004 - 2:07pm  
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BAKER CREEK FLOODPLAIN NOTE  
FLOODPLAIN ELEVATIONS SHOWN  
CAME FROM 1983 FEMA MAP  
PANELS 410249 0301 & 0302

NO.	DATE	DESCRIPTION	BY

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ORIGINAL DRAWING  
IF NOT ONE INCH OR  
LARGER INDICATE  
SCALE ACCURACIES

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CKD. DBK  
DATE: AUG. 03

**WESTTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

**WE**

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3986  
E-mail: westtech@westtech-eng.com

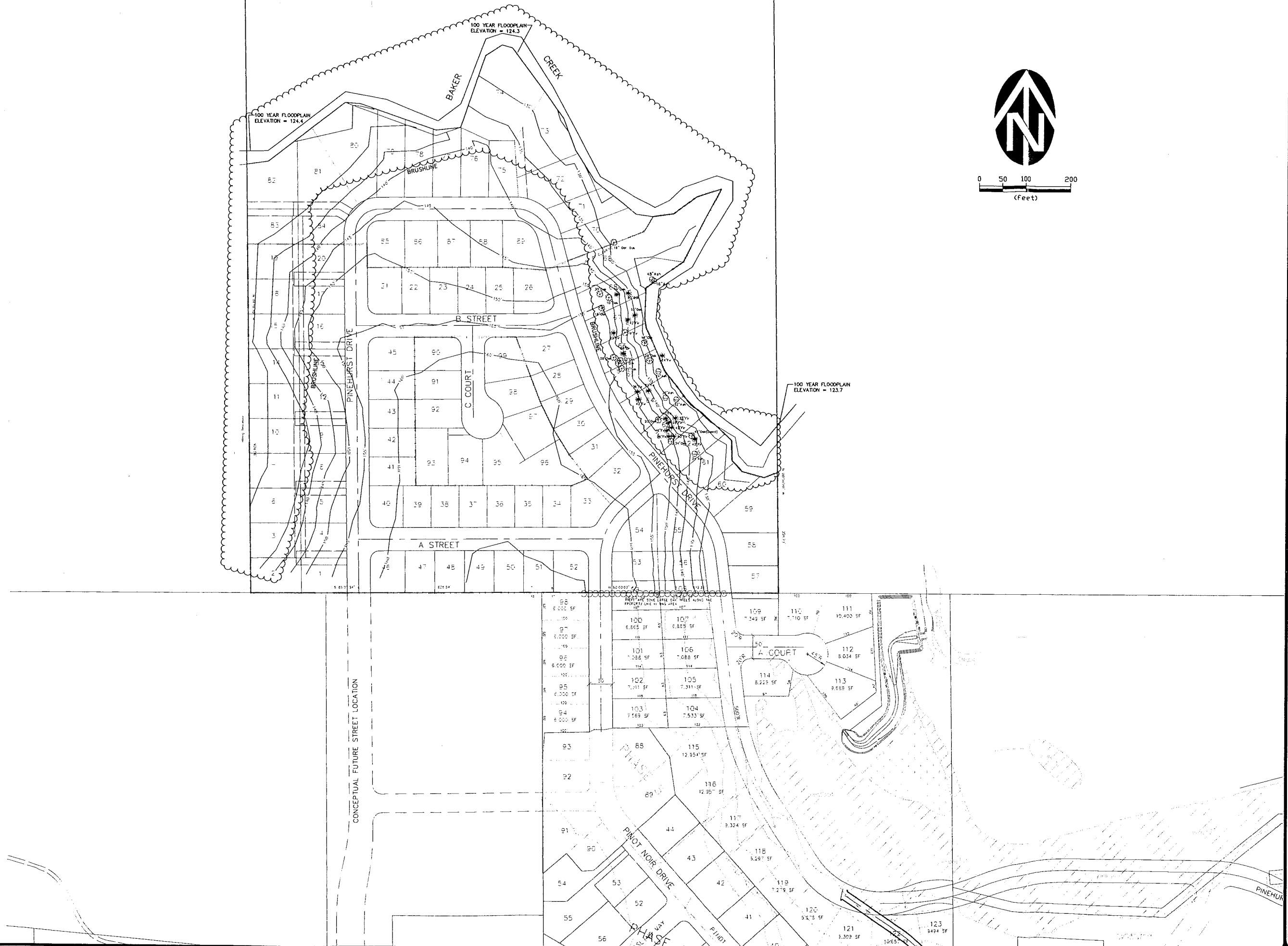
PREMIER HOMES  
MCMINNVILLE, OR  
OAKRIDGE MEADOWS

**PRELIMINARY SEWER  
& STORM DRAIN PLAN**

SHEET  
**3 OF 3**

JOB NUMBER  
**2335.3000.0**

New 15, 2004 - 3.12.04  
 P:\104\PREMIER HOMES\2335.0000.DWG\OPTION3 1-04\OPT1.DWG (TREE AND BRUSH 10b)



<p>WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS</p> <p>3841 Fairview Industrial Dr. S.E. Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com</p>		VERIFY SCALE DIM. IS ONE INCH OR ORIGINAL DRAWING 0 1" = 100' THIS SET, ADJUST SCALES ACCORDINGLY	DSN: DBK DRN: LS CKD: DBK DATE: AUG., 03	NO. DATE DESCRIPTION REVISIONS 1 1
		PREMIER HOMES    McMinnville, OR OAKRIDGE MEADOWS <h2 style="text-align: center;">EXISTING TREE AND VEGETATION PLAN</h2>		
SHEET <h1 style="text-align: center;">4 OF 4</h1>		JOB NUMBER <h2 style="text-align: center;">2335.3000.0</h2>		



**Exhibit 5**

ORDINANCE NO. 4845

An Ordinance amending Ordinance 4822, which rezoned certain property from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone to a City R-2 PD (Single-Family Residential Planned Development) zone on approximately 22.3 acres of land located northwest of the Oak Ridge residential development, to adopt additional findings.

RECITALS

On April 12, 2005, the City Council approved Ordinance 4822, which implemented an application (ZC 12-04 / S 14-04) from Premier Development LLC, dated November 15, 2004, requesting a zone change from a County EF-80 (Exclusive Farm Use – 80-acre minimum) zone to a City R-2 PD (Single-Family Residential Planned Development) zone on approximately 23 acres of land located northwest of the Oak Ridge residential development. The property is further described as a portion of Tax Lot 600, Section 7, and Tax Lot 200, Section 8, T. 4 S., R. 4 W., W.M.

The applicant appealed the City Council's decision to the State of Oregon Land Use Board of Appeals ("LUBA"). LUBA remanded the decision back to the City Council for further consideration on one issue. Premier Development LLC v. City of McMinnville, \_\_\_\_\_ Or LUBA \_\_\_\_\_ (LUBA 2005-065, Dec. 20, 2005).

The City Council held a public hearing on remand and concluded that its April 12, 2005, decision complies with all applicable criteria. The Council decided to amend its April 12 decision to adopt additional findings in support of the decision; now, therefore,

THE CITY OF McMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That the Council amends Section 1 of Ordinance 4822 to adopt the findings and conclusions as contained in the Supplemental Findings of Fact and Conclusionary Findings for Approval on Remand (Exhibit "A," attached) as additional findings and conclusions in support of its decision as set forth in Ordinance 4822.

Section 2. Except as provided by Section 1, Ordinance 4822 is unchanged.

Passed by the Council this 14th day of March 2006, by the following votes:

Ayes: Hansen, Hill, Menke, Olson, Springer, Yoder

Nays: \_\_\_\_\_

Approved this 14<sup>th</sup> day of March 2006.

  
MAYOR

Attest:

  
RECORDER

Approved as to form:

  
CITY ATTORNEY

**EXHIBIT "A"**  
**SUPPLEMENTAL FINDINGS OF FACT AND CONCLUSIONARY FINDINGS**  
**FOR APPROVAL ON REMAND**  
**DOCKET ZC 12-04/S 14-04**

**INTRODUCTION**

1. Premier Development LLC ("applicant") requested approval of a zone change from a County EF-80 (Exclusive Farm Use - 80-acre minimum) zone to a City R-2 PD (Single-Family Residential Planned Development) zone on approximately 23.0 acres of land. The applicant also requested approval of a tentative residential subdivision plan to accommodate 99 single-family residential lots. The subject site is located north of Pinot Noir Drive and the Oak Ridge residential development and is further described as a portion of Tax Lot 600, Section 7, and Tax Lot 200, Section 8, T. 4 S., R. 4 W., W.M. The subject property was annexed to the city on May 18, 2004, by the voters of McMinnville. The City Council approved the application with conditions in a decision dated April 12, 2005.
2. The applicant appealed the City Council's decision to the State of Oregon Land Use Board of Appeals ("LUBA"). LUBA remanded the decision back to the City Council for further consideration on one issue. Premier Development LLC v. City of McMinnville, \_\_\_\_ Or LUBA \_\_\_\_ (LUBA 2005-065, Dec. 20, 2005).
3. The sole issue before the City Council on remand is whether the City's April 12, 2005, decision complies with a portion of the McMinnville Community Zoning Ordinance ("MCZO") Section 17.72.035 that the Council failed to discuss in its prior decision. The applicant's particular argument was that the condition imposed by the City Council limiting development of the proposed subdivision to 76 lots until a second direct access is constructed from Pinehurst Drive to Baker Creek Road did not comply with this portion of Section 17.72.035 because it "discouraged needed housing through unreasonable cost or delay."
4. LUBA otherwise upheld the City's decision, concluding that the City's decision to impose the above-noted condition was justified pursuant to its findings and was supported by substantial evidence in the record.
5. The City Council held an on the record hearing on remand at its March 14, 2006, meeting.

## FINDINGS OF FACT

MCZO 17.72.035 contains the provisions at issue on remand:

**"17.72.035 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 portion of the section shown in bold is the portion of the provision that LUBA concluded the Council failed to address in its April 12, 2005, decision.



## CONCLUSIONS

1. The City Council's April 12, 2005, decision found that the application was in compliance with MCZO 17.72.035 subsections A, B, and C. This finding was not challenged by the applicant at LUBA, but LUBA questioned whether subsection B should have been applied given that the application dealt with needed housing. Subsection B was not applied to deny or condition the decision, so the Council concludes that its prior finding with regard to Subsection B is surplusage.

2. Although not raised by the applicant in its LUBA appeal, the Council concludes that its decision does not exclude needed housing or unnecessarily decrease densities within the meaning of MCZO 17.72.035. The Council approved the applicant's request for an R-2 zoning designation with a planned development ("PD") overlay. The PD overlay permits an applicant to vary from the clear and objective requirements of the City's subdivision ordinance, such as setbacks, lot size, and lot design, thereby allowing an applicant to maximize developable density on a constrained property. The Council's prior decision authorizes development of 99 lots, a 30% higher density than was originally proposed when the subject property was submitted to the voters for annexation. The Council approved the development at this density in spite of objections from opponents who argued that the development should be limited to the 76 lots proposed in the annexation measure. The Council's decision to approve the subdivision is consistent with the City's comprehensive plan designation and the City's housing policies as explained in the Council's unchallenged findings in its April 12, 2005, decision.

3. The Council concludes that the decision does not attach special conditions that "would have the effect of discouraging needed housing through unreasonable cost or delay." The City argued before LUBA that this provision is essentially identical to ORS 197.307(6) and should be construed accordingly. The Council finds that this subsection of MCZO 17.72.035 is clearly intended to implement the statute and finds that it should be construed consistently with the statute. As the City noted in its brief before LUBA:

"the statute does not prohibit *reasonable* cost or delay. *Home Builders Assoc. v. City of Eugene*, 41 Or LUBA 370, 422 (2002). The statute also doesn't prohibit local regulations that delay build out until urban services are available to support the development.

"The needed housing statute at ORS 197.307 is not concerned with the timing of development, nor does it require that all areas of the city be immediately available for development of needed housing under clear and objective standards. The statute is not offended by a standard that effectively requires needed housing developers to apply under discretionary standards

designed to address public safety concerns until emergency services are extended to currently unserved portions of the city.' *Home Builders Assoc. v. City of Eugene*, 41 Or LUBA at 418-419."

The Council concludes that MCZO 17.72.035 is not intended to relax or prohibit conditions that delay development of needed housing until adequate public facilities are constructed or available. The condition requiring direct connection to Baker Creek Road was imposed pursuant to Comprehensive Plan Policies 79.00 and 99.00, which require an adequate level of urban services, including streets improved to city standards, to be provided prior to or concurrent with all proposed residential development. These policies are housing policies under Chapter V ("Housing and Residential Development") of the Plan. These are therefore the policies that MCZO 17.72.035 directs the Council to emphasize, not "other policies" to which subsections (1), (2), and (3) apply. (The condition was also imposed pursuant to Policy 122.00, which is not a housing policy but sets forth the City standards with regard to streets, and so the Council finds that its application implements the housing policies noted above.)

The Council concludes that any additional cost or delay as a result of conditions designed to ensure adequate public facilities is reasonable in light of these policies and the other multiple policy and ordinance requirements that public facilities must be adequate to serve new residential development and to preserve livability in surrounding neighborhoods as discussed in the unchallenged portions of the Council's prior decision. Allowing residential development to occur on substandard public facilities could actually increase delay as a result of citizen opposition and appeals (as occurred with this application) and add cost as a result of the need to install after-the-fact upgrades to bring the public facilities up to City standards.

In its appeal to LUBA, the applicant challenged the imposition of the condition limiting development of the proposed subdivision to 76 lots until a second direct access is constructed from Pinehurst Drive to Baker Creek Road. The applicant argued that the condition caused unreasonable cost and delay because the applicant had proposed alternative, more reasonable, access routes that would alleviate the identified traffic problem. The Council, however, did not agree that the applicant's proposed alternatives would alleviate the traffic impact on the local street system caused by full build-out of the subdivision. LUBA upheld that portion of the City's decision imposing the direct connection and rejecting the applicant's alternative routes, and the applicant did not appeal. That issue is therefore resolved with regard to this application. If another access route is constructed prior to the direct connection to Baker Creek Road that the applicant believes would alleviate the impact of the traffic generated by full build-out of the subdivision, the applicant may file an application to amend the condition pursuant

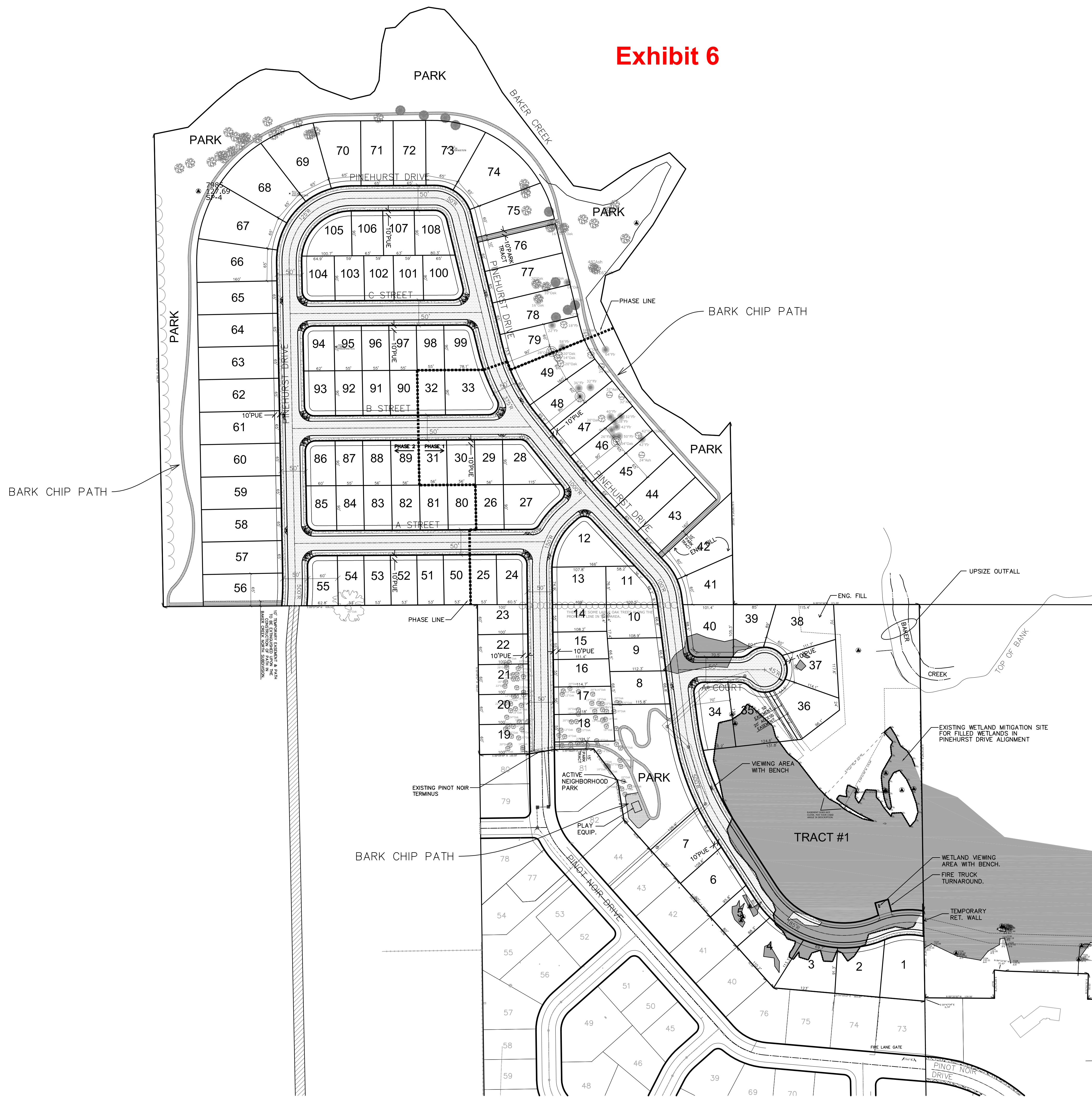
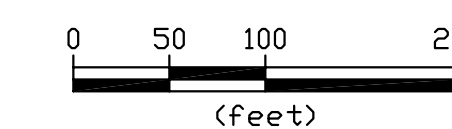
to MCZO 17.72.030 ("Public Hearings and Notice Requirements: Zoning Map and Planned Development Overlay Amendments") and make its case at that time.

For these reasons, the Council concludes that imposing a condition limiting development of the proposed subdivision to 76 lots until a second direct access is constructed from Pinehurst Drive to Baker Creek Road does not violate MCZO 17.72.035.

4. Based upon the findings and conclusions above, the Council concludes that its Ordinance 4822 implementing the zone change and PD overlay does not require any additional substantive amendment to decision, but should be modified to incorporate these supplemental findings in support of the decision.



Exhibit 6



3/21/2019 11:01:40 AM R:\Dwg\PREMIER\PREMIER\2335.4000.DWG Subdivision Layout.DWG (2x)36 Sub Layout.tbx

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DRN:	TW
CYO:	JW
DATE:	APR. 2018

# REVIEW REVIEW

**WESTTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3966  
E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS SUBDIVISION

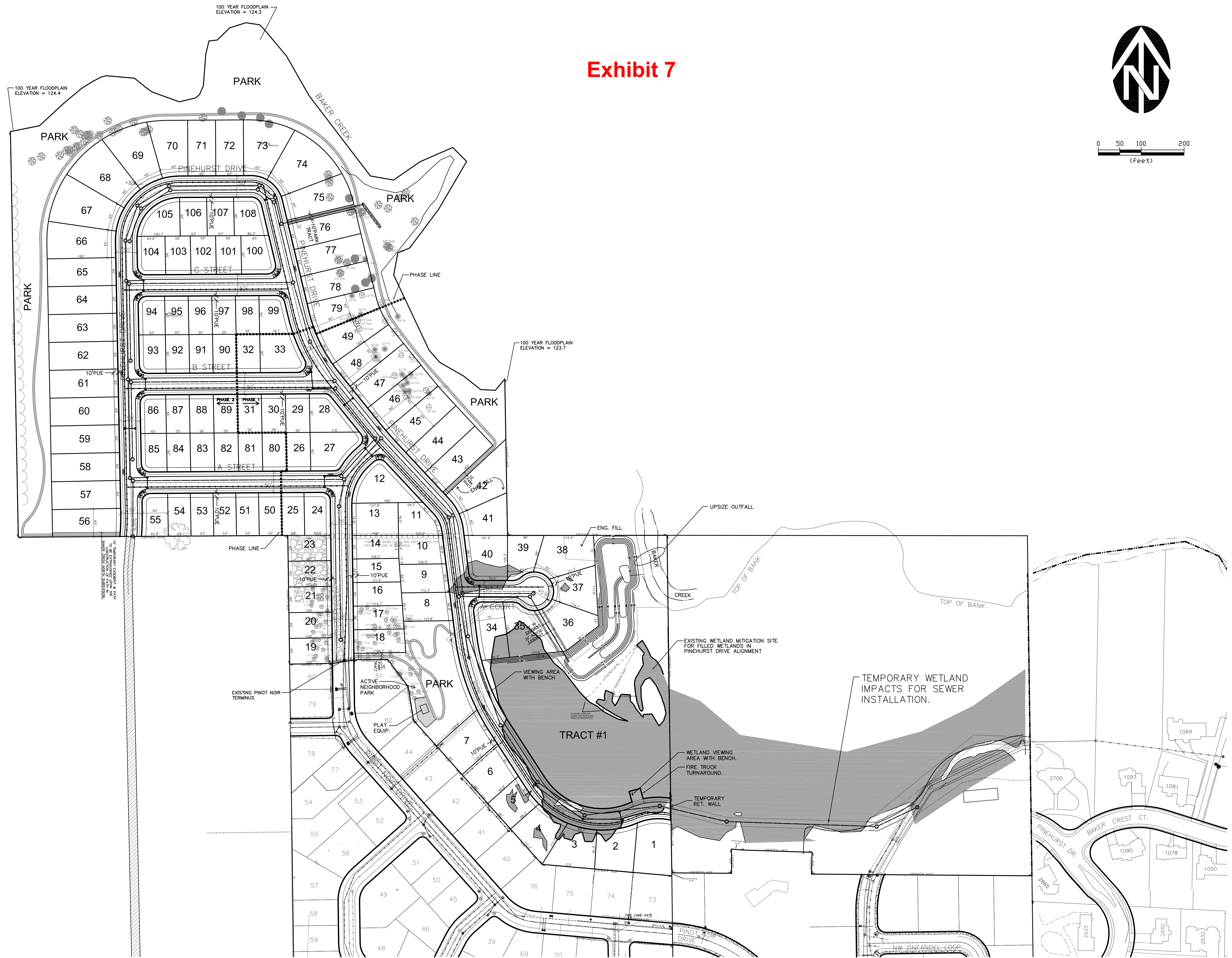
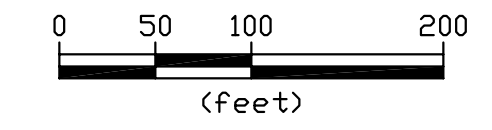
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JOB NUMBER  
**2335.4000.0**



# Exhibit 7



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2	TJ		
3	JW		

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 DRN: TJ  
 C/D: JW  
 DATE: APR. 2018

**REVIEW REVIEW**  
 WESTTECH ENGINEERING, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3986  
 E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS SUBDIVISION  
 OVERALL UTILITY PLAN  
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 JOB NUMBER  
 2335.4000.0

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# Exhibit 8

OFFICIAL YAMHILL COUNTY RECORDS  
JAN COLEMAN, COUNTY CLERK



\$56.00

200422594

9:30:27 AM 11/05/2004

PR-CRPR Cnt=1 Stn=3 SUSAN  
\$35.00 \$10.00 \$11.00

## DECLARATION OF COVENANTS AND RESTRICTIONS FOR THE Oak Ridge Wetland Mitigation Site

THIS DECLARATION is made this 1st day of November 2004, by Premier Development, LLC. , (“Declarant”). This Declaration of Covenants is required as a permit condition which is part of the mitigation of impacts to wetlands regulated under Oregon’s Removal-Fill Law, ORS 196.800 et seq. ORS 182.060 provides that “Any instrument creating a[n]...easement...may be indexed and recorded in the records of deeds of real property in the county where such real property is located.” Further, ORS.060 provides that “When requested by a state board or commission, the county clerk shall file or record, or both, in the office of the clerk any instrument affecting real property and immediately shall return to the board or commission a receipt for the instrument, aptly describing it and showing the legal charge for the filing or recording or the instrument.” Therefore, the Division of State Lands, operating under the State Land Board, requires the recording of this instrument as described above.

### RECITALS

1. WHEREAS, Declarant is the owner of the real property described in Exhibit “A” attached hereto and by this reference incorporated herein as the “Property”, and desires to create thereon wetlands to be maintained in accordance with the Permit Number approved by the Oregon Division of State Lands (“Division”), attached as Exhibit B;

2. WHEREAS, Declarant desires to provide for the preservation and enhancement of the wetland values of the Property and for the maintenance and management of the Property and improvements thereon, and to this end desires to subject the Property to the covenants, restrictions, easements and other encumbrances hereinafter set forth, each and all of which is and are for the benefit of the Property.

NOW, THEREFORE, the Declarant declares that the Property shall be held, transferred, sold, conveyed and occupied subject to the covenants, restrictions, easements and other encumbrances hereinafter set forth in this Declaration.

**ARTICLE 1  
DEFINITIONS**

1.1 "Declaration" shall mean the covenants, restrictions, and all other provisions set forth in the Declaration of Covenants and Restrictions.

1.2 "Declarant" shall mean and refer to Premier Development, LLC., its successors or assigns.

1.3 "Removal fill permit" shall mean the final document approved by the Division that formally establishes the wetland mitigation and stipulates the terms and conditions of its construction, operation and long-term management.

1.4 "Property" shall mean and refer to the wetland mitigation site described in Exhibit "A".

**ARTICLE 2  
PROPERTY SUBJECT TO THIS DECLARATION**

The real property which is and shall be held, transferred, sold, conveyed and occupied subject to this Declaration is located in Yamhill County, Oregon and is more particularly described as the wetland mitigation site described in Exhibit "A".

**ARTICLE 3  
GENERAL PLAN OF DEVELOPMENT**

Declarant currently manages the property for the purpose of wetland mitigation. Current management is in accordance with Permit Number DSL #32996-RF.

**ARTICLE 4  
USE RESTRICTIONS AND MANAGEMENT RESPONSIBILITIES**

The Property shall be used and managed for wetland mitigation purposes in accordance with Permit Number DSL #32996-RF. Declarant and all users of the Property are subject to any and all easements, covenants and restrictions of record affecting the Property.



1. There shall be no removal, destruction, cutting, trimming, mowing, alteration or spraying with biocides of any vegetation on the restricted property, nor any disturbance or change in the natural habitat of the property, except to remove non-native species.
2. There shall be no agricultural, commercial, or industrial activity undertaken or allowed in the property; nor shall any right of passage across or upon the property be allowed or granted if that right of passage is used in conjunction with agricultural, commercial or industrial activity.
3. No domestic animals shall be allowed on the property.
4. There shall be no filling, excavating, dredging, mining or drilling; no removal of topsoil, sand, gravel, rock minerals or other materials, nor any dumping of ashes, trash, garbage, or of any other material, and no changing of the topography of the land of the Property in any manner without written approval from the state and federal wetland regulatory agencies.
5. There shall be no construction or placing of buildings, mobile homes, advertising signs, billboards, or other advertising material, or other structures on the Property.
6. Crossings of the restricted property for utility line installation shall be allowed only if complete restoration of grades and vegetation is done.

**ARTICLE 5**  
**RESOLUTION OF DOCUMENT CONFLICTS**

In the event of any conflict between this Declaration and Permit Number  
 DSL #32996-RF, the permit shall control.

IN WITNESS WHEREOF, the undersigned being Declarant herein, has executed  
 this instrument this 3<sup>rd</sup> day of November, 2004.

Premier Development, LLC:  
 Yamhill County, Oregon

By: Lou J. Sumwalt, Member  
 Title: Member



EXHIBIT "A"

1 of 2

Matt Dunckel & Assoc.  
3765 Riverside Drive  
McMinnville, Oregon. 97128  
Phone: 472-7904  
Fax: 472-0367

Date: 1 Sept. 2004

PREMIER BUILDERS - Legal Description of Wetland Mitigation Area

A tract of land in Section 17, Township 4 South, Range 4 West, Yamhill County, Oregon, being more particularly described as follows:

Beginning at a point that is North  $83^{\circ}59'30''$  East 405.48 feet from the north east corner of Lot 44 of OAK RIDGE SUBDIVISION, in the City of McMinnville; thence southeasterly 46.71 feet along a curve (C1) concave to the north having a radius of 147.70 feet (chord=South  $51^{\circ}48'24''$  East 46.51 feet);  
thence southeasterly 37.67 feet along a curve (C2) concave to the south having a radius of 2220.97 feet (chord=South  $60^{\circ}22'49''$  East 37.67 feet);  
thence southeasterly 21.84 feet along a curve (C3) concave to the north having a radius of 71.46 feet (chord=South  $68^{\circ}38'57''$  East 21.75 feet);  
thence southeasterly 20.12 feet along a curve (C4) concave to the north having a radius of 182.94 feet (chord=South  $80^{\circ}33'17''$  East 20.11 feet);  
thence southeasterly 13.81 feet along a curve (C5) concave to the south having a radius of 78.400 feet (chord=South  $78^{\circ}39'27''$  East 13.80 feet);  
thence southeasterly 10.39 feet along a curve (C6) concave to the south having a radius of 16.56 feet (chord=South  $55^{\circ}38'35''$  East 10.22 feet);  
thence southeasterly 18.03 feet along a curve (C7) concave to the north having a radius of 37.44 feet (chord=South  $51^{\circ}28'16''$  East 17.85 feet);  
thence southeasterly 17.06 feet along a curve (C8) concave to the south having a radius of 131.81 feet (chord=South  $61^{\circ}33'27''$  East 17.05 feet);  
thence southeasterly 12.51 feet along a curve (C9) concave to the north having a radius of 24.68 feet (chord=South  $72^{\circ}22'29''$  East 12.38 feet);  
thence northeasterly 18.99 feet along a curve (C10) concave to the north having a radius of 19.98 feet (chord=North  $65^{\circ}52'03''$  East 18.28 feet);

Page 1 of 2

Date: 1 Sept. 2004

PREMIER BUILDERS - Legal Description of Wetland Mitigation Area

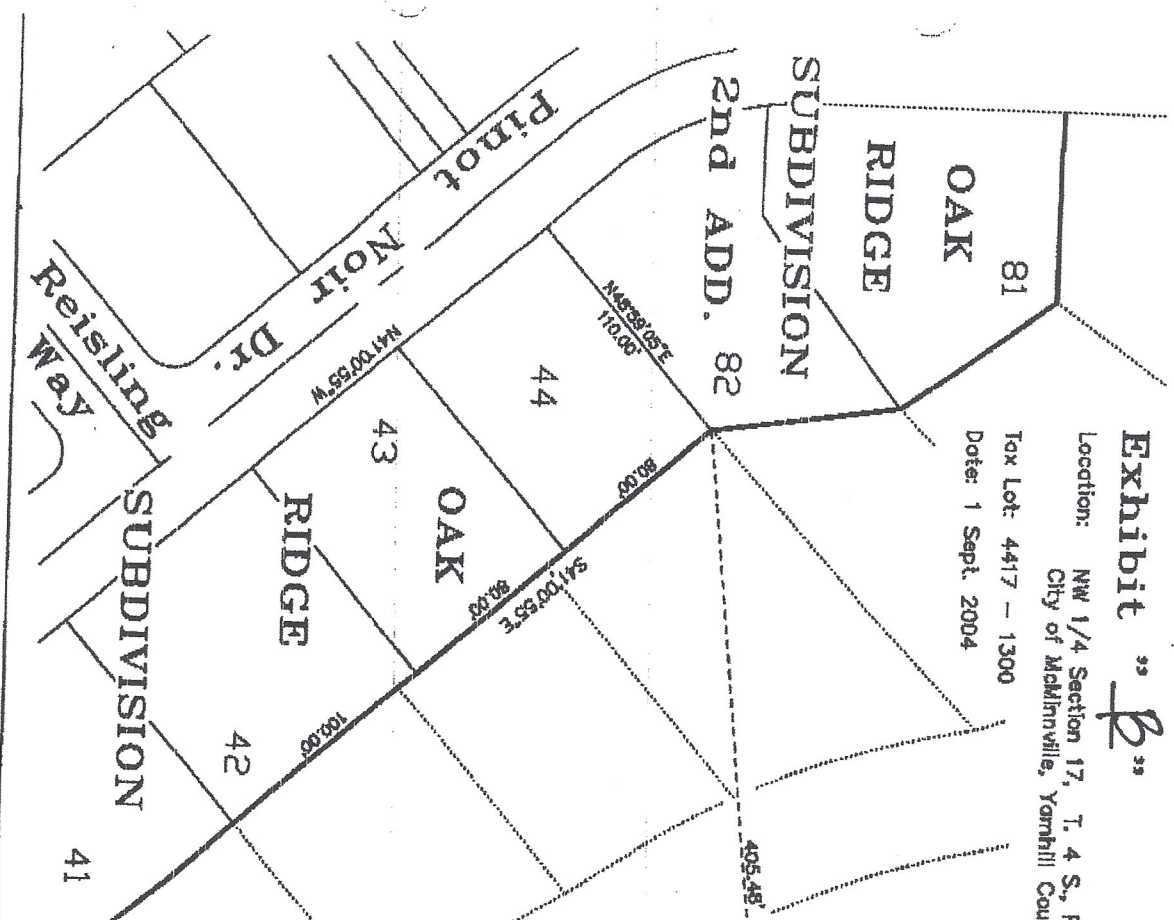
thence northeasterly 10.77 feet along a curve (C11) concave to the north having a radius of 27.57 feet (chord=North 28°03'55" East 10.11 feet);  
 thence North 00°08'22" West 16.72 feet;  
 thence northwesterly 18.04 feet along a curve (C12) concave to the east having a radius of 136.99 feet (chord=North 13°07'56" West 18.03 feet);  
 thence northwesterly 9.52 feet along a curve (C13) concave to the west having a radius of 52.08 feet (chord=North 14°35'46" West 9.51 feet);  
 thence northwesterly 15.76 feet along a curve (C14) concave to the east having a radius of 99.89 feet (chord=North 15°18'53" West 15.74 feet);  
 thence northwesterly 24.01 feet along a curve (C15) concave to the west having a radius of 130.60 feet (chord=North 16°03'41" West 23.97 feet);  
 thence northwesterly 17.35 feet along a curve (C16) concave to the west having a radius of 79.66 feet (chord=North 27°34'03" West 17.32 feet);  
 thence northwesterly 19.62 feet along a curve (C17) concave to the east having a radius of 99.73 feet (chord=North 28°10'18" West 19.59 feet);  
 thence northwesterly 23.84 feet along a curve (C18) concave to the west having a radius of 107.10 feet (chord=North 28°54'48" West 23.80 feet);  
 thence northwesterly 21.30 feet along a curve (C19) concave to the east having a radius of 54.99 feet (chord=North 24°11'43" West 21.17 feet);  
 thence northwesterly 15.36 feet along a curve (C20) concave to the west having a radius of 101.28 feet (chord=North 17°26'39" West 15.34 feet);  
 thence northwesterly 34.56 feet along a curve (C21) concave to the west having a radius of 1369.28 feet (chord=North 22°30'42" West 34.55 feet);  
 thence South 43°31'41" West 175.64 feet to the point of beginning as shown by Exhibit "\_\_\_".



# Exhibit "B"

Location: NW 1/4 Section 17, T. 4 S., R. 4 W., WM,  
City of MadlINVILLE, Yamhill County, OR

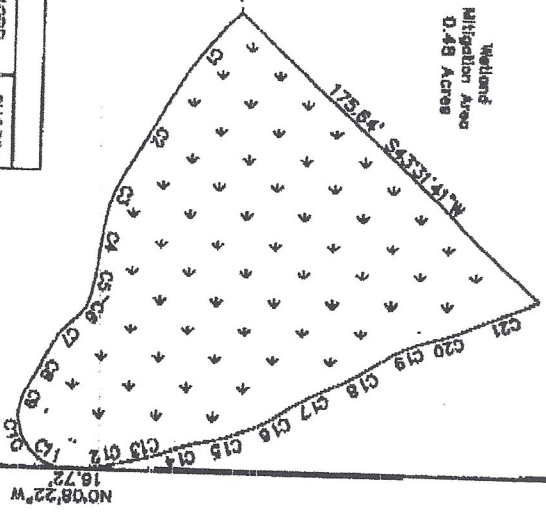
Tax Lot: 4417 - 1300  
Date: 1 Sept. 2004



Scale: 1" = 100'

North

Wetland Mitigation Area  
0.48 Acres



CURVE	RADIUS	LENGTH	DELTA ANGLE	CHORD BEARING	CHORD DISTANCE
C1	147.70	46.71	1807°09"	S51°48'24"E	46.51
C2	2220.97	37.67	0°58'18"	S80°22'48"E	37.67
C3	71.46	21.84	17°30'35"	S68°38'57"E	21.75
C4	182.84	20.12	61°8'06"	S80°33'17"E	20.11
C5	76.40	13.61	10°05'46"	S78°38'27"E	13.60
C6	16.56	10.39	35°55'58"	S55°38'35"E	10.22
C7	37.44	18.03	27°35'20"	S51°28'16"E	17.65
C8	131.81	17.05	7°24'56"	S51°33'27"E	17.05
C9	24.68	12.51	29°02'58"	S72°22'28"E	12.38
C10	18.98	18.98	54°27'57"	N65°52'03"E	18.28
C11	27.57	10.17	21°08'18"	N28°03'55"E	10.11
C12	136.99	18.04	7°32'48"	N13°07'38"W	18.03
C13	52.08	9.52	10°28'30"	N14°35'46"W	9.51
C14	98.89	15.78	9°02'17"	N15°18'53"W	15.74
C15	130.60	24.01	10°31'54"	N16°03'41"W	23.97
C16	79.66	17.35	12°28'51"	N27°34'03"W	17.32
C17	89.73	19.62	11°16'21"	N28°10'18"W	19.59
C18	107.10	23.84	12°45'20"	N28°54'48"W	23.80
C19	54.99	21.30	22°11'36"	N24°11'43"W	21.17
C20	101.28	15.36	8°41'22"	N17°26'39"W	15.34
C21	1589.28	34.56	1°26'45"	N22°30'42"W	34.56

Matt Duncel & Assoc.  
3765 Riverside Drive  
MadlINVILLE, Oregon 97128  
Phone : 503-472-7904  
Fax: 503-472-0357  
Email: duncel@mlink.com

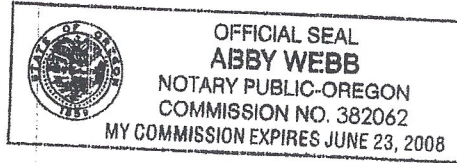
REGISTERED PROFESSIONAL LAND SURVEYOR  
OREGON  
MATTHEY E. DUNCHEL  
1942

Remorede 31 December 2005  
5144

STATE OF OREGON )

County of Yamhill )

SS:

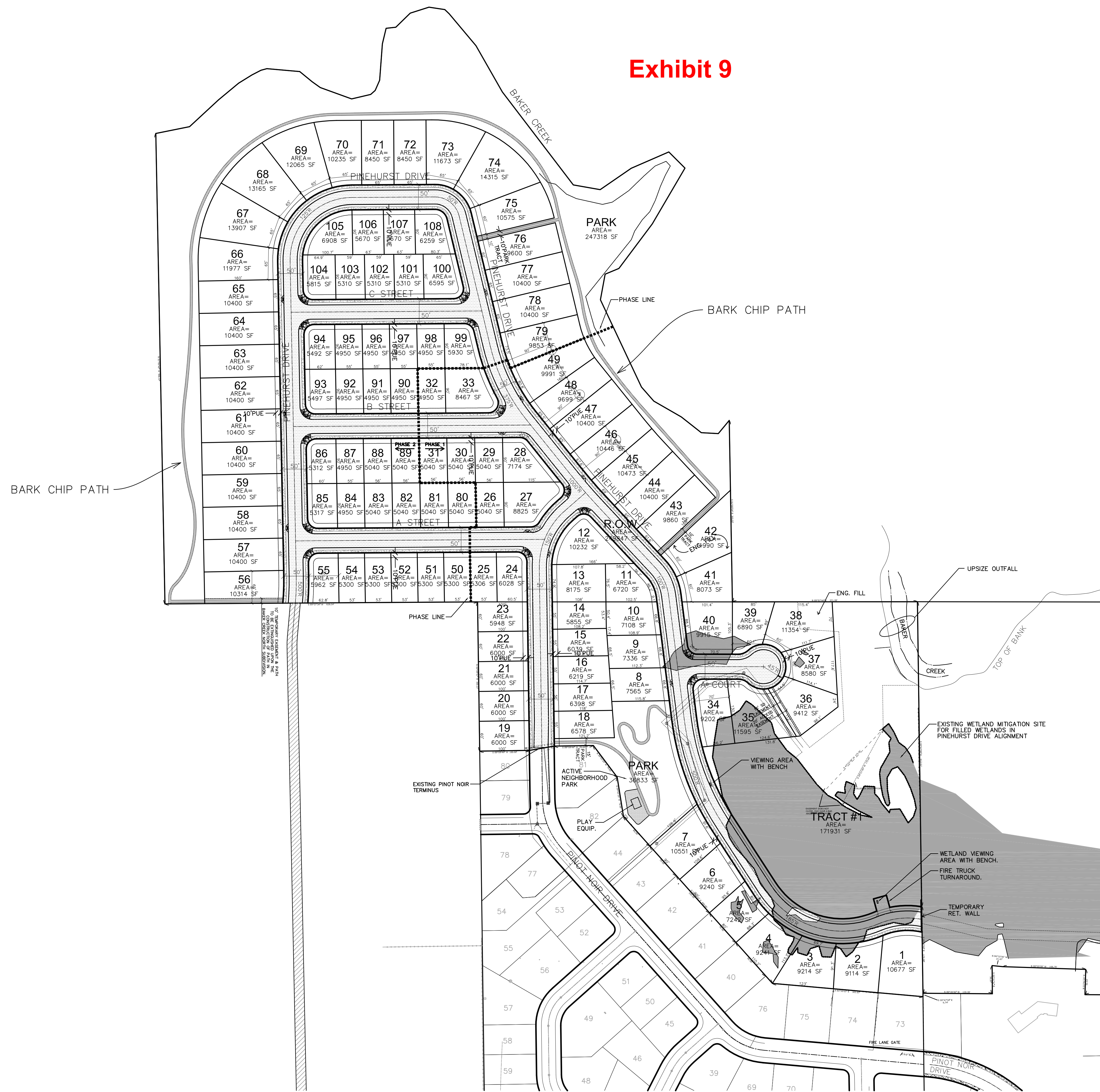
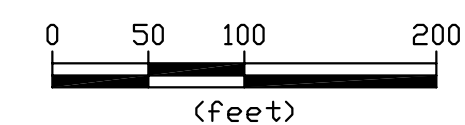
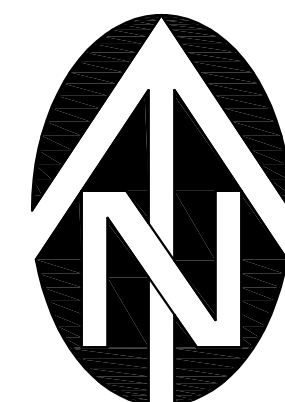


This instrument was acknowledged and signed before me on November 3, 2004  
by Lori L. Zumwalt

Abby Webb  
Signature of Notarial Officer  
My Commission Expires: June 23, 2008



# Exhibit 9



NO.	DATE	DESCRIPTION	BY

VERIFY SCALE ON ORIGINAL DRAWING  
 BAR IS ONE INCH ON ORIGINAL DRAWING  
 IF NO SCALE IS INDICATED ON DRAWING, ALL DIMENSIONS SHALL BE IN FEET UNLESS OTHERWISE NOTED  
 DSN: J.W. L.W.  
 DRN: T.N. J.W.  
 C/D: J.W. J.W.  
 DATE: APR. 2018

## REVIEW REVIEW

**WESTTECH ENGINEERING, INC.**  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3986  
 E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS SUBDIVISION  
**PRELIMINARY SUBDIVISION PLAT**

DRAWING  
**C6.0**  
 JOB NUMBER  
**2335.4000.0**

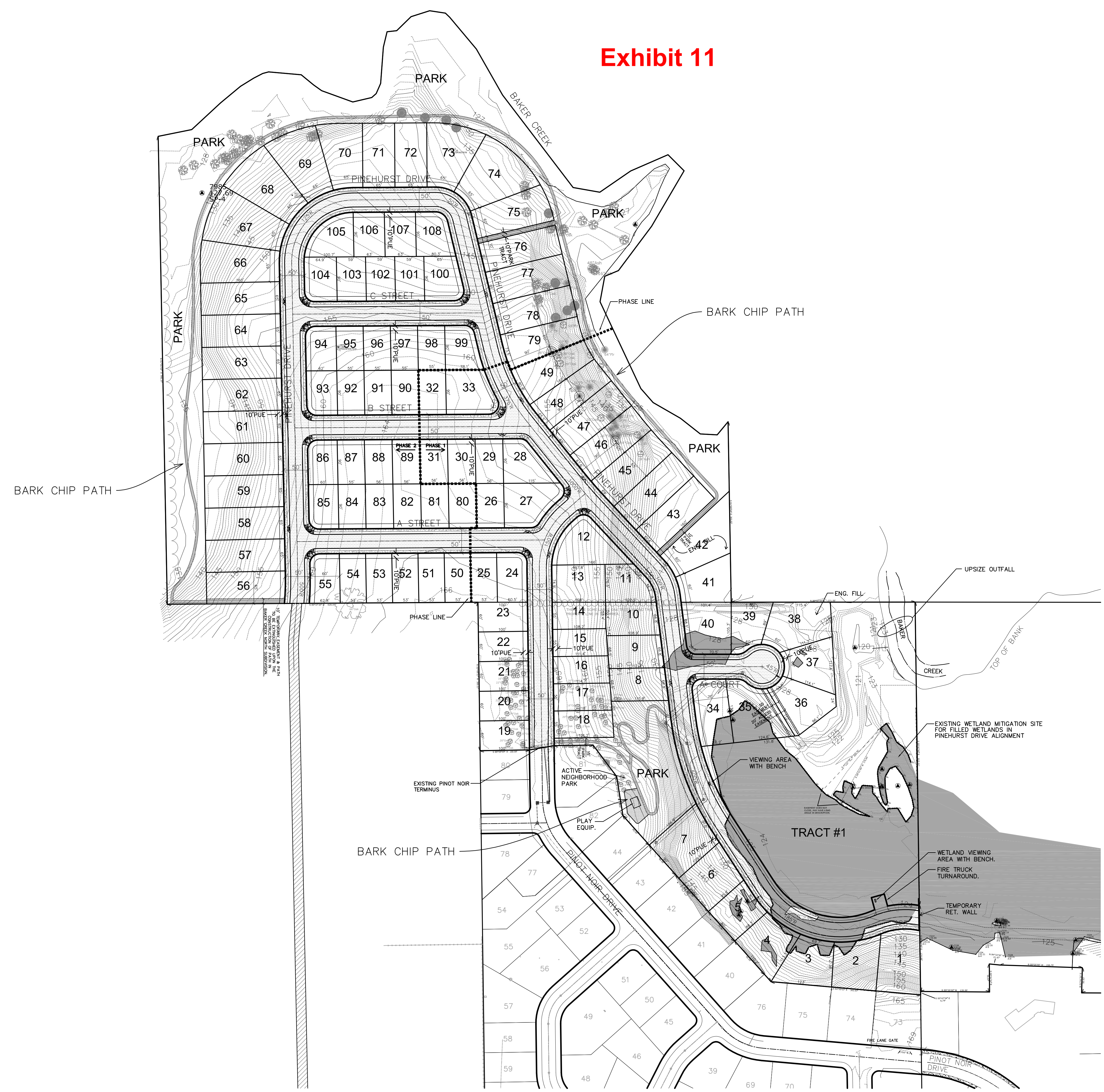
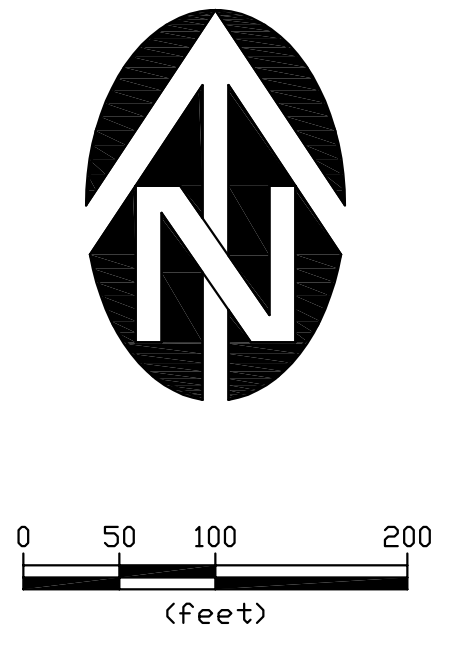
3/21/2019 11:22:08 AM  
 R:\Ong\PREMIER\_HOMES\2335.4000.0\Civil\West\_A\_Subdivision\_Layout.DWG (Prelim Plnt tab)

## Exhibit 10

Oak Ridge Meadows Phase I – Lots		Oak Ridge Meadows Phase II – Lots	
Lot #	Square Footage	Lot #	Square Footage
1	10,677	50	5,300
2	9,114	51	5,300
3	9,214	52	5,300
4	9,241	53	5,300
5	7,242	54	5,300
6	9,240	55	5,962
7	10,551	56	10,314
8	7,565	57	10,400
9	7,336	58	10,400
10	7,108	59	10,400
11	6,720	60	10,400
12	10,232	61	10,400
13	8,175	62	10,400
14	5,855	63	10,400
15	6,039	64	10,400
16	6,219	65	10,400
17	6,398	66	11,977
18	6,578	67	13,907
19	6,000	68	13,165
20	6,000	69	12,065
21	6,000	70	10,235
22	6,000	71	8,450
23	5,948	72	8,450
24	6,028	73	11,673
25	5,306	74	14,315
26	5,040	75	10,575
27	8,825	76	9,600
28	7,174	77	10,400
29	5,040	78	10,400
30	5,040	79	9,853
31	5,040	80	5,040
32	4,950	81	5,040
33	8,467	82	5,040
34	9,202	83	5,040
35	11,595	84	4,950
36	9,412	85	5,317
37	8,580	86	5,312
38	11,354	87	4,950
39	6,890	88	5,040
40	9,915	89	5,040
41	8,073	90	4,950
42	11,990	91	4,950
43	9,860	92	4,950
44	10,400	93	5,497
45	10,473	94	5,492
46	10,446	95	4,950
47	10,400	96	4,950
48	9,699	97	4,950
49	9,991	98	4,950
<b>Average Sq. Footage</b>	<b>8,013</b>	99	5,930
		100	6,595
		101	5,310
		102	5,310
		103	5,310
		104	5,815
		105	6,908
		106	5,670
		107	5,670
		108	6,259
		<b>Average Sq. Footage</b>	<b>7,570</b>
<b>Total square foot average for all 108 Lots</b>	<b>7,771</b>		



# Exhibit 11



3/21/2019 10:58:18 AM R:\DWG\PREMIER HOMES\2335.4000\DWG\Subdivision\_Layout.DWG (24X36 Sub Layout with Contours tab)

<h2 style="margin: 0;">REVIEW REVIEW</h2> <p style="font-size: small; margin: 0;">WESTTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westtech@westtech-eng.com</p>	<p style="font-size: x-small; margin: 0;">PREMIER DEVELOPMENT OAK RIDGE MEADOWS SUBDIVISION OVERALL SUBDIVISION LAYOUT WITH CONTOURS</p>								
<p>VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NO SCALE IS NOTED ON DRAWING, USE THE SCALE ACCORDINGLY</p> <p>DSN: J.W. DRN: T.N. CYO: J.W.</p> <p>DATE: APR. 2018</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 5%;">DATE</th> <th style="width: 70%;">DESCRIPTION</th> <th style="width: 10%;">BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1			
NO.	DATE	DESCRIPTION	BY						
1									
<p>DRAWING <b>C4.1</b></p>	<p>JOB NUMBER <b>2335.4000.0</b></p>								



**Exhibit 12**

**NEIGHBORHOOD MEETING  
FOR THE PROPOSED  
OAK RIDGE MEADOWS SUBDIVISION**

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

**THIS MEETING IS OPEN TO THE PUBLIC AND  
INTERESTED PERSONS ARE INVITED TO ATTEND**



## Exhibit 13

# NEIGHBORHOOD MEETING for Oak Ridge Meadows PROPERTY DEVELOPMENT INFORMATION

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

This is an opportunity for neighbors in the surrounding area to see and hear what residential development is going to be proposed to the Planning Commission in the near future. We invite anyone interested to come and have a conversation about the future development proposal.

*Proposal:* The description of the three applications we will be proposing is:

- A Planned Development Amendment to modify the Oak Ridge Planned Development (Ordinance No. 4722) to remove the unplatted fourth phase of the Oak Ridge phased subdivision (approximately 11.47 acres) from the boundary of the Oak Ridge Planned Development.
- A Planned Development Amendment application to amend the existing Oak Ridge Meadows Planned Development (Ordinance 4822) in a number of ways including: 1) Add the unplatted fourth phase of the Oak Ridge phased subdivision to the boundary of the Oak Ridge Meadows Planned Development; 2) Modify setbacks from those previously approved; 3) Allow construction of a portion of NW Pinehurst Drive to modified standards; 4) Allow for the designation of a private Nature Park; and, 5) Allow for dedication of public open space.
- A tentative phased residential subdivision plan on approximately 35.47 acres of land that, if approved, would provide for the construction of 106 single-family homes on lots ranging in size from 4,950 to 15,981 square feet and averaging 7,730 square feet in size.

Homes to be built are anticipated to range from approximately 1,800 to 3,500 square feet in size and will be single and two-story design. This development is expected to be done in two phases, with full build out in approximately 5 years.

Please come to this neighborhood meeting to receive information on the proposed development and to ask questions, provide input and voice any concerns you may have.

Attached: Tax map, Conceptual development plan

Thank you in advance for your participation.

Respectfully,  
Lori Zumwalt, Member  
Premier Development, LLC

**Exhibit 14**

Oak Ridge Meadows

Map No.	Tax Lot	Site Address	Owner	Attn:	Mailing Address	City State	Zip
1	R44178801600	2767 NW PINOT NOIR DR	LIERMAN JEAN TRUSTEE FOR THE	LIERMAN JEAN TRUSTEE FOR THE	2767 NW PINOT NOIR DR	MCMINNVILLE OR	97128
2	R4407 00701	10551 NW BRENTANO LN	DAVISON LINDA	DAVISON LINDA L FAMILY TRUST	10551 NW BRENTANO LN	MCMINNVILLE OR	97128
3	R44178806907	2646 NW CHARDONNAY DR	CLAYTON GEOFFREY R	CLAYTON GEOFFREY R	2646 NW CHARDONNAY DR	MCMINNVILLE OR	97128
4	R4407 00701	10551 NW BRENTANO LN	DAVISON LINDA	DAVISON LINDA L FAMILY TRUST	10551 NW BRENTANO LN	MCMINNVILLE OR	97128
5	R44178806200	1407 NW REISLING WAY	CUSCADEN ARTHUR B	CUSCADEN ARTHUR B	1407 NW REISLING WAY	MCMINNVILLE OR	97128
6	R4408 00200	3375 WESTSIDE RD CNTY	BERNARDS RUSSELL	BERNARDS KAREN J	8645 NW DONNELLY LN	MCMINNVILLE OR	97128
7	R44178806900	2658 NW PINOT NOIR DR	PREMIER DEVELOPMENT LLC	PREMIER DEVELOPMENT LLC	1312 NE HWY 99W	MCMINNVILLE OR	97128
8	R4418 00107	ONTY	BAKER CREEK	BAKER CREEK DEVELOPMENT LLC	485 S STATE ST	LAKE OSWEGO OR	97034
9	R4417 01202	MCIN	TOTH LESLIE A &	TOTH LESLIE A &	2700 NW PINEHURST DR	MCMINNVILLE OR	97128
10	R44178806300	1427 NW REISLING WAY	OWENS FREDERICK N	OWENS FREDERICK N	1427 NW REISLING WY	MCMINNVILLE OR	97128
11	R44178806906	2671 NW PINOT NOIR DR	KEARNS CALEB J	KEARNS CALEB J	2671 NW PINOT NOIR DR	MCMINNVILLE OR	97128
12	R44178800500	2718 NW PINOT NOIR DR	COLVIN CHARLES M TRUSTEE	COLVIN CHARLES M TRUSTEE	2718 NW PINOT NOIR DR	MCMINNVILLE OR	97128
13	R44178800600	2687 NW OAK RIDGE DR	FOX STEPHEN OWEN	FOX STEPHEN OWEN	2687 NW OAK RIDGE DR	MCMINNVILLE OR	97128
14	R44178800200	2780 NW PINOT NOIR DR	SMITH MELBA L	SMITH MELBA L	2780 NW PINOT NOIR DR	MCMINNVILLE OR	97128
15	R4408 00200	3375 WESTSIDE RD CNTY	BERNARDS RUSSELL	BERNARDS KAREN J	8645 NW DONNELLY LN	MCMINNVILLE OR	97128
16	R44178807005	2824 NW PINOT NOIR DR	PARR LARRY E	PARR LARRY E	2824 NW PINOT NOIR DR	MCMINNVILLE OR	97128
17	R44178806905	2679 NW PINOT NOIR DR	CHANG YONGJIAN	CHANG YONGJIAN	2260 NW WEST WIND DR	MCMINNVILLE OR	97128
18	R44178807004	2840 NW PINOT NOIR DR	NORBY JAMES M CO-TRUSTEE	NORBY JAMES M CO-TRUSTEE	2840 NW PINOT DR	MCMINNVILLE OR	97128
19	R44178801300	2741 NW PINOT NOIR DR	FREY JAMES A II & ANDREA L TRUSTEES	FREY JAMES A II & ANDREA L TRUSTEES	1271 NE HIGHWAY 99W #501	MCMINNVILLE OR	97128
20	R44178801700	2729 NW REISLING WAY	GABRY'S CLINTON D	GABRY'S CLINTON D	2729 NW REISLING WAY	MCMINNVILLE OR	97128
21	R4417 01300	1565 NW BAKER CREEK RD	PREMIER HOME BUILDERS INC	PREMIER HOME BUILDERS INC	1312 NE HIGHWAY 99W	MCMINNVILLE OR	97128
22	R44178801000	2698 NW REISLING WAY	OBREGON GILDARDO A	OBREGON GILDARDO A	PO BOX 865	MCMINNVILLE OR	97128
23	R44178807003	2849 NW PINOT NOIR DR	RUDOLPH BRETT &	RUDOLPH BRETT &	2849 NW PINOT NOIR DR	MCMINNVILLE OR	97128
24	R4417 01200	2616 NW PINOT NOIR DR	COMPTON HUNT M	COMPTON HUNT M	PO BOX 203	MCMINNVILLE OR	97128
25	R44178808600	2598 NW PINOT NOIR DR	HAUGHEY MATTHEW A TRUSTEE	HAUGHEY MATTHEW A TRUSTEE	2643 NW PINOT NOIR	MCMINNVILLE OR	97128
26	R44178801500	2781 NW PINOT NOIR DR	BOURNE JASON R &	BOURNE JASON R &	2781 NW PINOT NOIR DR	MCMINNVILLE OR	97128
27	R44178806600	1481 NW REISLING WAY	STORMS TREVOR M	STORMS TREVOR M	1481 NW REISLING WAY	MCMINNVILLE OR	97128
28	R44178806902	2684 NW PINOT NOIR DR	GOEKLER CATHERINE L	GOEKLER CATHERINE L	2684 NW PINOT NOIR DR	MCMINNVILLE OR	97128
29	R44178807002	2835 NW PINOT NOIR DR	SANDELS CHRISTOPHER M	SANDELS CHRISTOPHER M	2835 NE PINOT NOIR DR	MCMINNVILLE OR	97128
30	R44178807001	1572 NW BLAKE ST	GUBRIU CHRIS M	GUBRIU CHRIS M	1572 NW BLAKE ST	MCMINNVILLE OR	97128
31	R44178800700	2649 NW OAK RIDGE DR	CHASE DAVID B	CHASE DAVID B	2649 NW OAK RIDGE DR	MCMINNVILLE OR	97128
32	R44178806400	1449 NW REISLING WAY	KIMURA SCOTT M	KIMURA SCOTT M	1449 NW REISLING WY	MCMINNVILLE OR	97128
33	R44178800400	2732 NW PINOT NOIR DR	BROTT NORMA G TRUSTEE FOR	BROTT NORMA G TRUSTEE FOR	2732 NW PINOT NOIR DR	MCMINNVILLE OR	97128
34	R4408 00200	3375 WESTSIDE RD CNTY	BERNARDS RUSSELL	BERNARDS KAREN J	8645 NW DONNELLY LN	MCMINNVILLE OR	97128
35	R44178806901	2664 NW PINOT NOIR DR	PEDERSEN RODNEY N CO-TRUSTEE	PEDERSEN RODNEY N CO-TRUSTEE	2664 NW PINOT NOIR DR	MCMINNVILLE OR	97128
36	R44178801400	2753 NW PINOT NOIR DR	BENITZ DAVID P	BENITZ DAVID P	2753 NW PINOT NOIR DR	MCMINNVILLE OR	97128
37	R44178804700	2632 NW CHARDONNAY DR	EIDE NOLAN	EIDE NOLAN	2632 NW CHARDONNAY DR	MCMINNVILLE OR	97128
38	R44178807000	2795 NW PINOT NOIR DR	HEIMAN RANDOLPH T	HEIMAN RANDOLPH T	1546 NW MEDINAH DR	MCMINNVILLE OR	97128
39	R44178806903	2690 NW PINOT NOIR DR	WILKINS JOSEPH R	WILKINS JOSEPH R	2690 NW PINOT NOIR DR	MCMINNVILLE OR	97128
40	R44178800100	2812 NW PINOT NOIR DR	ROBERTS MICHAEL F	ROBERTS MICHAEL F	2812 NW PINOT NOIR DR	MCMINNVILLE OR	97128
41	R44178801100	2731 NW PINOT NOIR DR	UHRINAK TERRY A	UHRINAK TERRY A	2731 NW PINOT NOIR DR	MCMINNVILLE OR	97128
42	R4407 00600	10225 NW BRENTANO LN	BRENTANO VINCENT	SCHWARTZ FAMILY TRUST 74.11%	10225 NW BRENTANO LN	MCMINNVILLE OR	97128
43	R44178806904	2687 NW PINOT NOIR DR	HADFIELD SARAH &	HADFIELD SARAH &	2687 NW PINOT NOIR DR	MCMINNVILLE OR	97128
44	R4418 00106	ONTY	BAKER CREEK	BAKER CREEK DEVELOPMENT LLC	485 S STATE ST	LAKE OSWEGO OR	97034
45	R4407 00600	10225 NW BRENTANO LN	BRENTANO VINCENT	SCHWARTZ FAMILY TRUST 74.11%	10225 NW BRENTANO LN	MCMINNVILLE OR	97128
46	R44178806500	1463 NW REISLING WAY	WALDRON BERNARD E CO-TRUSTEE	WALDRON BERNARD E CO-TRUSTEE	1463 NW REISLING WAY	MCMINNVILLE OR	97128
47	R44178807400	2632 NW PINOT NOIR DR	COMPTON HUNT M	COMPTON HUNT M	PO BOX 203	MCMINNVILLE OR	97128
48	R44178807700	2621 NW PINOT NOIR DR	MOBERG RICHARD A	MOBERG RICHARD A	2621 NW PINOT NOIR DR	MCMINNVILLE OR	97128

## Oak Ridge Meadows

49	R44178B01200	2737 NW PINOT NOIR DR	LUNSFORD PAUL	LUNSFORD PAUL	2737 NW PINOT NOIR DR	MCMINNVILLE OR	97128
50	R44178B06700	1493 NW REISLING WAY	CLEVIDENCE RAYMOND L JR	CLEVIDENCE RAYMOND L JR	1493 NW REISLING WAY	MCMINNVILLE OR	97128
51	R44178B00300	2756 NW PINOT NOIR DR	WELLMAN SCOTT T	WELLMAN SCOTT T	2756 NW PINOT NOIR DR	MCMINNVILLE OR	97128
52	R44178B07500	2650 NW PINOT NOIR DR	OLSEN STEVEN T & CATHERINE D TRUSTEE	OLSEN STEVEN T & CATHERINE D TRUSTEES	2650 NW PINOT NOIR DR	MCMINNVILLE OR	97128
53	R4417 01300	1565 NW BAKER CREEK RD	PREMIER HOME BUILDERS INC	PREMIER HOME BUILDERS INC	1312 NE HIGHWAY 99W	MCMINNVILLE OR	97128
54	R44178B06800	2693 NW PINOT NOIR DR	ATHARINIKROUH EMILY G	ATHARINIKROUH EMILY G	2693 NW PINOT NOIR DR	MCMINNVILLE OR	97128
55	R44178B04600	2608 NW CHARDONNAY DR	FUCHS ERIC C	FUCHS ERIC C	2608 NW CHARDONNAY DR	MCMINNVILLE OR	97128
56	R44178B07600	2643 NW PINOT NOIR DR	HAUGHEY MATTHEW A TRUSTEE	HAUGHEY MATTHEW A TRUSTEE	2643 NW PINOT NOIR DR	MCMINNVILLE OR	97128
57	R4417 01202	MCMN	TOTH LESLIE A &	TOTH LESLIE A &	2700 NW PINEHURST DR	MCMINNVILLE OR	97128
58		City	City of McMinville Planning Department	Chuck Darnell	231 NE 5th Street	MCMINNVILLE OR	97128
59		2610 NW Reisling Way	ISABELL DUTARTE	ISABELL DUTARTE	2610 NW Reisling Way	MCMINNVILLE OR	97128
60		2662 NW Reisling Way	STEPHENIE & RUSSELL BOYDEN	STEPHENIE & RUSSELL BOYDEN	2662 NW Reisling Way	MCMINNVILLE OR	97128
61		2705 NW Reisling Way	THOMAS E JR & ROXANE HENDERSON	THOMAS E JR & ROXANE HENDERSON	2705 NW Reisling Way	MCMINNVILLE OR	97128
62		2689 NW Reisling Way	GABRY'S EDWARD AND SYLVIA FAMILY TRUST	GABRY'S EDWARD AND SYLVIA FAMILY TRUST	2689 NW Reisling Way	MCMINNVILLE OR	97128
63		2665 NW Reisling Way	JEFFREY SCHORZMAN	JEFFREY SCHORZMAN	2080 John Ranch Drive	MCMINNVILLE OR	97128
64		2653 NW Reisling Way	JEFFREY & LYNNE MCLAUGHLIN	JEFFREY & LYNNE MCLAUGHLIN	2653 NW Reisling Way	MCMINNVILLE OR	97128
65		2641 NW Reisling Way	COLLEEN EGLY	COLLEEN EGLY	2641 NW Reisling Way	MCMINNVILLE OR	97128
66		2635 NW Reisling Way	STEPHEN & STEPHEN INKLES	STEPHEN & STEPHEN INKLES	2635 NW Reisling Way	MCMINNVILLE OR	97128
67		2619 NW Reisling Way	CHARLES & DIANE BERG	CHARLES & DIANE BERG	2619 NW Reisling Way	MCMINNVILLE OR	97128
68		2601 NW Reisling Way	GARY & KAREN THURMAN	GARY & KAREN THURMAN	2601 NW Reisling Way	MCMINNVILLE OR	97128
69		2571 NW Oak Ridge Drive	MARLENE & KEVIN TURNIPSEED	MARLENE & KEVIN TURNIPSEED	2571 NW Oak Ridge Drive	MCMINNVILLE OR	97128
70		2553 NW Oak Ridge Drive	DAVID & JAMI FLUKE	DAVID & JAMI FLUKE	2553 NW Oak Ridge Drive	MCMINNVILLE OR	97128
71		1545 NW Cabernet Court	JEFF TERRY	JEFF TERRY	1545 NW Cabernet Court	MCMINNVILLE OR	97128
72		1561 NW Cabernet Court	JOHN BARNES JR	JOHN BARNES JR	1561 NW Cabernet Court	MCMINNVILLE OR	97128
73		1564 NW Cabernet Court	FREDERICK & DANIELLE PAASCH	FREDERICK & DANIELLE PAASCH	1564 NW Cabernet Court	MCMINNVILLE OR	97128
74		1548 NW Cabernet Court	KENT HOUSTON	KENT HOUSTON	1548 NW Cabernet Court	MCMINNVILLE OR	97128
75		1520 NW Cabernet Court	JOHN & JENNIFER COLVIN	JOHN & JENNIFER COLVIN	1520 NW Cabernet Court	MCMINNVILLE OR	97128
76		1496 NW Chardonnay Drive	ADIRAN MORA	ADIRAN MORA	710 NW Cypress Street	MCMINNVILLE OR	97128
77		1478 NW Chardonnay Drive	LANE ROEWICK	LANE ROEWICK	1478 NW Chardonnay Drive	MCMINNVILLE OR	97128
78		1462 NW Chardonnay Drive	SPENCER & BEVERLY KOPPING	SPENCER & BEVERLY KOPPING	1462 NW Chardonnay Drive	MCMINNVILLE OR	97128
79		1452 NW Chardonnay Drive	PAULA HOFFMAN	PAULA HOFFMAN	1452 NW Chardonnay Drive	MCMINNVILLE OR	97128
80		1440 NW Chardonnay Drive	NORTH MAC PROPERTIES LLC	NORTH MAC PROPERTIES LLC	PO Box 594	MCMINNVILLE OR	97128
81		1426 NW Chardonnay Drive	LARRY GREEN	LARRY GREEN	1426 NW Chardonnay Drive	MCMINNVILLE OR	97128
82		1408 NW Chardonnay Drive	MICHAEL COLLINS	MICHAEL COLLINS	1408 NW Chardonnay Drive	MCMINNVILLE OR	97128
83		1400 NW Chardonnay Drive	LEON BENNETT	LEON BENNETT	1400 NW Chardonnay Drive	MCMINNVILLE OR	97128
84		2516 NW Chardonnay Drive	KENNETH BROWN	KENNETH BROWN	2516 NW Chardonnay Drive	MCMINNVILLE OR	97128
85		2530 NW Chardonnay Drive	KRISTINA MILLER	KRISTINA MILLER	2530 NW Chardonnay Drive	MCMINNVILLE OR	97128
86		2544 NW Chardonnay Drive	JOSE & ANGELICA SANCHEZ	JOSE & ANGELICA SANCHEZ	2544 NW Chardonnay Drive	MCMINNVILLE OR	97128
87		2556 NW Chardonnay Drive	KERMAN & SHIRLY BURNETT	KERMAN & SHIRLY BURNETT	2216 NW Doral Street	MCMINNVILLE OR	97128
88		2588 NW Chardonnay Drive	FLORENTINO MEDIAN-TORRES	FLORENTINO MEDIAN-TORRES	2588 NW Chardonnay Drive	MCMINNVILLE OR	97128
89		1411 NW Chardonnay Drive	ROSEMARIE GREENE	ROSEMARIE GREENE	1411 NW Chardonnay Drive	MCMINNVILLE OR	97128
90		1429 NW Chardonnay Drive	PHILMA PETERSON	PHILMA PETERSON	1429 NW Chardonnay Drive	MCMINNVILLE OR	97128
91		1443 NW Chardonnay Drive	SANG WOOK & MEE JAH YOON	SANG WOOK & MEE JAH YOON	1443 NW Chardonnay Drive	MCMINNVILLE OR	97128
92		1457 NW Chardonnay Drive	RONNIE & BARBARA WITWORTH	RONNIE & BARBARA WITWORTH	16500 S Henrioi Road	OREGON CITY OR	97045
93		1465 NW Chardonnay Drive	VINCE & MICHELLE BARRETT	VINCE & MICHELLE BARRETT	1465 NW Chardonnay Drive	MCMINNVILLE OR	97128
94		1483 NW Chardonnay Drive	PAMELA CUTTING	PAMELA CUTTING	1483 NW Chardonnay Drive	MCMINNVILLE OR	97128
95		1497 NW Chardonnay Drive	DENNIS DIWICK	DENNIS DIWICK	3030 SW Sherwood Place	PORTLAND OR	97201
96		1494 NW Chardonnay Drive	BARRY HOUSE	BARRY HOUSE	1494 NW Chardonnay Drive	MCMINNVILLE OR	97128
97		1482 NW Reisling Way	YANFEN & JIAN CHEN	YANFEN & JIAN CHEN	1482 NW Reisling Way	MCMINNVILLE OR	97128



### Oak Ridge Meadows

98	1474 NW Reising Way	JAMES & VANESSA FACKLER	JAMES & VANESSA FACKLER	1474 NW Reising Way	MCMINNVILLE OR	97128
99	1456 NW Reising Way	BARBARA FARMER	BARBARA FARMER	1456 NW Reising Way	MCMINNVILLE OR	97128
100	1448 NW Reising Way	LINDA CADINHA	LINDA CADINHA	19701 NE Trunk Road	DUNDEE OR	97115
101	1424 NW Reising Way	NATHAN LEINWEBER	NATHAN LEINWEBER	1424 NW Reising Way	MCMINNVILLE OR	97128
102	1404 NW Reising Way	CONSTANCE JARIN	CONSTANCE JARIN	1404 NW Reising Way	MCMINNVILLE OR	97128



**First American Title**

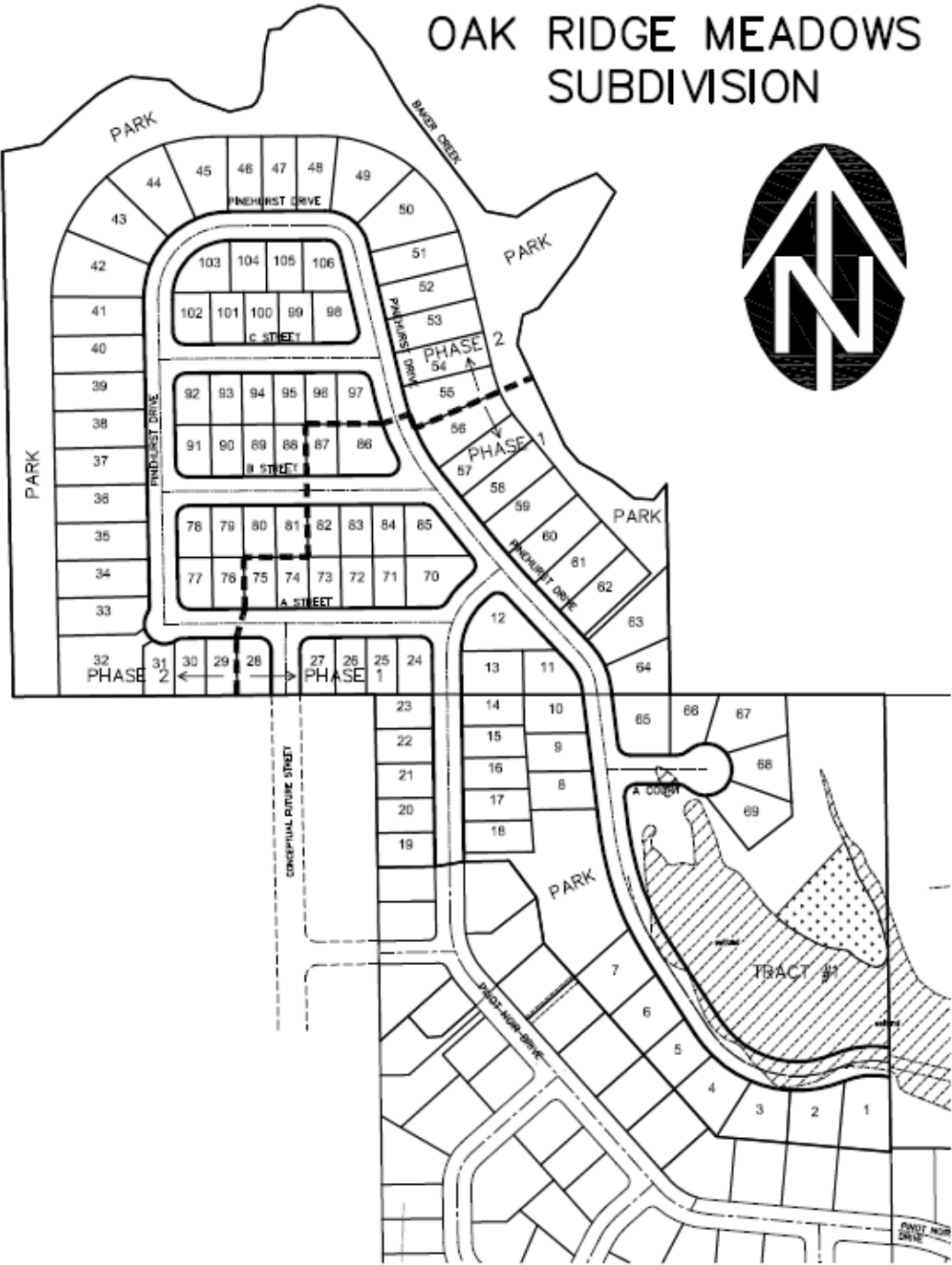
This map/plat is being furnished as an aid in locating the herein described land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

geoAdvantage

**Exhibit 15**

Exhibit 16

OAK RIDGE MEADOWS  
SUBDIVISION





**Exhibit 17**

Posted Signs -

July 26, 2018 Oak Ridge

Meadows Neighborhood Meeting



Northern terminus of NW Pinot Noir



Entrance to Oak Ridge



NW Pinot Noir Drive just east of NW Chardonnay



**Exhibit 18**

**NEIGHBORHOOD MEETING  
For Oak Ridge Meadows  
- AGENDA -**

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

**Agenda Items**

1. Introduction and Attendee Sign-In Sheet
2. Invitation and Opportunity to view the tentative subdivision plan and other exhibits
3. Presentation of the Major Elements of the Proposal
  - a. The Applications
  - b. The Proposed Subdivision Design
  - c. Vehicular Access
  - d. Park Spaces and Natural Resources
4. Q & A: Invitation for Neighbor Comments, Questions and Concerns
5. Adjournment

# Exhibit 19

## OAK RIDGE MEADOWS- A Two Phase 106 Lot Residential Subdivision

Lots Ranging from 4,950 to 15,981 Square Feet  
1 and 2-Story Single Family Detached Homes Ranging Typically Between  
1,800 S.F. to 3,500 S.F. in Size.

Amenities Include:

- Curbside Planter Strips with Street Trees
- Preserved and Protected Natural Wetlands
- Publicly Accessible Nature Park to Provide Wetland and Natural Habitat Viewing
- 5.6 Acres of Public Open Space Greenway Along Baker Creek
- Temporary Emergency-Only Access Lane

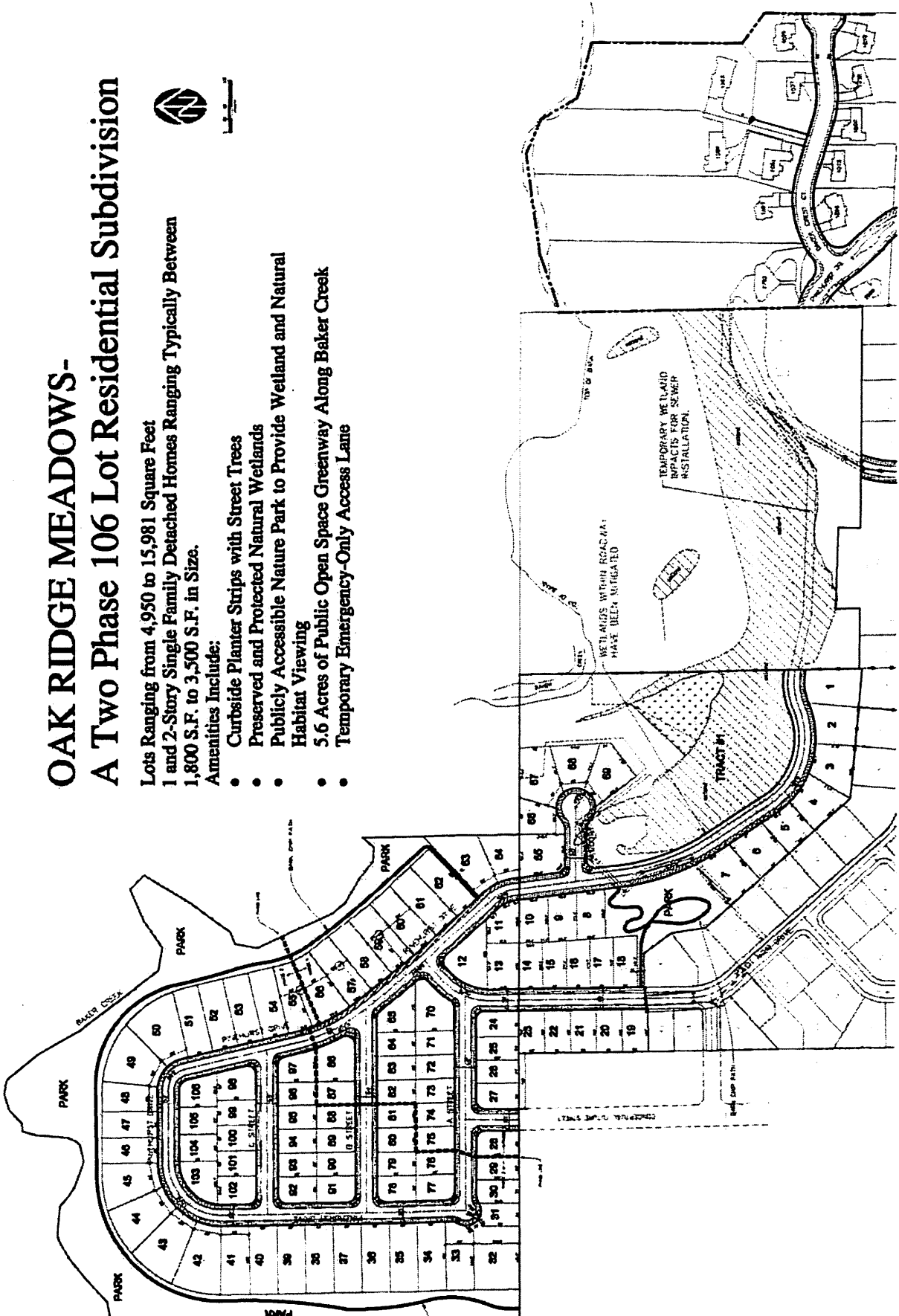
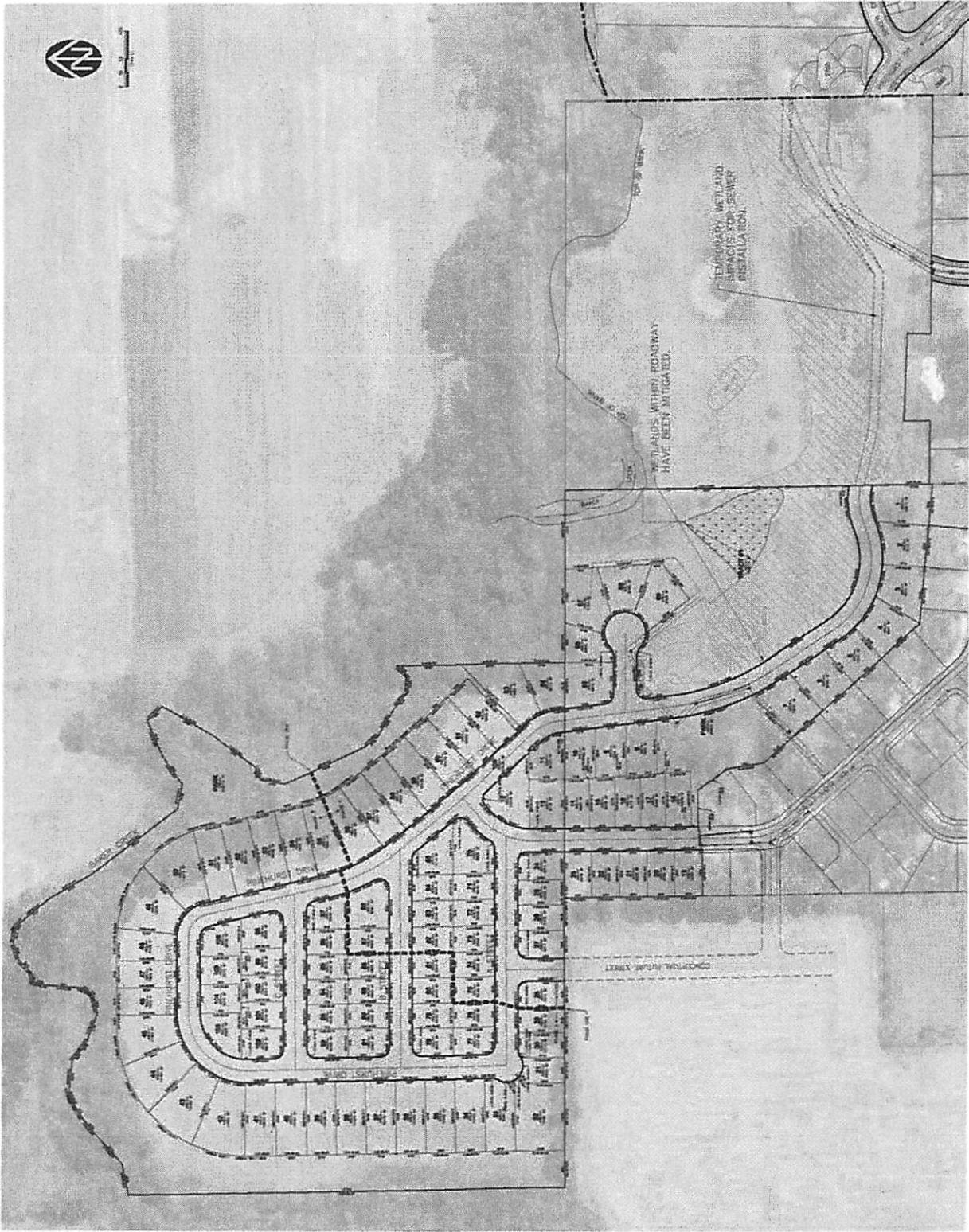
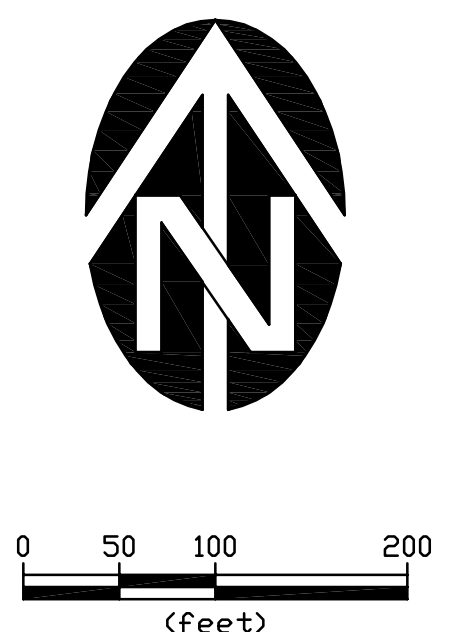
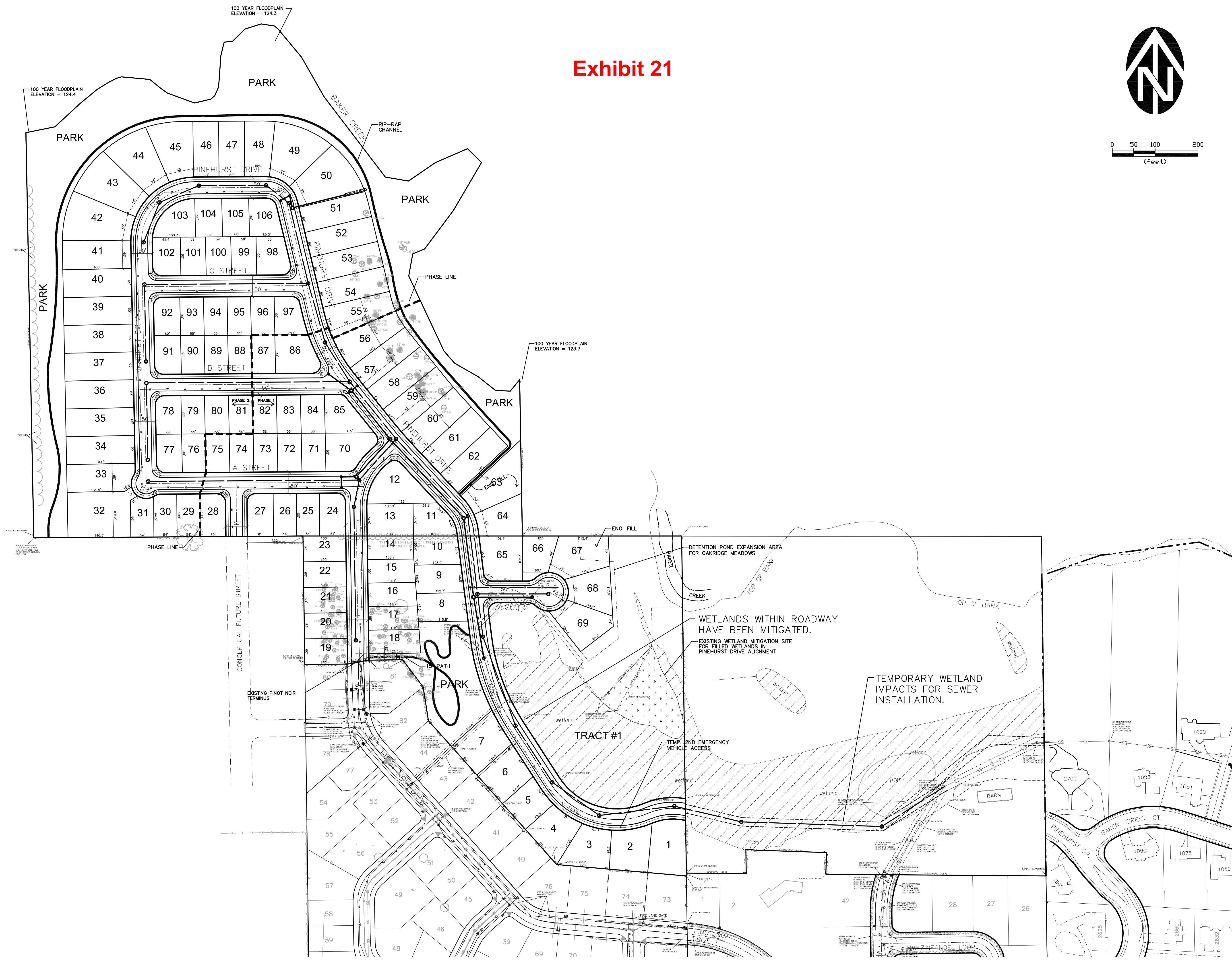


Exhibit 20





# Exhibit 21




VERIFY SCALE  
BAR IS ONE INCH ON  
ORIGINAL DRAWING  
IF NOT ONE INCH ON  
THIS DRAWING  
SCALE IS APPROXIMATELY  
AS SHOWN  
DATE: APR. 2018  
DSN: JTW  
DRN: JTW  
CYO: JTW  
NO. 1  
DATE  
DESCRIPTION  
REVISIONS  
BY

## REVIEW REVIEW

WESTTECH ENGINEERING, INC.  
CONSULTING ENGINEERS AND PLANNERS  
3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2472 Fax: (503) 585-3966  
E-mail: westtech@westtech-eng.com

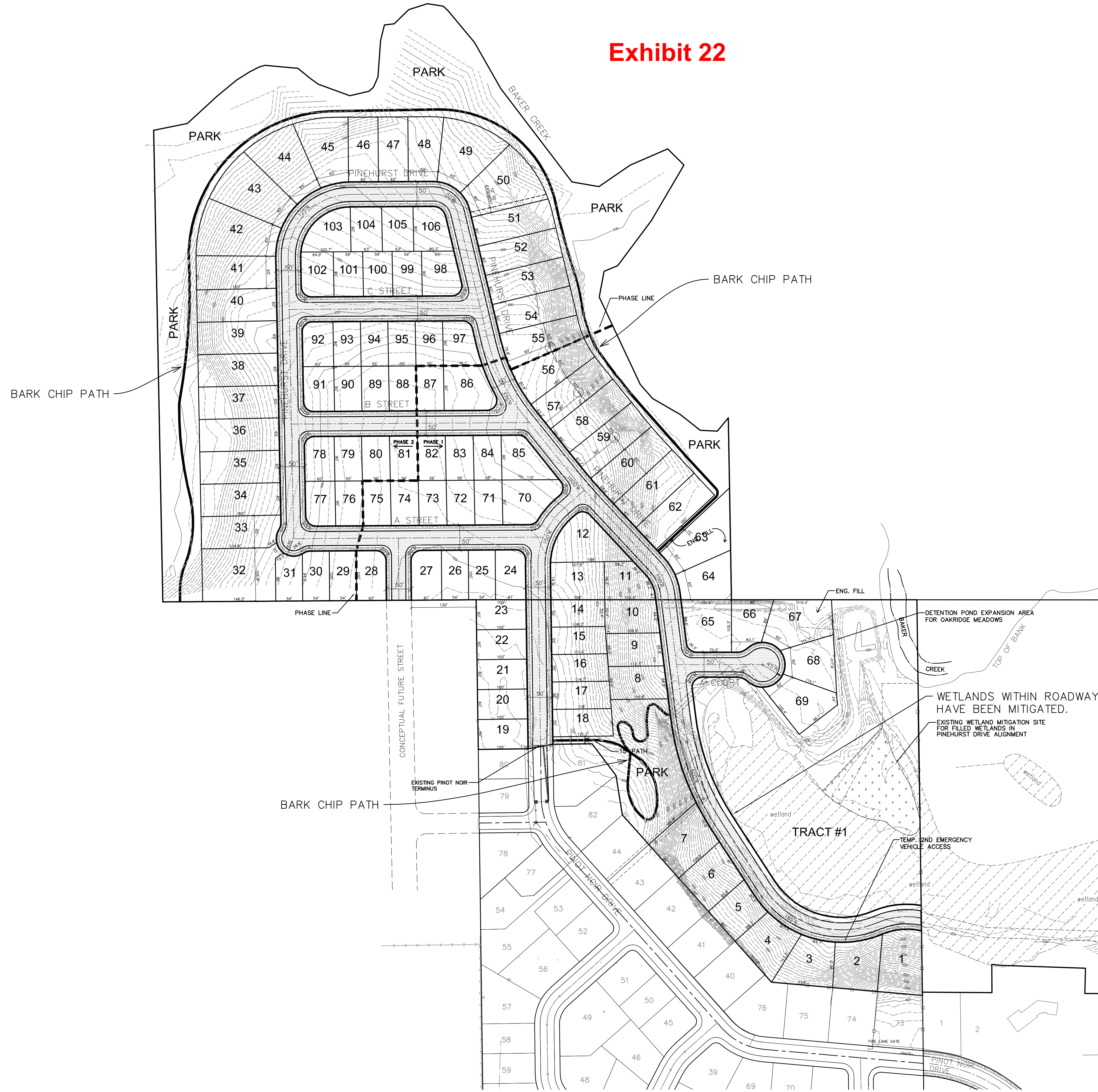
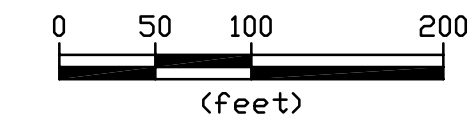
PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS SUBDIVISION  
OVERALL UTILITY PLAN

DRAWING  
2  
JOB NUMBER  
2335.4000.0

7/18/2018 4:51:24 PM  
R:\Ong\PREMIER HOMES\2335-4000.0\Civil\Work\Subdivision Layout.DWG. (2335.4 - Utility - lsb)



**Exhibit 22**



7/23/2018 10:56:29 AM  
R:\Dwg\PREMIER HOMES\2335-4000\01\Civil\Work4\_Subdivision\_Layout.DWG (24x36 -Sub-Layout.tbl)

NO.	DATE	DESCRIPTION	BY
1	APR 2018		

**REVIEW REVIEW**

VERIFY SCALE  
BAR IS ONE INCH ON  
ORIGINAL DRAWING  
IF NO ONE INCH ON  
SCALES ACCORDINGLY

DSN: JTW  
DRN: JTW  
CYO: JTW

DATE: APR. 2018

**WESTTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2477 Fax: (503) 585-3986  
E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS SUBDIVISION

**SUBDIVISION LAYOUT**

DRAWING  
**1**

JOB NUMBER  
**2335.4000.0**



## Exhibit 23

### NEIGHBORHOOD MEETING For Oak Ridge Meadows

### SIGN-IN SHEET

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

NAME (Please Print)	Please provide your contact information (address or email)
Stephanie Janik	s.s.janik@gmail.com
Mike Janik	1310 NW Zinfandel CT
Rod Pedersen	2661 NW Priest Noir
Judy "	"
Scott T. Wellman	2756 NW Priest
Dian Berg	2619 NW Riesling Way
Eric C Fuels	eric@spessart.com
Catherine Elsen	combes50712@mypacks.NET
Steve Elsen	st
Colleen Edaley	cedaley268@sch.com
Joe Wilkins	jjoerwilkins@hotmail.com
David Chase	selincyp@airtel.rosterglobal.net
<del>Rosalva Solano</del>	<del>Rosalva Solano</del>
Karen Bernard	russsthefarmer@yahoo.com
William B. McCloskey	2536 NW ZINFANDEL LOOP

**NEIGHBORHOOD MEETING  
For Oak Ridge Meadows**

**SIGN-IN SHEET**

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

NAME (Please Print)	Please provide your contact information (address or email)
KAREN NICHOLS (CRESTBROOK HOA)	12144@AOL.COM
PETER VON KLARGAARD	VONKLARP@AOL.COM
Rogue Emma Nelson	ruen-nelson78@gmail.com
Mary Benitz	marykb.mb@gmail.com
Ryan Carlson	rccarlson4@gmail.com
Terry Dulan	tdulanika@gmail.com
Mike Roberts	mrobert@linfield.edu
Dohy Colvia	DohyColvia4@aol.com
Sangtae Lee Koon	msy3@outlook.com
Linda Pense	dlpense@comcast.net
Elsie Williams (Crestbrook)	lwilly13@gmail.com
Morgan Will	morgan@staffordlandscaping.com



**NEIGHBORHOOD MEETING  
For Oak Ridge Meadows**

**SIGN-IN SHEET**

DATE: July 26, 2018

TIME: 6:00 PM

LOCATION: McMinnville Community Center, Room 102

NAME (Please Print)	Please provide your contact information (address or email)
KEVIN TURNIPSEB	2571 NW OAK RIDGE DR.
JIM NORBY	2840 NW Pinot Noir Dr.
Coy & Julia Howard	2562 NW Meekat PR1
Sharon & Larry Parr	4834 NW Pinot Noir Dr.
Melba Smith	2780 NW Pinot Noir Dr.
Paul Lundford	" " " "
Maize Claudette	1493 NW Riesling Way
Apt Casanova	1407 N Riesling Way
Myra Casanova	" " "
Stephanie Boyden	2662 NW Riesling
Lillian Sherman	2469 NW Pinot Noir
Norma Pratt	2785 NW Pinot Noir
CARMEN MENDENHALL	2410 NW Zinfandel Loop
STEVE INKELES	2635 NW RIESLING WAY
Cathy Gockley	5684 NW Pinot Noir
TJ & Roxane Henderson	2705 NW Riesling Way
Amber Johnson	2462 NW Zinfandel Lp.
DENNIS FROST	2543 NW Zinfandel LP
Mark & Sandy Hyder	2510 NW Zinfandel Loop
Charles Hower	1020 NW Baker Crest Court

**Exhibit 24**

A Neighborhood Meeting was held from 6:00 p.m. to 7:30 p.m. in Room 102 of the McMinnville Community Center on Wednesday, July 28, 2018 in order to publicly present a Subdivision proposal (Oak Ridge Meadows), inclusive of two Planned Development Amendment proposals, and to provide an opportunity and invitation for the public to view the tentative subdivision plan and other exhibits and to ask questions, voice concerns and to engage in a conversation on the proposal. At this meeting, Premier Development, LLC was represented by Ron Pomeroy (Navigation Land Use Consulting, LLC) and Josh Wells (Westech Engineering, Inc.).

Two letters of testimony were provided at that meeting and are included below. Additional summary notes representing oral comments received at the meeting and, as required by McMinnville Zoning Ordinance 17.72.095(G)(5)(e), a summary of any of Premier Development's revisions made to the proposal based on comments received at the meeting follow.

18 July, 2016

To: Premier Development, LLC

From: M.E. and Bill Fleeger

2410 NW Pinehurst Drive

McMinnville, OR 97128

Re: Oak Ridge Meadows Proposal

Thank you for sending out information regarding your future applications to the planning council. Unfortunately, some of us cannot attend your meeting and are quite unclear about your proposals. The information presented in the handout was incomplete and inadequate to determine the extent of the impact to the surrounding neighbors, wetlands and floodplain. Specifically, we are unclear about the major ingress and egress routes from Baker Creek Rd. and how the additional traffic would be accommodated. Second, there is no mention of the impact on the wetlands, the required permits or how the impact to the wetlands would be mitigated. Third, we are also wondering if the low lying areas of development are within the floodplain? We appreciate your willingness to provide answers to our questions and address these concerns.

Sincerely,

  
William and Mary Ellen Fleeger





*Crestbrook Landscape Committee  
McMinnville, Oregon*

**SUBJECT:** Comments and Concerns - Oak Ridge Meadows Planned Development, Amendment Application (Ordinances 4722 and 4822), Neighborhood Meeting hosted by Premier Development, LLC at the McMinnville Community Center, 26 July, 2018

1. Flooding. FEMA maps need to be provided and reviewed to identify the potential demands on first responders, the likely financial obligations on the City safety and public services budgets, and full disclosure to potential buyers.
2. Lighting. The varying elevations of this terrain require serious consideration of the effects of light pollution on after-dark activities. Safety and health concerns need to be given sufficient consideration to prevent neighbor-to-neighbor and public space light pollution. Lighting that complies with the "Dark Skies Initiative" can mitigate the potential for sleep disruptions and blinding glares that can degrade the quality of life for current Crestbrook residents as well as the future Oak Ridge population.
3. Access. Pinehurst Drive is currently the single entry point for 35 lots in the Crestbrook Homeowners' Association. These homeowners are currently assessed annual dues which are used to maintain and improve community landscaping and lighting. Access to the Oak Ridge development via Pinehurst Drive needs to be clearly delineated from the Crestbrook Subdivision. A mutually beneficial agreement between the two subdivisions may be necessary.
4. Covenants. Every effort should be made to ensure that the Oak Ridge Development meets or exceeds the existing Crestbrook Subdivision reputation for quality and security. A commonly recognized method to achieve and maintain these desired characteristics is to establish adequate Covenants and Restrictions under the oversight of a neighborhood governing body.
5. Traffic. An impact analysis of traffic flow between these two subdivisions as well as onto Baker Creek Road needs to be made public.
6. Environmental analysis of impacts on the nature areas including Baker Creek needs to be made public.
7. Plans for sewage pumps and distribution need to be made public.

Respectfully submitted this 26<sup>th</sup> day of July, 2018. Contact: Karen Nichols, 2579 NW Pinehurst Dr, McMinnville, OR 97128. Email [iq104@aol.com](mailto:iq104@aol.com), Phone 503.857.0110

  
Karen Nichols, Secretary/Treasurer

cc: McMinnville City Planning and Zoning Department

The format for the Neighborhood Meeting included presenter introductions and a

description of the forthcoming applications and the main components of the tentative proposal leaving the majority of the time spent in an open dialogue with those in attendance.

The main topics verbally shared by attendees of the Neighborhood Meeting are summarized as follows. Although not required by McMinnville Zoning Ordinance 17.72.095(G)(5), brief responses are being provided which characterize those provided at the Neighborhood Meeting in addition to information now being provided in this Exhibit:

- Traffic – Development of the Oak Ridge Meadows proposal would result in too much traffic moving through adjacent subdivisions until such time that a second public street could be constructed on adjacent land, such as that owned by Stafford Land Company, to provide additional access to Oak Ridge Meadows.

Response: Premier Development previously discussed the adequacy of the adjacent street network to support this development proposal with the McMinnville Engineering Department and the McMinnville Planning Department. Premier Development was advised that a traffic study was neither necessary nor required for this proposal for two reasons: 1) The maximum average daily traffic on nearby streets resulting from this development would not exceed those streets' design capacity; and, 2) The McMinnville Transportation System Plan (2010) modeled future traffic volume for this site consistent with maximum buildout of its base zone (R-2 Single-Family Residential) and found the supporting street network sufficient to accommodate such traffic volume. This development proposal would result in fewer homes (and fewer vehicle trips) than were modeled for this area.

While no modifications to this proposal are required in response to this matter, Premier Development has taken note of this concern and has stepped forward to modify the originally proposed phasing plan for this subdivision. The plan presented to interested citizens at the Neighborhood Meeting proposed 54 single-family residential lots in Phase I. To reduce the amount of infrastructure construction and residential building occurring as part of Phase I, Premier Development has reduced the number of proposed lots in this phase from 54 lots to 49 lots (a reduction of 5 lots from Phase I by now shifting that number of lots into Phase II). This is done as a means to address the concern noted above that was raised during the Neighborhood Meeting. The submitted application narrative, findings and exhibits now all reflect this new reduced number of lots in Phase I of this proposal. Additionally, should the forthcoming development proposal from Stafford Land Company west of the site be approved, it is possible that a second public street connection may be made available to the Oak Ridge Meadows site prior to the full build-out of Oak Ridge Meadows Phase II.

- Displacement or loss of wildlife and natural habitat – Concerns were shared regarding the loss of trees, brush, understory, encroachment into the site's wetlands and nearby floodplain, and displacement or loss of wildlife presently onsite.

Response: Premier Development's consultants described the two parks proposed as part of this development totaling some 6.5 acres of park space for this approximately 35.5 acre site (about 18 percent of the site). The park spaces are comprised of an approximately 0.85 acre Nature Park (now being identified as an active private neighborhood park) internal to the development and an approximately 5.6 acre open space to be located along the Baker Creek greenway encircling most of the perimeter of the site. Both park spaces would be developed with walking paths connecting to public rights-of-way. It was also acknowledged that trees and brush would be removed in order to construct public streets and homes, should this proposal be approved, in

the same manner as had occurred when the public streets and homes for the three existing phases of Oak Ridge were constructed.

Wetland mitigation was discussed and described, and it was shared with the attendees that the wetland impacts regarding the construction of the affected portion of NW Pinehurst Drive had already been mitigated. Additionally, that a copy of the Oregon Division of State Lands approved mitigation stipulation and permit number would be provided as an attachment to the forthcoming land use proposal. Premier Development proposes and anticipates no additional work within or impact upon the adjacent wetland area.

However, since it has been some number of years since this wetland mitigation has been completed, Premier Development wants to ensure that some part of the adjacent wetland area has not manifested into some location(s) of the already mitigated roadway or other areas. To definitively determine if this has occurred, Premier Development has proactively hired the well-established environmental consulting team Pacific Habitat Services, Inc., to perform and provide a wetland delineation, analysis and assessment of this area. This is further addressed in the Findings portion of the application narrative at 17.53.103(C)(2).

Further, Premier Development is not proposing any work within the 100-year floodplain or Regulatory Floodway Zone AE as identified on FEMA Flood Insurance Rate Maps applicable to this site.

Premier Development is also requesting that the City of McMinnville condition the approval of this proposal, in part, on provision of a current arborist's report for the subject site.

- Site drainage – A concern was shared that the area where the southerly portion of Pinehurst Drive is proposed to be constructed currently experiences periodic flooding. Additionally, a concern was also shared that this development would be putting additional drainage water into the wetlands.

Response: The public storm sewer system that would be constructed to serve this area would transfer such surface water, and any additional flow, eastward beyond Premier Development's site through an approved storm sewer system designed, constructed and approved to City standards in addition to a storm drain outfall to the Baker Creek greenway also approved to be approved to City and other agency standards as required.

- Divert all construction traffic to the Emergency-Only Access Easement – It was suggested that all construction traffic for this development be prohibited from traveling on public streets through adjacent neighborhoods and be required to use the temporary Emergency-Only Access Easement being offered for use by Stafford Land Company.

Response: The Secondary Emergency-Only Access Easement being temporarily offered by Stafford Land Company across property they own will become needed to serve Oak Ridge Meadows in order to exceed the construction limitation of 30 unsprinkled single-family dwellings being served with one access as per the McMinnville Fire Code Applications Guide. Premier Development understands that construction traffic moving along local streets can be an inconvenience to nearby residents. Premier Development has considered the option and logistics of routing all such traffic across adjacent land and along the gravel emergency-only access

easement as suggested during the Neighborhood Meeting. This option, if ultimately approved by the McMinnville Fire Department and the adjacent private land owner, would necessarily result in the creation of a series of changing, temporary gravel “roadways” throughout the Oak Ridge Meadows site in order to reach the various locations where utility improvements, road construction and home construction will be occurring until such time that the adjacent land owner receives land use approval and constructs a public street to City standards providing a secondary permanent public access to Oak Ridge Meadows.

The City allows construction vehicles full access to public rights-of-way the same as any other legally licensed vehicle. Premier Development is aware of and familiar with impacts of construction vehicles upon nearby neighborhoods. However, upon considering the options available, Premier Development will not be pursuing the requested dual-use of the emergency-only access easement and the provision of the resulting network of temporary gravel “roadways” across the Oak Ridge Meadows site. Rather, construction vehicles associated with this residential development will be utilizing the public street system throughout the build-out of this development which is a non-revocable right afforded to all legally licensed vehicles intended for public street use. -- No modifications to the proposal have been made in response to this concern.

- “Cookie Cutter” housing – Concerns were voiced that the development would exhibit “cookie cutter” style housing.

Response: It was shared with the attendees that Premier Development is offering that approval of this proposal be conditioned with a requirement to provide an Architectural Pattern Book to be approved by the Planning Director prior to the release of any residential building permits for the site. This condition would be the same as required of Stafford Land Company relative to their “Baker Creek South” development approval. The basic components of such an Architectural Pattern Book was explained for the attendees and are reproduced here in full.

“That, prior to issuance of residential building permits, the applicant shall submit a residential Architectural Pattern Book to the Planning Director for review and approval. The purpose of the Architectural Pattern Book is to provide an illustrative guide for residential design in the Oak Ridge Meadows development. This book will contain architectural elevations, details, materials and colors of each building type. The dominant building style for residences in the area identified in the Oak Ridge Meadows subdivision tentative plan can be best described as generally Northwest Craftsman or English Cottage style dwelling. In order to protect property values, front entries will need to be clearly defined, garages will need to either be on the same plane as the front entry or recessed from the front entry, at least three material types will need to be used on the front elevations, driveways should be adjacent to each other to enhance opportunities for front yards and landscaping, and a variety of color schemes should be used throughout the development that are distinctly different from each other but enhance each other.

At a minimum, the Architectural Pattern Book shall contain sections addressing:

- a) Style and Massing



- b) Quality and Type of Exterior Materials
- c) Front Porches / Entry Areas
- d) Roof Design and Materials
- e) Exterior Doors and Windows
- f) Garage Door Types
- g) Exterior Lighting
- h) Sample Exterior Colors”

And,

“In order to eliminate a cookie-cutter stylization of the neighborhood, no same home design shall be built in adjacency to another, including both sides of the street.”

Additionally, a condition of approval is also proposed requiring a portion of lots be made available for sale to other builders for a period of time.

# Exhibit 25

OFFICIAL YAMHILL COUNTY RECORDS  
BRIAN VAN BERGEN, COUNTY CLERK

201809672



\$96.00

00540348201800096720040044

07/03/2018 04:29:31 PM

DMR-EDMR Cnt=1 Stn=2 MILLSA  
\$20.00 \$5.00 \$11.00 \$60.00

## SANITARY SEWER EASEMENT

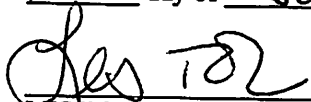
THIS INDENTURE MADE and entered into this 19<sup>th</sup> day of JUNE, 2018 by and between Les & Kathleen Toth, hereinafter referred to as the Grantors, and the City of McMinnville, a Municipal Corporation of the State of Oregon, hereinafter referred to as the Grantee.

That the Grantors, for and in consideration of the sum of No Dollars, (\$0.00), do hereby grant, bargain, sell and convey unto the Grantee, perpetual easement, as described herein, together with the right to go upon said easement area hereinafter described for the purpose of constructing, reconstructing, maintaining and using a public sanitary sewer system, on the following described property, to-wit:

(See attached Exhibit "A" for legal description and attached Exhibit "B" for map)

TO HAVE AND TO HOLD the above easement to the said Grantee, its successors and assigns forever.

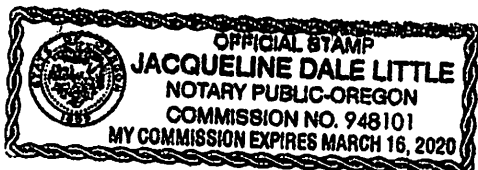
19<sup>th</sup> IN WITNESS WHEREOF, The Grantor above named has hereunto set their hand and seal this day of JUNE, 2018.

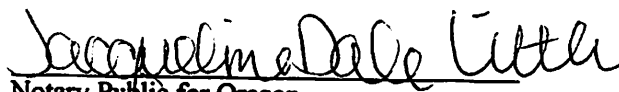
  
\_\_\_\_\_  
LES TOTH

STATE OF OREGON            )  
  ) ss.  
County of Yamhill         )

This instrument was acknowledged before me on the 19 day of JUNE, 2018, by LES TOTH.

(NOTARY SEAL)



  
\_\_\_\_\_  
Notary Public for Oregon  
My Commission Expires: March 16, 2020

AFTER RECORDING        City of McMinnville  
RETURN TO:               230 NE 2nd Street  
                                  McMinnville, Or 97128

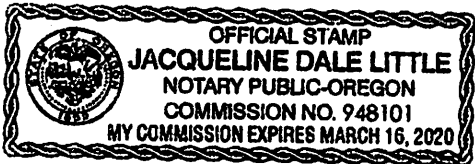
SEND TAX STATEMENTS TO: N/A

Kathleen Toth  
KATHLEEN TOTH

STATE OF OREGON            )  
  ) ss.  
County of Yamhill         )

This instrument was acknowledged before me on the 19 day of June, 2018, by KATHLEEN TOTH.

(NOTARY SEAL)



Jacqueline Dale Little  
Notary Public for Oregon  
My Commission Expires: March 16, 2020

The City of McMinnville has reviewed the above document and hereby accepts the same.

By: [Signature]

Title: City Manager


AFTER RECORDING        City of McMinnville  
RETURN TO:               230 NE 2nd Street  
                                  McMinnville, Or 97128

SEND TAX STATEMENTS TO: N/A

EXPIRES 31 DECEMBER 2018

Leland MacDonald & Assoc., LLC  
Land Surveyors  
3765 Riverside Drive  
McMinnville, OR 97128  
Phone: 472-7904  
Fax: 472-0367

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

  
OREGON  
JANUARY 16, 2002  
Leland A. MacDonald  
53226

**EXHIBIT " A "**

7 May 2018

Description of Real Property for: Les & Kathleen Toth & The City of McMinnville: Easement description

An easement located in Section 17, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, being a portion of that tract of land described by Deed from Compton Family Limited Partnership to Compton Crest, LLC and recorded in Instrument No. 200408905, Yamhill County Deed and Mortgage Records, and being a portion of Parcel 1 of Yamhill County Partition Plat 2000-37, being 20 feet in width, lying 10 feet each side of the centerline thereof, said centerline being more particularly described as follows:

Commencing at an iron rod marking the northeast corner of Lot 26 of Compton Crest subdivision, said point being on the east line of said Parcel 1; thence North  $00^{\circ}07'08''$  West 315.00 feet along said east line to a point on the centerline of an existing sanitary sewer easement, said easement being 20 feet in width, lying 10 feet each side of centerline, recorded in Instrument No. 200503254, Deed Records of Yamhill County, Oregon; thence South  $89^{\circ}49'57''$  West 15.00 feet along said centerline to a point; thence South  $64^{\circ}36'04''$  West 243.01 feet to an angle point in said centerline and the POINT OF BEGINNING; thence South  $58^{\circ}21'07''$  West 172.52 feet to a point on an existing sanitary sewer easement, said easement being 20 feet in width, lying 10 feet each side of centerline, recorded in Partition Plat 2000-37, Survey Records of Yamhill County, Oregon, as shown on a map attached, hereto and made a part thereof, the sidelines of said easement to extend and shorten with the west margin of said Instrument No. 200503254 and with the North and South margin of said easement per Partition Plat 2000-37.

End of Description

**From: Les & Kathleen Toth**  
**To: The City of McMinnville**

Location: Section 17 T. 4 S., R. 4 W., WM.,  
 City of McMinnville  
 Yamhill County, OR

Tax Lot: 4417 - 1202


Date: 4 May 2018

Scale: 1" = 60'

**Exhibit "B"**  
**Easement Map**

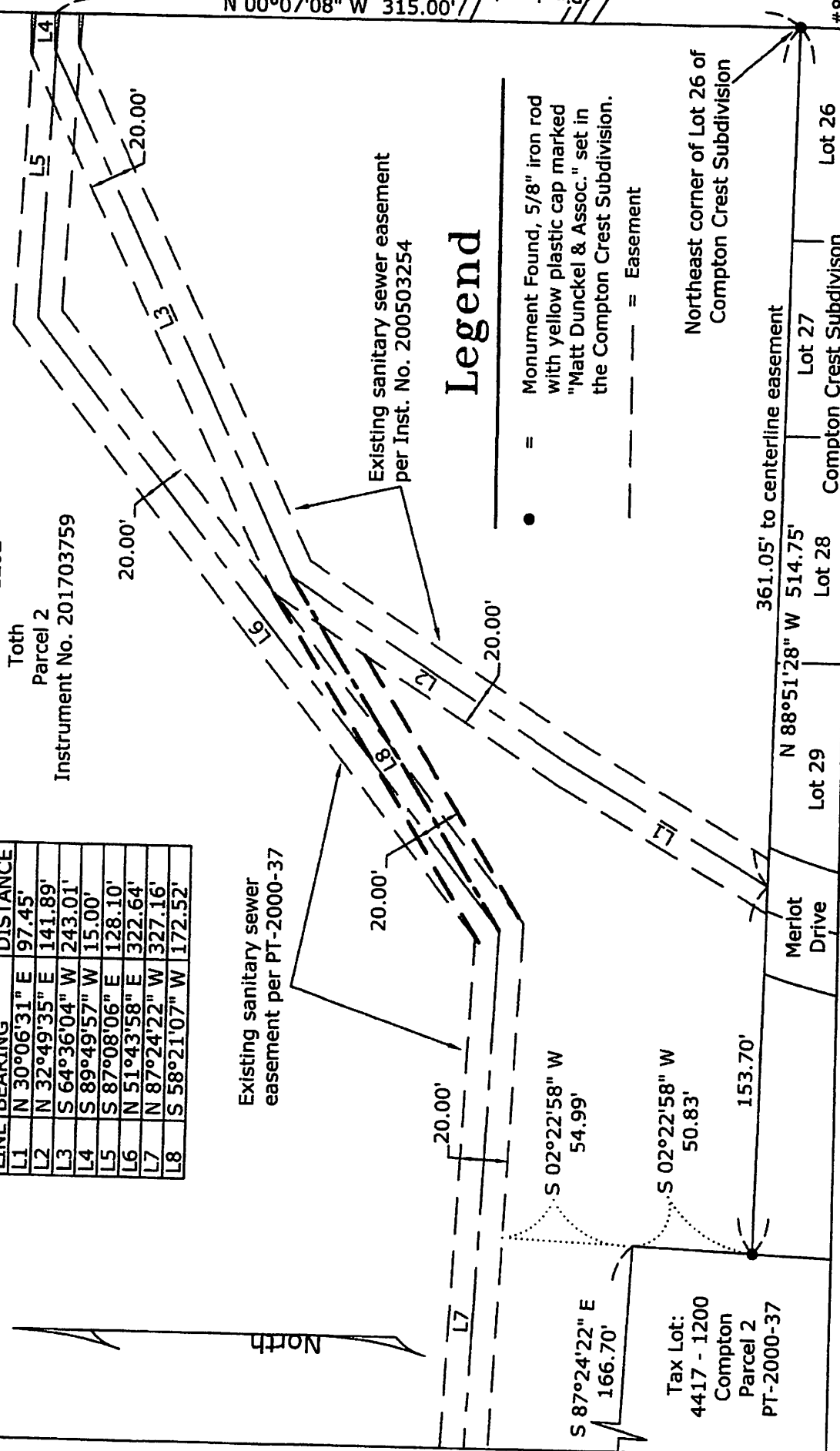
LINE	BEARING	DISTANCE
L1	N 30°06'31" E	97.45'
L2	N 32°49'35" E	141.89'
L3	S 64°36'04" W	243.01'
L4	S 89°49'57" W	15.00'
L5	S 87°08'06" E	128.10'
L6	N 51°43'58" E	322.64'
L7	N 87°24'22" W	327.16'
L8	S 58°21'07" W	172.52'

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

**REGISTERED PROFESSIONAL LAND SURVEYOR**  
  
**OREGON**  
 January 16, 2002  
**LELAND A. MACDONALD**  
 53226

Expires 31 December 2018

Tax Lot: 4417 - 1202  
 Toth  
 Parcel 2  
 Instrument No. 201703759



**Legend**

- = Monument Found, 5/8" iron rod with yellow plastic cap marked "Matt Dunckel & Assoc." set in the Compton Crest Subdivision.
- = Easement

Northeast corner of Lot 26 of Compton Crest Subdivision

361.05' to centerline easement

N 88°51'28" W 514.75'

Lot 27  
 Lot 28  
 Lot 29  
 Lot 26

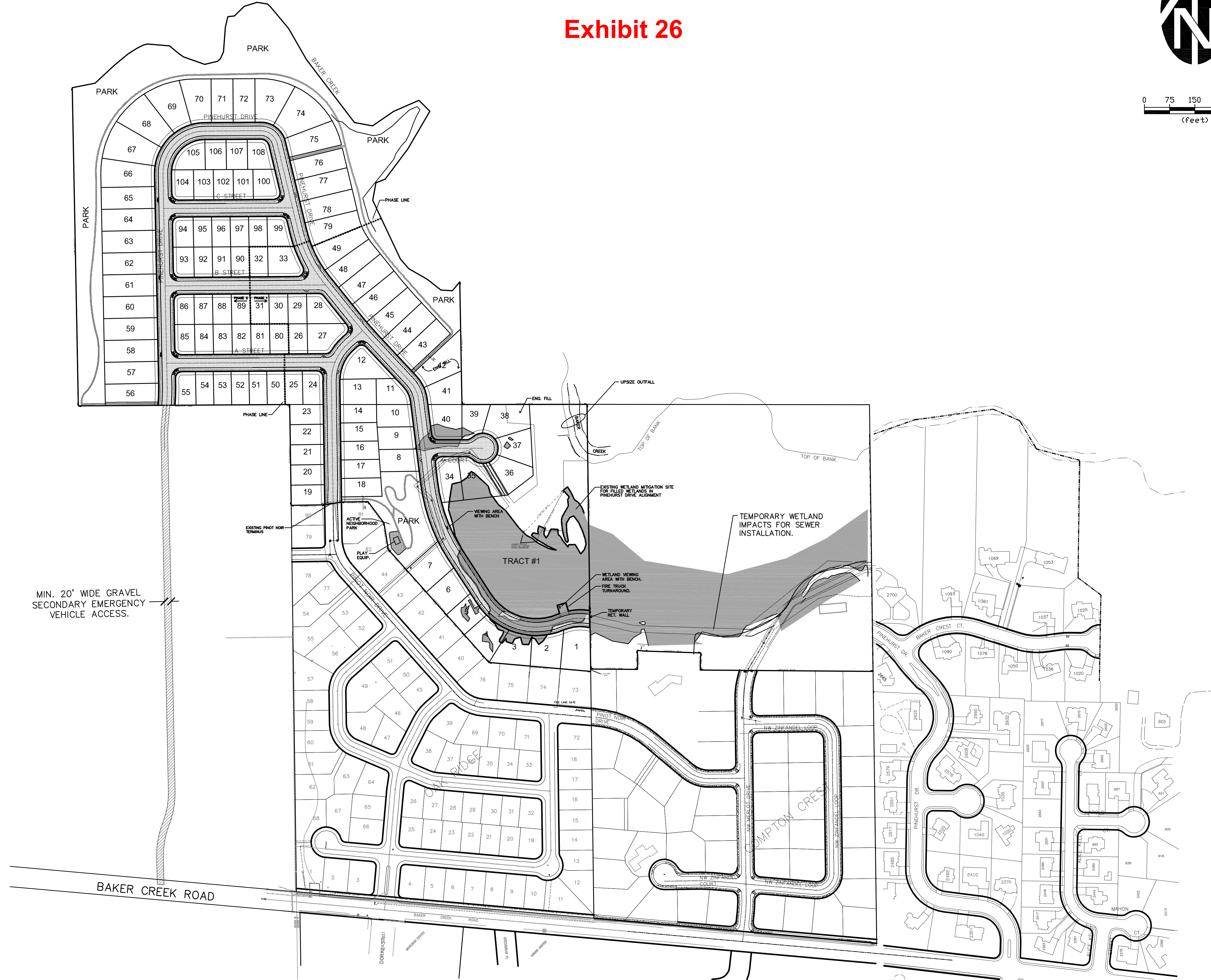
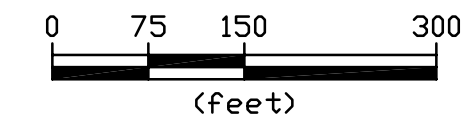
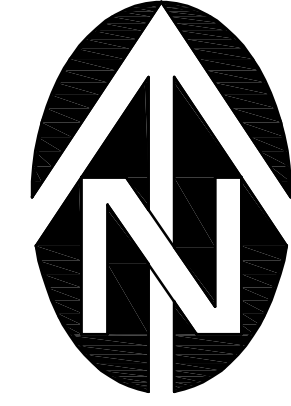
Compton Crest Subdivision

#8639

Instrument No. 201703759  
 Parcel 1  
 Tax Lot: 4417 - 1202  
 Pinehurst Drive  
 '00.51E W 80.70+00 N  
 Toth



# Exhibit 26



NO.	DATE	DESCRIPTION	BY
1			

VERIFY SCALE  
 BAR IS ONE INCH ON  
 ORIGINAL DRAWING  
 IF NOT ONE INCH ON  
 THIS DRAWING, INDICATE  
 SCALES ACCORDINGLY  
 0 1'  
 DSN: JW  
 DRN: TN  
 CYO: JW  
 DATE: APR. 2018

## REVIEW REVIEW

**WESTTECH ENGINEERING, INC.**  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairlane Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2477 Fax: (503) 585-3986  
 E-mail: westtech@westtech-eng.com

### PREMIER DEVELOPMENT OAK RIDGE MEADOWS SUBDIVISION EMERGENCY VEHICLE ACCESS PLAN

DRAWING  
**C7.0**  
 JOB NUMBER  
**2335.4000.0**



## Exhibit 27

**From:** [gordonroot@aol.com](mailto:gordonroot@aol.com)  
**Subject:** Re: Baker Creek North and Oak Ridge Meadows connection  
**Date:** July 9, 2018 at 3:03:24 PM PDT  
**To:** [loriz.premier@gmail.com](mailto:loriz.premier@gmail.com), [gordon@staffordlandcompany.com](mailto:gordon@staffordlandcompany.com)  
**Cc:** [morgan@staffordlandcompany.com](mailto:morgan@staffordlandcompany.com), [ryanobrien1@frontier.com](mailto:ryanobrien1@frontier.com)

Hi Lori:

In our pre-app meeting for Baker Creek North, in which all departments were represented, we told them that we are preparing to grant you a temporary secondary access easement over our property in order for you to proceed. We discussed the possible alignment and they preferred an alignment which follows the future alignment of Shadden Drive.

Basically, they would like to see a road base laid down that can support a fire truck in the rain. Depending upon your timing, the length of such will vary, as if you develop concurrent with our first phase, the temporary access road will be shorter, as we would be putting in the portion from Baker Creek Road to a point about 50% of the way to your project.

We have made many revisions to our site plan since I last sent you one based upon City Planning Staff input, and attached is a more recent version. Our final version is now being drawn in CAD. I will forward it to you once we have the plan back.

Morgan/Ryan, please confirm and make adjustments as necessary.

From what I can see, it looks as if we miss the tree.

Thank you,

Gordon Root | Principal



[StaffordLandCompany.com](http://StaffordLandCompany.com)

503.720.0914 | Cell

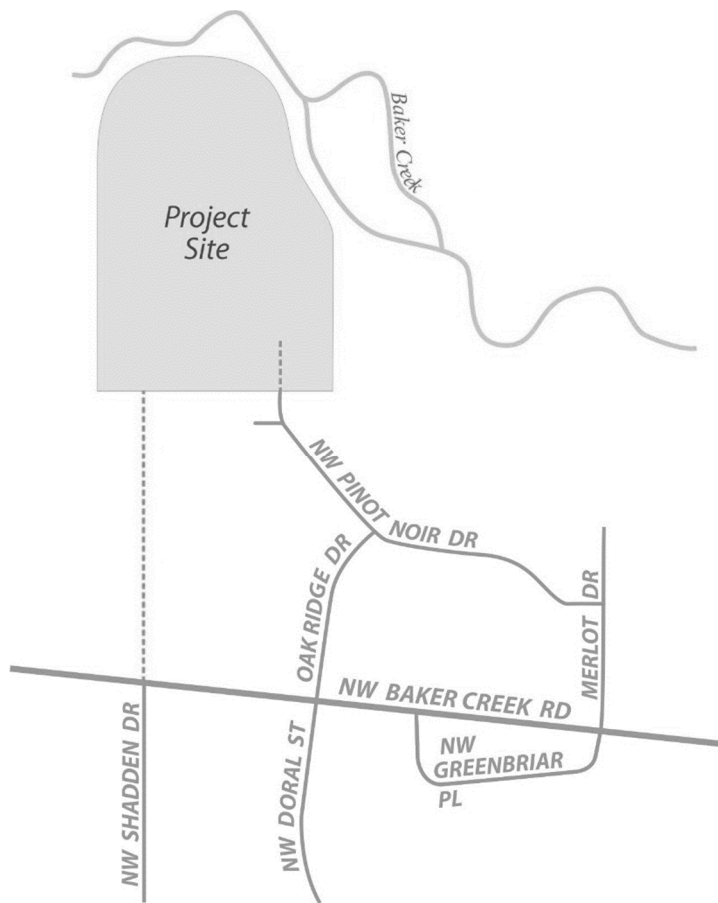
[gordon@staffordlandcompany.com](mailto:gordon@staffordlandcompany.com)

[485 South State Street, Lake Oswego, OR 97034](https://www.staffordlandcompany.com/485-South-State-Street-Lake-Oswego-OR-97034)

# Oak Ridge Meadows

## Transportation Impact Study

McMinnville, Oregon



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# CHAPTER 1: INTRODUCTION

This study evaluates the transportation impacts associated with the development of a 108-unit single family development in the city of McMinnville, Oregon. The site is located at the northern end of NW Pinot Noir Drive. Currently, the lot is zoned as Single-Family Residential (R-2) and the lot is used for agricultural purposes. Single family dwellings are a permitted land use under the current R-2 zoning. A map of the project location is shown in Figure 1.

The development will ultimately be accessed via an extension of NW Shadden Drive that will extend from NW Baker Creek Road to the project site. Until that roadway extension is constructed, the development will be served by the existing roadway network, including NW Pinot Noir Drive, NW Oak Ridge Drive, and Merlot Drive.

Because single family residential developments are an allowed use under the existing property zoning, and because the development is expected to have a relatively small impact on the surrounding transportation system, the City of McMinnville is not requiring a traffic impact analysis for this development. However, the adjoining neighborhood has voiced concerns regarding increased traffic volumes on their local street system, which is the motivation for this traffic impact analysis.

The purpose of this transportation impact analysis is to identify what impacts the proposed development may have on the nearby transportation network. The analysis is focused on two

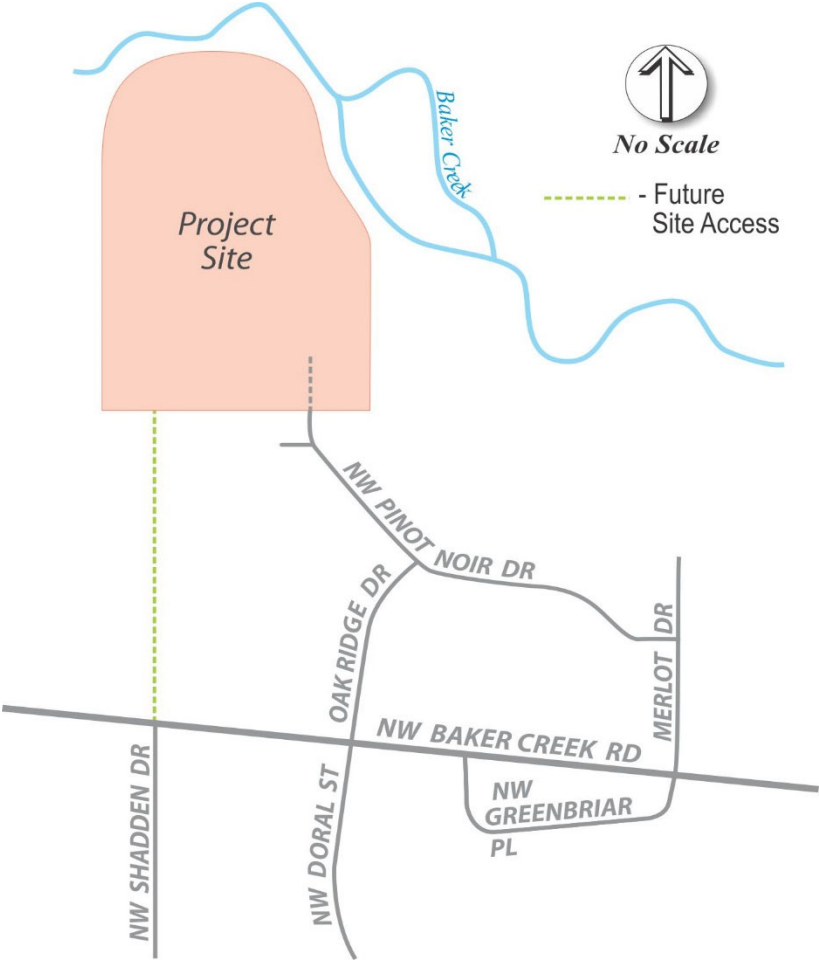


Figure 1: Study Area Map



study intersections, NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street) and NW Baker Creek Road/Merlot Drive (NW Greenbriar Place).

This chapter provides an introduction to the proposed development. Table 1 lists important characteristics of the study area and proposed project.

**Table 1: Key Study Area and Proposed Development Characteristics**

Characteristics	Information
<b>Study Area</b>	
Number of Study Intersections	2
Analysis Period	Weekday AM Peak hour (between 7-9 AM) Weekday PM Peak Hour (between 4-6 PM)
<b>Project Site</b>	
Existing Land Use	Agricultural
Proposed Development	108-unit single family development
Project Access	Interim: Via existing neighborhood roadways (NW Oak Ridge Drive, NW Pinot Noir Drive, and Merlot Drive) Final: Primary access via an extension of NW Shadden Drive; secondary access via the existing neighborhood roadways listed above

## CHAPTER 2: EXISTING CONDITIONS

This chapter provides documentation of existing study area conditions, including the study area street network, pedestrian and bicycle facilities, and existing traffic volumes and operations. Supporting details for volumes and operations are provided in the appendix.

### Study Area Street Network

The existing characteristics of key streets in the vicinity of the project site are summarized in table 2. The functional classifications for City of McMinnville streets are provided in the *McMinnville Transportation System Plan (TSP)*.<sup>1</sup>

**Table 2: Study Area Street Characteristics (within the Study Area)**

Street	Classification	No. of Lanes	Posted Speed	Sidewalks	Bike Lanes	On-Street Parking
NW Baker Creek Road	Minor Arterial	2	35 mph	Yes	Yes	No
NW Pinot Noir Dr	Local Street	2 <sup>a</sup>	25 mph	Yes	No	Yes <sup>b</sup>
NW Oak Ridge Dr	Local Street	2 <sup>a</sup>	25 mph	Yes	No	Yes <sup>b</sup>
Merlot Dr	Local Street	2 <sup>a</sup>	25 mph	Yes	No	Yes <sup>b</sup>

<sup>a</sup> Two-way traffic exists, but lane lines are not marked.

<sup>b</sup> On-Street parking is allowed, but parking is unmarked.

### Pedestrian and Bicycle Facilities

Immediately fronting the project site, NW Pinot Noir Drive has sidewalks on both sides of the roadway and no bicycle facilities. At the study intersections, NW Baker Creek Road has sidewalks on both sides of the roadway and bicycle lanes on both sides. Per the existing characteristics of key streets in the vicinity of the project are summarized in table 2. The functional classifications for City of McMinnville streets are provided in the *McMinnville Transportation System Plan (TSP)*.

### Public Transit Service

There are no local public transit routes in the area.

<sup>1</sup> Exhibit 2-3, *Transportation System Plan*, Updated May, 2010.

## Existing Traffic Volumes and Operations

Existing AM and PM peak hour traffic operations were analyzed at the intersection of NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street) and at the intersection of NW Baker Creek Road/Merlot Drive (NW Greenbriar Place).

Intersection turn movement volumes were collected <sup>2</sup> at the study intersection during the AM and PM peak periods. The volumes were used in the intersection operations analysis and are shown in Figure 2. The following sections describe intersection performance measures, required operating standards, and existing operating conditions.

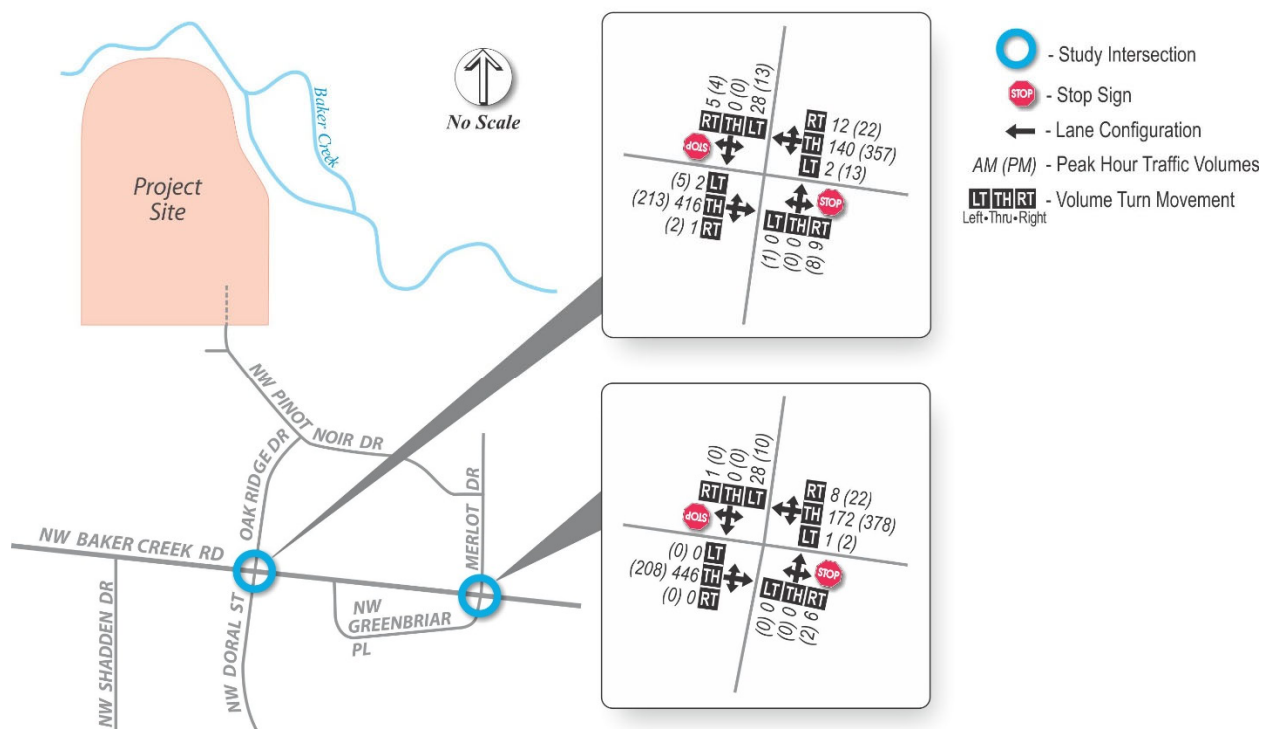


Figure 2: Existing AM and PM Peak Hour Traffic Volumes

### Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection.<sup>3</sup> LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D

<sup>2</sup> Data collected by Key Data Network on February 12, 2019.

<sup>3</sup> A description of Level of Service (LOS) is provided in the appendix and includes a list of the delay values (in seconds) that correspond to each LOS designation.

and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.

- Volume-to-capacity (v/c) ratio:** A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

### Required Operating Standard

City of McMinnville standards require a minimum of a 0.90 v/c ratio for all local intersections and streets<sup>4</sup> and does not have an operational LOS standard

### Existing Operating Conditions

Existing traffic operations at the study intersection were determined for the AM and PM peak hour based on the 2010 Highway Capacity Manual (HCM) methodology.<sup>5</sup> The results were then compared with the City of McMinnville’s required operating standard for two-way stop controlled intersections. Table 3 lists the estimated delay, LOS, and worst movement’s v/c ratio of the study intersections. The existing study intersections of NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street) and NW Baker Creek Road/Merlot Drive (NW Greenbriar Place) currently meet operating standards.

**Table 3: Existing PM Peak Study Intersection Operations**

Intersection	Operating Standard	Existing AM Peak			Existing PM Peak		
		Delay	LOS	v/c	Delay	LOS	v/c
NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street)	V/C < 0.9	17.3	C	0.13	14.6	B	0.05
NW Baker Creek Road/Merlot Drive (NW Greenbriar Place)	V/C < 0.9	17.8	C	0.11	14.8	B	0.03

Delay = Average Intersection Delay (sec.)  
 LOS = Level of Service  
 v/c = Volume-to-Capacity Ratio for worst lane

<sup>4</sup> Table 6-32, City of McMinnville TSP, Page 2-11, Updated May 2010.

<sup>5</sup> 2000 & 2010 Highway Capacity Manual, Transportation Research Board, Washington DC, 2000/2010.

## CHAPTER 3: PROJECT IMPACTS

This chapter reviews the estimated impacts that the Oak Ridge Meadows development may have on the surrounding transportation system. This analysis includes site plan evaluation, trip generation, trip distribution, and future year traffic volumes and operating conditions for the study intersections.

### Proposed Development

The proposed development includes 108-unit single family homes as well as dedicated public space (park). Initially, the development will be accessed via NW Pinot Noir Drive only. However, a future connection to NW Baker Creek Road at NW Shadden Road will serve as the primary access to the development.

### Trip Generation

Trip generation is the method used to estimate the number of vehicles added to site streets and the adjacent street network by a development during a specified period (i.e., such as the PM peak hour). For this study, the ITE 10th Edition trip generation data was used which is based on national land use data.<sup>6</sup>

Table 4 provides a detailed trip generation for the proposed single family development. As shown, the development is expected to generate approximately 80 total (20 in, 60 out) AM peak hour trips, 107 total (67 in, 40 out) PM peak hour trips, and 1,020 daily trips.

**Table 4: Peak Hour Primary Trip Generation**

Land Use (ITE Code)	Quantity	AM Trips			PM Trips			Daily Trips
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	108 units	20	60	<b>80</b>	67	40	<b>107</b>	<b>1,020</b>

### Trip Distribution

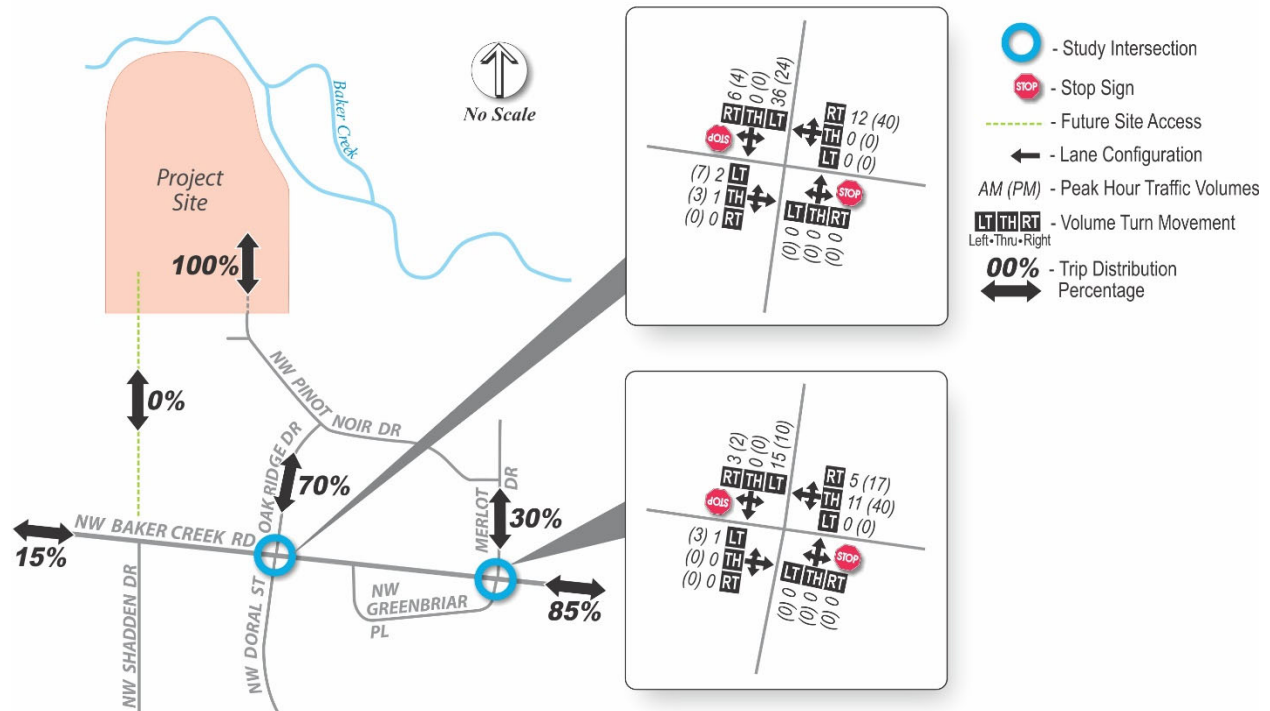
Trip distribution provides an estimate of where project-related trips would be coming from and going to. It is given as percentages at key gateways to the study area and is used to route project trips through the study intersections. Because the ultimate extension of NW Shadden Drive will change travel patterns, trip distribution scenarios were calculated for both the interim and final build of the development. In both scenarios, all traffic is destined for NW Baker Creek Road with 85% oriented to/from the east and 15% oriented to/from the west.

The trip distribution and resulting project trips for the interim build scenario are shown in Figure 3. In this scenario, 100% of the project trips were assumed to leave the site and use NW Pinot

<sup>6</sup> Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition



Noir Drive. From there, and estimated 70% would use NW Oak Ridge Drive and 30% would use Merlot Drive to access NW Baker Creek Road.



**Figure 3: Interim Build Trip Distribution and Project Trips**

After the additional access at Shadden Road is built, trip distribution will change dramatically with the majority of traffic using the Shadden Road access. It is assumed that 80% of trips will use the newly constructed Shadden Road access and 20% of trips will continue to use NW Pinot Noir Drive. Of the 20% of trips using Pinot Noir Drive, the previous assumption of 70%/30% split to NW Oak Ridge Drive and Merlot Drive will still apply. The resulting trip distribution and project trips are shown in Figure 4.

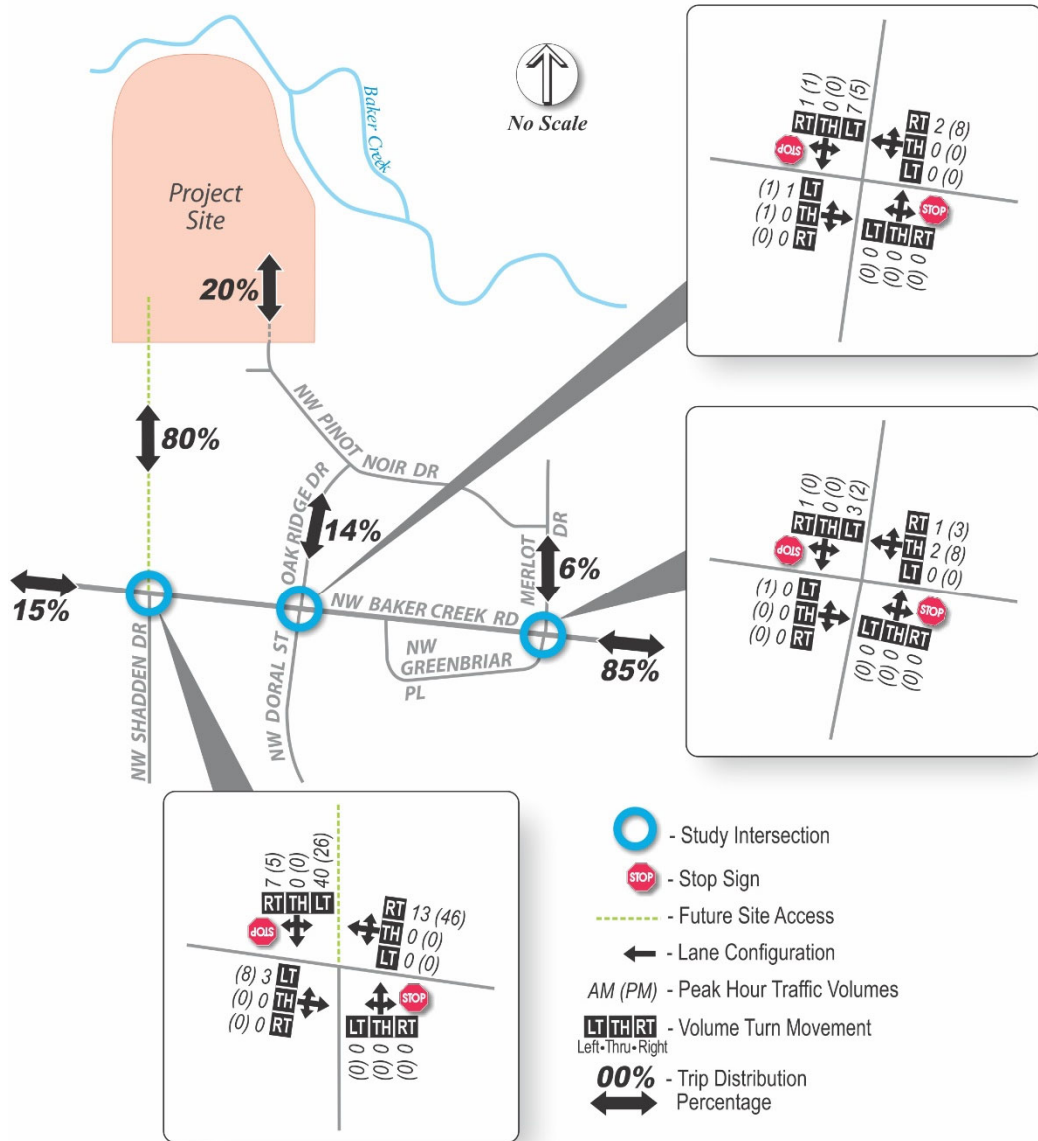
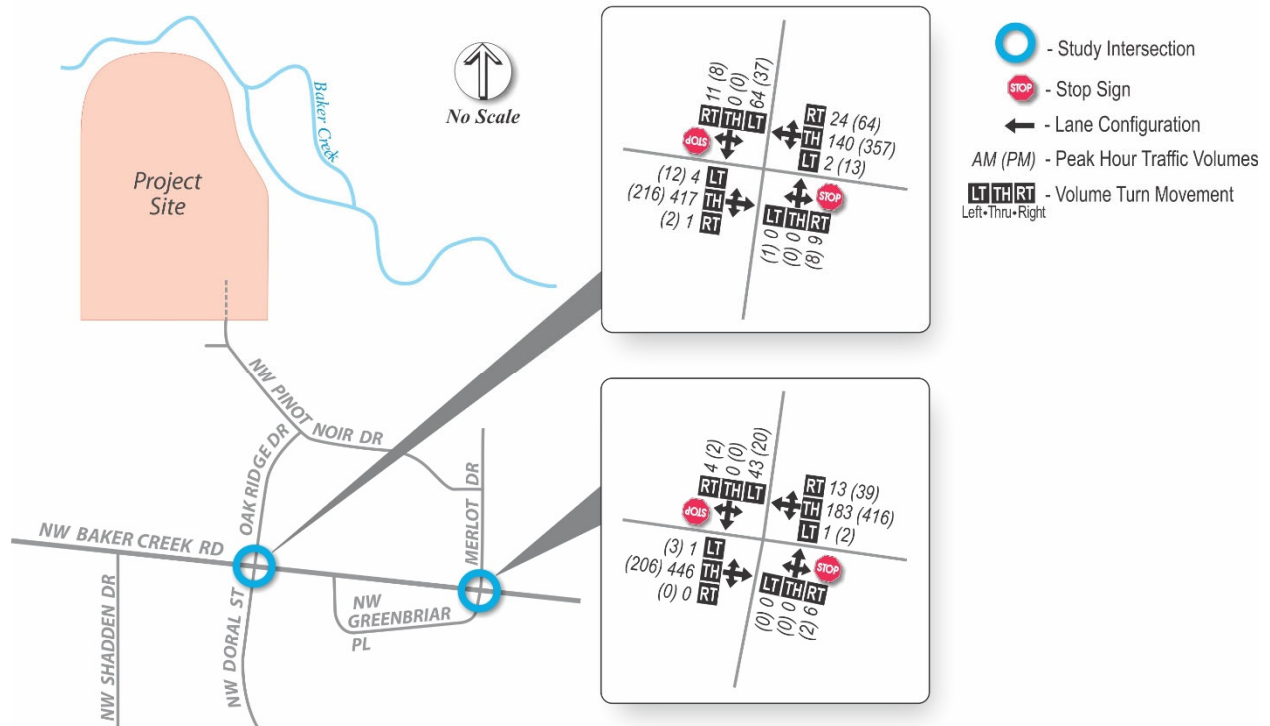


Figure 4: Final Build Trip Distribution and Project Trips

## Interim Build Traffic Volumes and Operating Conditions

Future operating conditions were analyzed at the study intersections for the interim build scenario (without the NW Shadden Drive connection). Interim build traffic volumes at the study intersection are the sum of the existing traffic volumes and the project trips. The interim build traffic volumes are shown in Figure 5.



**Figure 5: Interim Build AM and PM Peak Hour Traffic Volumes**

## Intersection Operations

The study intersection operating conditions with the addition of site-generated traffic (interim build) are listed in Table 5. As shown, all study intersections continue to operate well under capacity and meet operating standards.

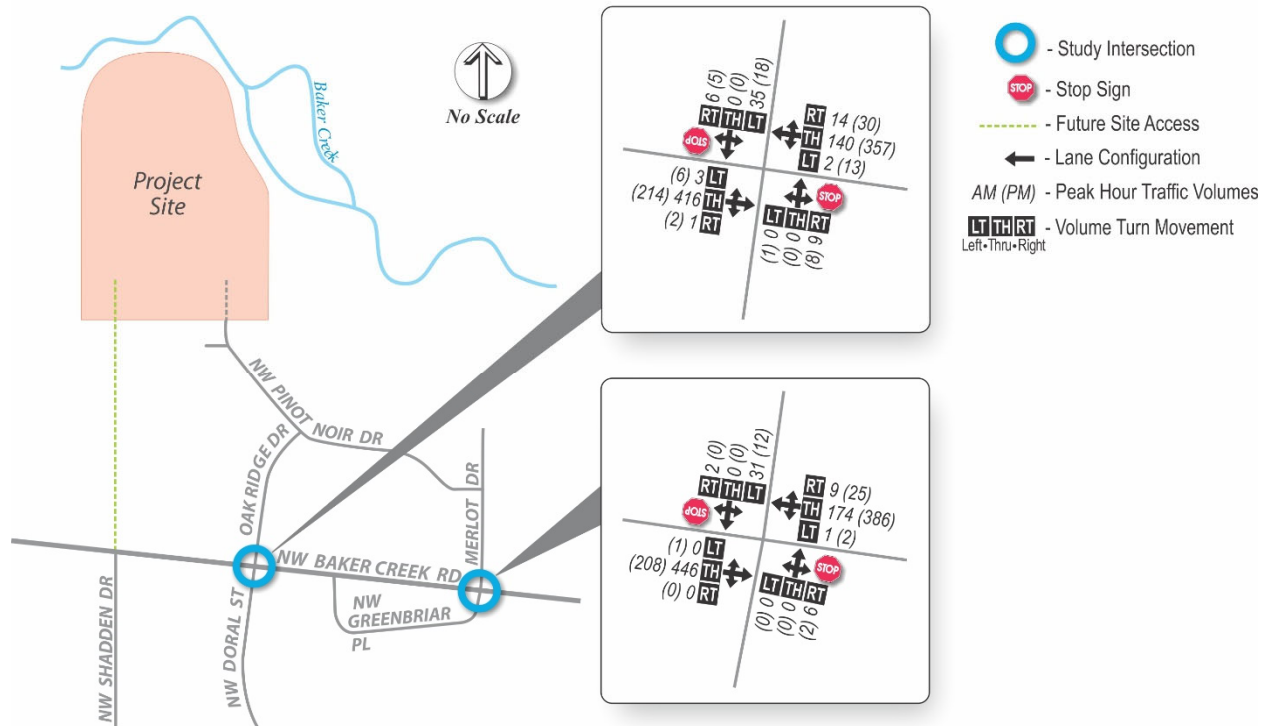
**Table 5: Interim Build Intersection Operations**

Intersection	Operating Standard	Build AM Peak			Build PM Peak		
		Delay	LOS	v/c	Delay	LOS	v/c
NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street)	V/C < 0.9	20.7	C	0.31	16.6	C	0.14
NW Baker Creek Road/Merlot Drive (NW Greenbriar Place)	V/C < 0.9	18.5	C	0.18	15.0	C	0.06

Delay = Average Intersection Delay (sec.)  
 LOS = Level of Service  
 v/c = Volume-to-Capacity Ratio for worst lane

## Final Build Traffic Volumes and Operating Conditions

Future operating conditions were also analyzed at the study intersections for the final build scenario (with the NW Shadden Road connection). The final build traffic volumes are shown in Figure 6.



**Figure 6: Final Build AM and PM Peak Hour Traffic Volumes**

## Intersection Operations

The study intersection operating conditions at full build out of the development are listed in Table 6. As shown, all study intersections continue to operate well under capacity and meet operating standards.

**Table 6: Final Build Intersection Operations**

Intersection	Operating Standard	Build AM Peak			Build PM Peak		
		Delay	LOS	v/c	Delay	LOS	v/c
NW Baker Creek Road /NW Oak Ridge Drive (NW Doral Street)	V/C < 0.9	18.0	C	0.17	15.0	C	0.07
NW Baker Creek Road/Merlot Drive (NW Greenbriar Place)	V/C < 0.9	17.8	C	0.13	14.9	B	0.03

Delay = Average Intersection Delay (sec.)  
 LOS = Level of Service  
 v/c = Volume-to-Capacity Ratio for worst lane



## Neighborhood Livability Evaluation

DKS previously conducted an evaluation of the potential impacts of this development.<sup>7</sup> This section provides an update to that document.

The livability of a street is generally determined by key factors such as vehicle speeds and volumes as related to pedestrian safety, bicycle safety and other vehicle movements along a neighborhood street. The City of McMinnville has not adopted or proposed a livability standard to measure the livability of local streets through neighborhoods, but the City has adopted a design capacity of 1,200 vehicles per day (vpd) on local neighborhood streets. In addition, other cities around the country have used Neighborhood Traffic Management Plans that trigger mitigation efforts when the average daily traffic (ADT) exceeds 1,000 vpd. While there is no specific volume threshold to indicate when the livability of the neighborhood has been reduced, these design standards provide a reasonable threshold.

Peak hour traffic counts were collected on NW Oak Ridge Drive and Merlot Drive on February 12, 2019. These peak hour traffic volumes were then used to estimate daily traffic volumes along NW Oak Ridge Drive and Merlot Drive.<sup>8</sup> Based on the limited number of existing homes along NW Pinot Noir Drive, a conservative estimate of peak hour and daily traffic on this roadway was calculated using ITE trip generation rates. The estimated ADT on these three study roadways are shown in Table 7.

Also shown in Table 7 is the estimated number of trips that will occur on these roads once Oak Ridge Meadows is built, both before and after the NW Shadden Road extension is constructed.

**Table 7. Projected Average Daily Traffic Volumes**

Street	Existing ADT	Interim Build (Without NW Shadden Dr. Extension)		Final Build (With NW Shadden Dr. Extension)	
		Oak Ridge Meadows ADT	Total ADT	Oak Ridge Meadows ADT	Total ADT
NW Pinot Noir Dr. <sup>a</sup>	180	1,020	1,200	204	384
NW Oak Ridge Dr.	440	714	1,154	143	583
Merlot Dr.	320	306	626	61	381
NW Shadden Dr. <sup>b</sup>	-	-	-	816	816

<sup>a</sup> The segment northwest of NW Oak Ridge Drive

<sup>b</sup> The segment north of NW Baker Creek Road

<sup>7</sup> Oak Ridge Meadows Neighborhood Street Livability, DKS Associates, 2004.

<sup>8</sup> It was assumed that the PM peak hour volumes represent 10% of the daily traffic volumes, which is a commonly used estimate when no other data is available. It is also consistent with the ratio of PM peak hour to daily volume trip generation rates in the ITE Trip Generation Manual for single family home developments.

As shown in table 7, daily traffic volumes on all study roadways will remain at or below a level consistent with neighborhood streets in the City of McMinnville (ADT of 1,200 vpd) after Oak Ridge Meadows is constructed, even without the extension of NW Shadden Drive. Once the NW Shadden Drive extension is in place, the daily traffic volumes on NW Pinot Noir Drive, NW Oak Ridge Drive, and Merlot Drive will be only marginally higher than today. In short, the volume of traffic that will be added to the existing neighborhood streets is not expected to reduce the livability of the neighborhood due to over-capacity conditions.

## Project Impact Summary

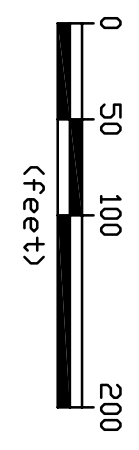
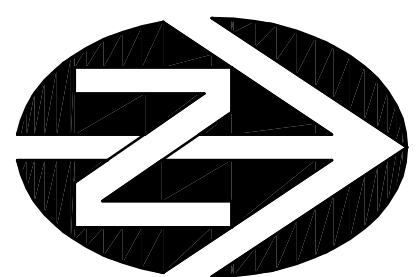
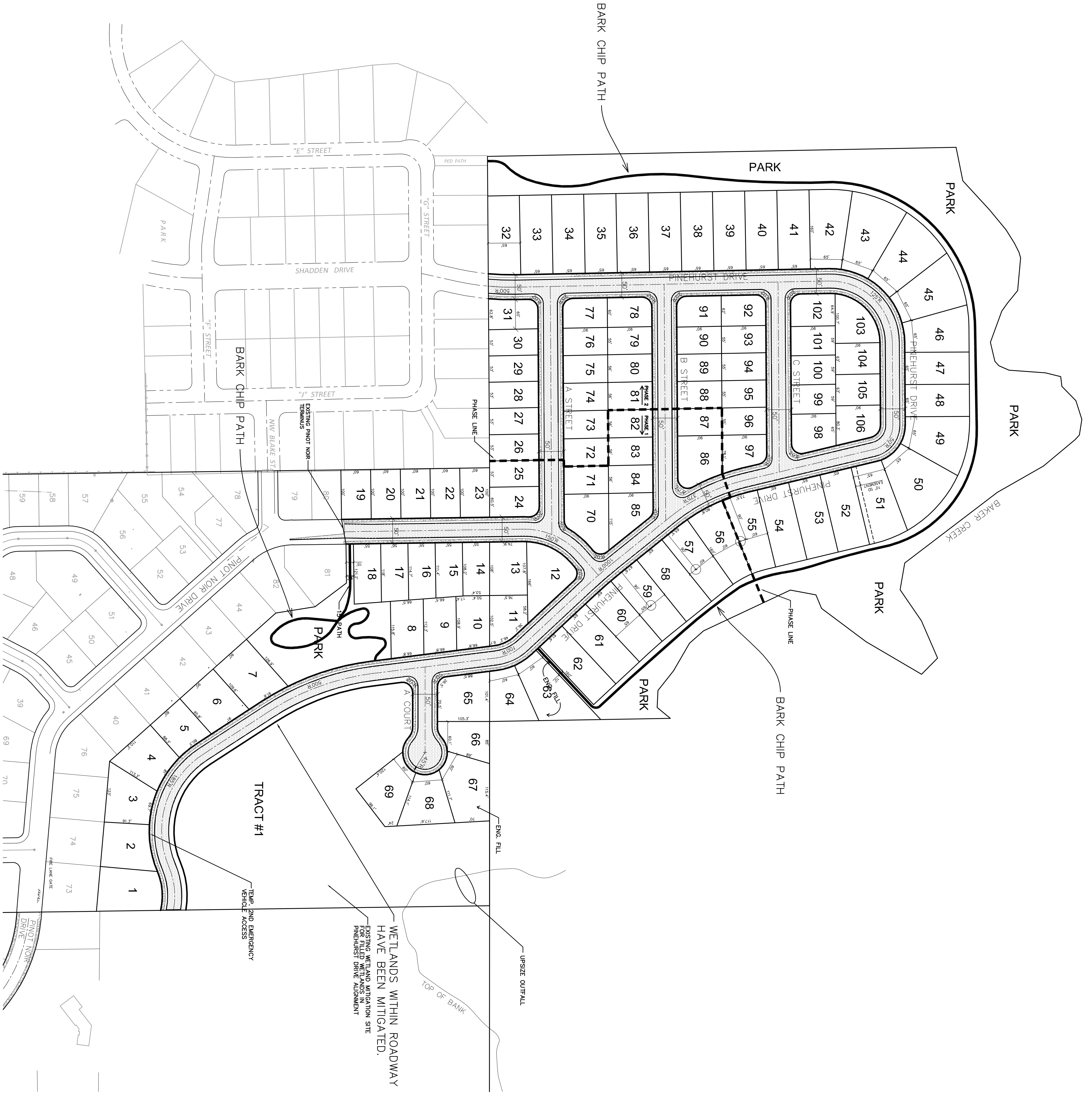
The proposed development is anticipated to result in the following impacts:

- The development will consist of 108-unit single family homes. The ultimate buildout of the site includes a connection to NW Baker Creek Road via an extension of NW Shadden Drive. In the interim, the development will be accessed via NW Pinot Noir Drive, NW Oak Ridge Drive, and Merlot Drive.
- The development is expected to generate 80 (20 in, 60 out) AM peak hour trips, 107 (67 in, 40 out) PM peak hour trips, and 1,020 daily trips.
- Intersection operations during the Interim Build and Full Build of Oak Ridge Meadows will continue to operate well under-capacity and will meet City of McMinnville operating standards. The addition of Oak Ridge Meadows traffic will not have a significant impact on the operations or delay experienced at the intersections of NW Baker Creek Road/NW Oak Ridge Drive and NW Baker Creek Road/Merlot Drive.
- An evaluation of the livability of neighborhood streets, as defined by the volume of traffic the streets were designed to handle (1,200 vpd), confirmed that the Oak Ridge Meadows development is not expected to have an adverse impact on the existing neighborhood streets.



## Appendix A – Site Plan

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WETLANDS WITHIN ROADWAY  
 HAVE BEEN MITIGATED.  
 EXISTING WETLAND MITIGATION SITE  
 FINISHED DRIVE ALIGNMENT

<b>2335.4000.0</b> JOB NUMBER	<b>1</b> DRAWING	PREMIER DEVELOPMENT OAK RIDGE MEADOWS SUBDIVISION  SUBDIVISION LAYOUT	 <b>WESTECH ENGINEERING, INC.</b> CONSULTING ENGINEERS AND PLANNERS <small>3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302          Phone: (503) 585-2474 Fax: (503) 585-3986          E-mail: westech@westech-eng.com</small>	<h1 style="margin: 0;">REVIEW REVIEW</h1>	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 1" = 100' IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1																			
NO.	DATE	DESCRIPTION	BY																											
1																														
				DATE: APR. 2018																										





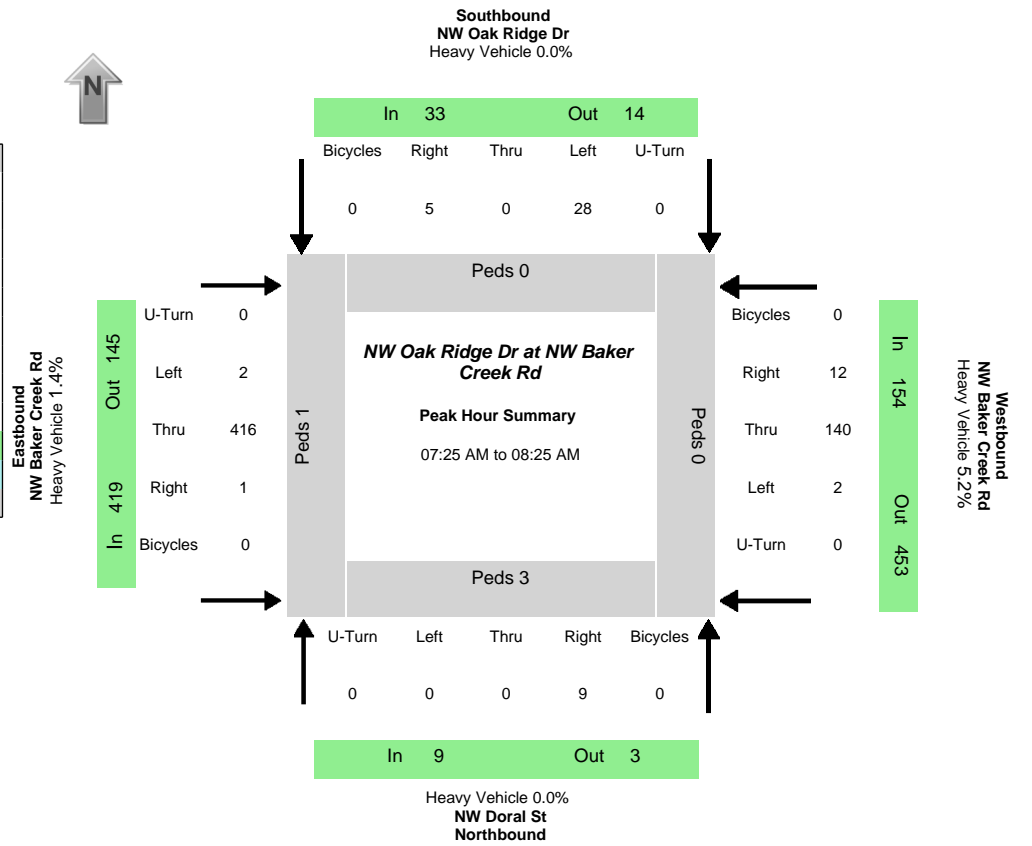
## Appendix B – Existing Peak Hour Traffic Counts

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KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW Doral St
E/W street	NW Baker Creek Rd
City, State	McMinnville OR
Site Notes	
Location	45.226263 - -123.216806
Start Date	Tuesday, February 12, 2019
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:25:00 AM
Peak 15 Min Start	07:50:00 AM
PHF (15-Min Int)	0.74



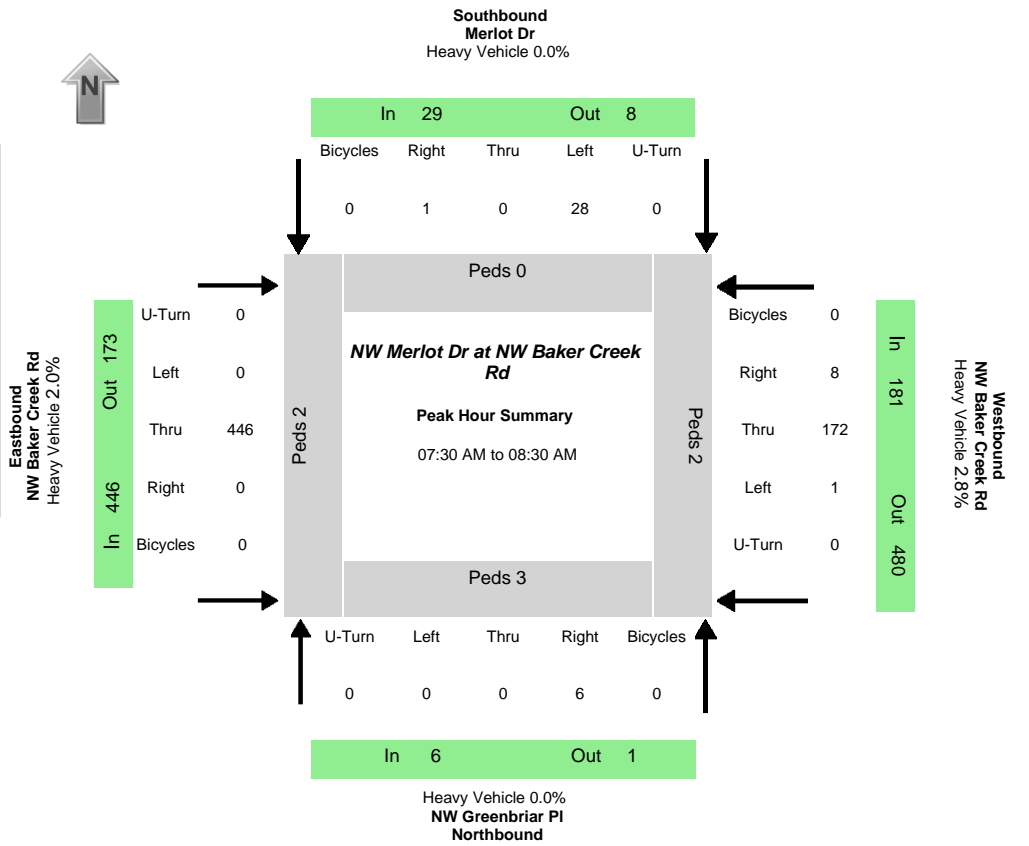
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	9	0	28	0	5	0	2	416	1	0	2	140	12	0	9	33	419	154	3	14	145	453
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	1.4%	5.2%	0.0%	0.0%	5.5%	1.3%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4

Time	Northbound NW Doral St				Southbound NW Oak Ridge Dr				Eastbound NW Baker Creek Rd				Westbound NW Baker Creek Rd				15 Min Sum	1 HR Sum	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn			
07:00:00 AM	0	0	0	0	2	0	0	0	0	18	0	0	0	0	12	0	0		
07:05:00 AM	0	0	0	0	3	0	1	0	0	16	0	0	0	0	7	1	0		
07:10:00 AM	0	0	2	0	2	0	0	0	0	14	0	0	0	0	12	1	0	91	
07:15:00 AM	0	0	1	0	1	0	1	0	0	12	0	0	0	0	7	0	0	81	
07:20:00 AM	0	0	1	0	2	0	0	0	1	22	0	0	0	0	5	0	0	84	
07:25:00 AM	0	0	1	0	2	0	0	0	0	38	1	0	0	0	11	0	0	106	
07:30:00 AM	0	0	0	0	4	0	1	0	0	31	0	0	0	0	7	0	0	127	
07:35:00 AM	0	0	1	0	1	0	0	0	0	33	0	0	0	0	7	3	0	141	
07:40:00 AM	0	0	0	0	5	0	1	0	0	32	0	0	0	0	11	0	0	137	
07:45:00 AM	0	0	1	0	2	0	2	0	0	48	0	0	0	0	9	1	0	157	
07:50:00 AM	0	0	0	0	3	0	1	0	2	67	0	0	0	0	7	0	0	192	
07:55:00 AM	0	0	2	0	2	0	0	0	0	44	0	0	0	0	15	1	0	207	541
08:00:00 AM	0	0	0	0	3	0	0	0	0	33	0	0	0	0	26	2	0	208	573
08:05:00 AM	0	0	0	0	1	0	0	0	0	19	0	0	0	0	13	0	0	161	578
08:10:00 AM	0	0	3	0	2	0	0	0	0	27	0	0	0	0	16	3	0	148	598
08:15:00 AM	0	0	1	0	1	0	0	0	0	25	0	0	2	9	0	0	0	122	614
08:20:00 AM	0	0	0	0	2	0	0	0	0	19	0	0	0	9	2	0	0	121	615
08:25:00 AM	0	0	0	0	1	0	0	0	0	19	0	0	0	15	0	0	0	105	597
08:30:00 AM	0	0	0	0	0	0	0	0	0	17	0	0	1	12	1	0	0	98	585
08:35:00 AM	0	0	1	0	0	0	0	0	0	23	0	0	1	15	0	0	0	106	580
08:40:00 AM	0	0	1	0	1	0	0	0	0	20	0	0	1	8	3	0	0	105	565
08:45:00 AM	0	0	1	0	0	0	0	0	0	17	0	0	1	14	0	0	0	107	535
08:50:00 AM	0	0	4	0	1	0	0	0	0	20	0	0	0	11	0	0	0	103	491
08:55:00 AM	1	0	3	0	0	0	0	0	0	13	0	0	2	13	0	0	0	101	459

Data Provided by K-D-N.com 503-594-4224

N/S street	NW Greenbriar Pl
E/W street	NW Baker Creek Rd
City, State	McMinnville OR
Site Notes	
Location	45.225951 - -123.212653
Start Date	Tuesday, February 12, 2019
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:30:00 AM
Peak 15 Min Start	07:45:00 AM
PHF (15-Min Int)	0.81



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	6	0	28	0	1	0	0	446	0	0	1	172	8	0	6	29	446	181	1	8	173	480
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	2.0%	2.8%	0.0%	0.0%	2.9%	1.9%

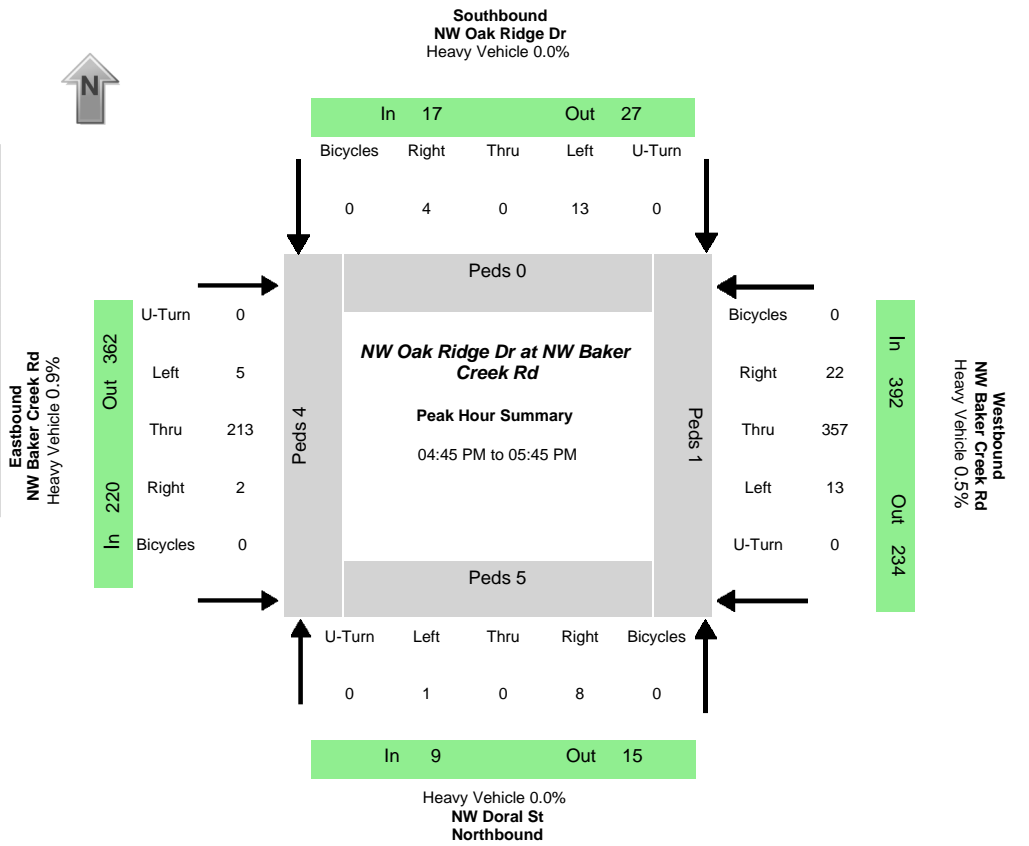
PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	2	7

Time	Northbound NW Greenbriar Pl				Southbound Merlot Dr				Eastbound NW Baker Creek Rd				Westbound NW Baker Creek Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	0	0	1	0	1	0	1	0	0	9	0	0	0	11	0	0		
07:05:00 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	3	0	0		
07:10:00 AM	0	0	0	0	1	0	0	0	0	18	0	0	0	4	0	0	59	
07:15:00 AM	0	0	0	0	0	0	0	0	0	21	0	0	0	12	0	0	69	
07:20:00 AM	0	0	0	0	0	0	0	0	0	22	0	0	1	7	2	0	88	
07:25:00 AM	0	0	0	0	3	0	1	0	0	30	0	0	0	5	0	0	104	
07:30:00 AM	0	0	0	0	3	0	0	0	0	36	0	0	0	3	1	0	114	
07:35:00 AM	0	0	1	0	6	0	0	0	0	37	0	0	0	9	0	0	135	
07:40:00 AM	0	0	1	0	5	0	0	0	0	34	0	0	0	12	0	0	148	
07:45:00 AM	0	0	1	0	1	0	0	0	0	45	0	0	0	18	0	0	170	
07:50:00 AM	0	0	2	0	1	0	0	0	0	55	0	0	0	6	0	0	181	
07:55:00 AM	0	0	0	0	3	0	0	0	0	51	0	0	0	20	2	0	205	516
08:00:00 AM	0	0	0	0	1	0	0	0	0	43	0	0	0	17	0	0	201	554
08:05:00 AM	0	0	0	0	3	0	0	0	0	33	0	0	0	20	2	0	195	599
08:10:00 AM	0	0	0	0	2	0	0	0	0	41	0	0	0	11	1	0	174	631
08:15:00 AM	0	0	0	0	2	0	0	0	0	29	0	0	0	15	1	0	160	645
08:20:00 AM	0	0	1	0	0	0	1	0	0	21	0	0	1	23	1	0	150	661
08:25:00 AM	0	0	0	0	1	0	0	0	0	21	0	0	0	18	0	0	135	662
08:30:00 AM	0	0	0	0	1	0	0	0	0	15	0	0	0	8	1	0	113	644
08:35:00 AM	0	0	0	0	1	0	0	0	0	15	0	0	0	17	2	0	100	626
08:40:00 AM	0	0	0	0	0	0	1	0	1	14	0	0	0	12	1	0	89	603
08:45:00 AM	0	0	0	0	1	0	1	0	0	19	0	0	0	9	0	0	94	568
08:50:00 AM	0	0	1	0	1	0	1	0	0	28	0	0	0	12	3	0	105	550
08:55:00 AM	0	0	0	0	1	0	0	0	0	15	0	0	0	15	0	0	107	505



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW Doral St
E/W street	NW Baker Creek Rd
City, State	McMinnville OR
Site Notes	
Location	45.226263 - -123.216806
Start Date	Tuesday, February 12, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:45:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.92



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
1	0	8	0	13	0	4	0	5	213	2	0	13	357	22	0	9	17	220	392	15	27	362	234
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.9%	0.5%	0.0%	0.0%	0.6%	0.9%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4	1	10

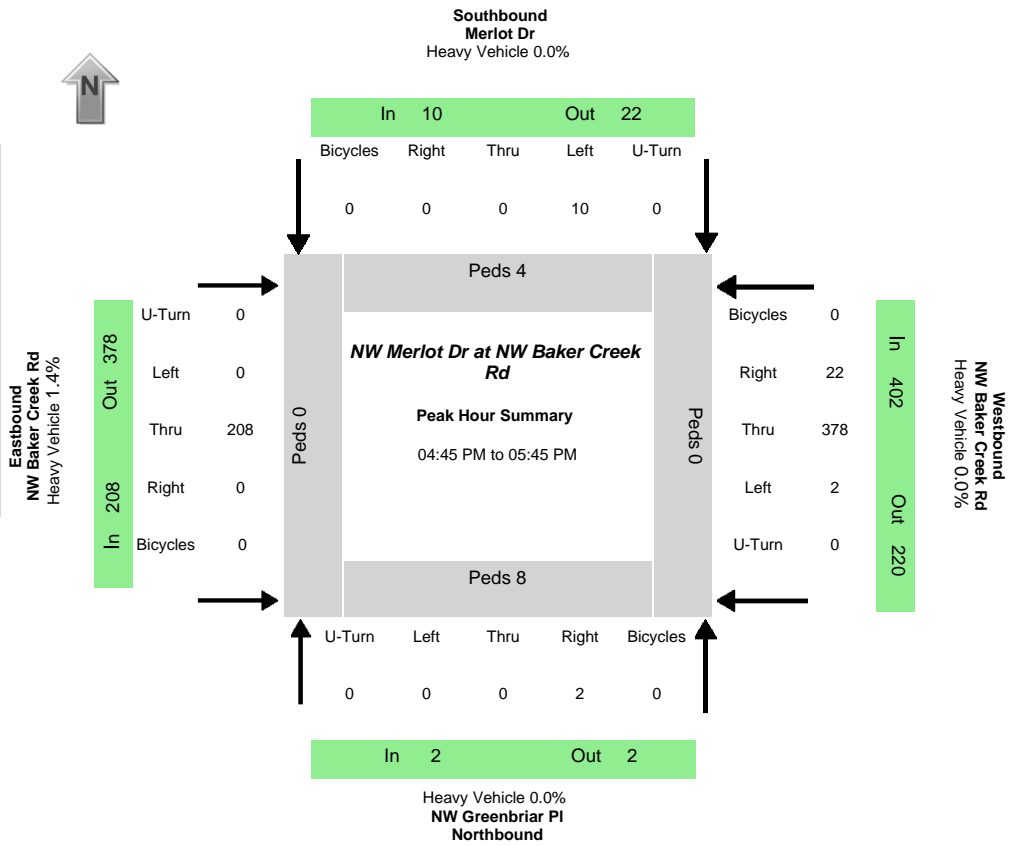
Time	Northbound NW Doral St				Southbound NW Oak Ridge Dr				Eastbound NW Baker Creek Rd				Westbound NW Baker Creek Rd				15 Min Sum	1 HR Sum		
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn				
04:00:00 PM	0	0	0	0	2	0	0	0	0	0	15	0	0	0	1	29	4	0		
04:05:00 PM	0	0	0	0	2	0	0	0	0	0	14	0	0	0	0	23	1	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	35	3	0	150	
04:15:00 PM	0	0	0	0	0	0	0	0	0	1	24	0	0	0	0	28	4	0	156	
04:20:00 PM	0	0	0	0	1	0	1	0	0	0	27	0	0	0	0	16	1	0	162	
04:25:00 PM	0	0	0	0	0	0	2	0	0	0	15	0	0	0	0	23	1	0	144	
04:30:00 PM	0	1	0	0	1	0	0	0	0	0	10	0	0	0	0	29	2	0	130	
04:35:00 PM	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	24	1	0	126	
04:40:00 PM	0	0	1	0	2	0	0	0	0	0	13	0	0	0	1	17	1	0	120	
04:45:00 PM	0	0	1	0	1	0	0	0	0	1	19	0	0	0	0	21	1	0	121	
04:50:00 PM	0	0	3	0	0	0	1	0	0	0	23	1	0	0	1	20	1	0	129	
04:55:00 PM	1	0	0	0	1	0	1	0	0	0	16	1	0	0	1	34	3	0	152	566
05:00:00 PM	0	0	0	0	1	0	0	0	0	0	17	0	0	3	27	2	0	158	565	
05:05:00 PM	0	0	0	0	2	0	1	0	0	0	22	0	0	3	36	2	0	174	591	
05:10:00 PM	0	0	1	0	2	0	1	0	0	0	20	0	0	1	30	2	0	173	589	
05:15:00 PM	0	0	0	0	1	0	0	0	0	1	15	0	0	0	29	5	0	174	583	
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	33	1	0	163	592	
05:25:00 PM	0	0	2	0	0	0	0	0	0	2	23	0	0	1	34	2	0	170	615	
05:30:00 PM	0	0	0	0	2	0	0	0	0	0	3	0	0	2	38	2	0	166	619	
05:35:00 PM	0	0	1	0	0	0	0	0	0	0	19	0	0	1	33	0	0	165	631	
05:40:00 PM	0	0	0	0	3	0	0	0	0	1	15	0	0	0	22	1	0	143	638	
05:45:00 PM	1	0	2	0	1	0	3	0	0	1	7	0	0	1	17	1	0	130	628	
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	2	24	1	0	115	617	
05:55:00 PM	0	0	1	0	0	0	0	0	0	1	12	0	0	0	27	1	0	115	601	





KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street	NW Greenbriar PI
E/W street	NW Baker Creek Rd
City, State	McMinnville OR
Site Notes	
Location	45.225951 - -123.212653
Start Date	Tuesday, February 12, 2019
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:45:00 PM
Peak 15 Min Start	05:15:00 PM
PHF (15-Min Int)	0.93



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	0	2	0	10	0	0	0	0	208	0	0	2	378	22	0	2	10	208	402	2	22	378	220
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	1.4%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	12

Time	Northbound NW Greenbriar PI				Southbound Merlot Dr				Eastbound NW Baker Creek Rd				Westbound NW Baker Creek Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	0	0	0	2	0	0	0	1	23	0	0	2	22	2	0		
04:05:00 PM	0	0	1	0	1	0	0	0	0	26	0	0	0	26	2	0		
04:10:00 PM	0	0	2	0	0	0	0	0	0	12	0	0	0	19	4	0	145	
04:15:00 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	2	0	127	
04:20:00 PM	0	0	0	0	1	0	0	0	0	25	0	0	1	19	0	0	117	
04:25:00 PM	0	0	0	0	2	0	0	0	0	9	0	0	1	21	1	0	114	
04:30:00 PM	0	0	0	0	2	0	0	0	0	18	0	0	0	30	0	0	130	
04:35:00 PM	0	0	0	0	1	0	0	0	0	20	0	0	0	21	2	0	128	
04:40:00 PM	0	0	0	0	1	0	0	0	0	13	0	0	1	26	0	0	135	
04:45:00 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	27	3	0	138	
04:50:00 PM	0	0	0	0	2	0	0	0	0	25	0	0	0	24	1	0	146	
04:55:00 PM	0	0	1	0	1	0	0	0	0	7	0	0	0	29	0	0	143	537
05:00:00 PM	0	0	1	0	0	0	0	0	0	18	0	0	0	33	4	0	146	541
05:05:00 PM	0	0	0	0	1	0	0	0	0	23	0	0	0	29	3	0	150	541
05:10:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	38	1	0	166	558
05:15:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	39	1	0	163	577
05:20:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	1	37	2	0	165	589
05:25:00 PM	0	0	0	0	1	0	0	0	0	16	0	0	0	37	3	0	168	612
05:30:00 PM	0	0	0	0	1	0	0	0	0	11	0	0	0	24	2	0	153	600
05:35:00 PM	0	0	0	0	2	0	0	0	0	16	0	0	0	34	0	0	147	608
05:40:00 PM	0	0	0	0	2	0	0	0	0	23	0	0	1	27	2	0	145	622
05:45:00 PM	0	0	1	0	0	0	0	0	0	18	0	0	0	30	0	0	156	618
05:50:00 PM	0	0	0	0	1	0	0	0	0	14	0	0	1	32	4	0	156	618
05:55:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	19	3	0	136	615



## Appendix C – Existing HCM Analysis Results

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Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	446	0	1	172	8	0	0	6	28	0	1
Future Vol, veh/h	0	446	0	1	172	8	0	0	6	28	0	1
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	551	0	1	212	10	0	0	7	35	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	551	0	0	773	778	553	779	773	222
Stage 1	-	-	-	-	-	-	551	551	-	222	222	-
Stage 2	-	-	-	-	-	-	222	227	-	557	551	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1356	-	-	1029	-	-	319	330	537	316	332	823
Stage 1	-	-	-	-	-	-	522	519	-	785	723	-
Stage 2	-	-	-	-	-	-	785	720	-	518	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1352	-	-	1029	-	-	318	329	536	310	331	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	329	-	310	331	-
Stage 1	-	-	-	-	-	-	522	519	-	783	720	-
Stage 2	-	-	-	-	-	-	782	717	-	510	519	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.8			17.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1352	-	-	1029	-	-	317
HCM Lane V/C Ratio	0.014	-	-	-	0.001	-	-	0.113
HCM Control Delay (s)	11.8	0	-	-	8.5	0	-	17.8
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	416	1	2	140	12	0	0	9	28	0	5
Future Vol, veh/h	2	416	1	2	140	12	0	0	9	28	0	5
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	1	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	562	1	3	189	16	0	0	12	38	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	208	0	0	563	0	0	776	783	564	782	775	200
Stage 1	-	-	-	-	-	-	569	569	-	206	206	-
Stage 2	-	-	-	-	-	-	207	214	-	576	569	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1375	-	-	1019	-	-	317	328	529	314	331	846
Stage 1	-	-	-	-	-	-	511	509	-	801	735	-
Stage 2	-	-	-	-	-	-	800	729	-	506	509	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1371	-	-	1019	-	-	313	325	528	304	328	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	325	-	304	328	-
Stage 1	-	-	-	-	-	-	509	507	-	796	731	-
Stage 2	-	-	-	-	-	-	791	725	-	492	507	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12			17.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	1371	-	-	1019	-	-	337
HCM Lane V/C Ratio	0.023	0.002	-	-	0.003	-	-	0.132
HCM Control Delay (s)	12	7.6	0	-	8.5	0	-	17.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5



Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	208	0	2	378	22	0	0	2	10	0	0
Future Vol, veh/h	0	208	0	2	378	22	0	0	2	10	0	0
Conflicting Peds, #/hr	8	0	4	4	0	8	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	224	0	2	406	24	0	0	2	11	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	438	0	0	228	0	0	650	670	228	655	658	426
Stage 1	-	-	-	-	-	-	228	228	-	430	430	-
Stage 2	-	-	-	-	-	-	422	442	-	225	228	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1133	-	-	1352	-	-	385	381	816	382	387	633
Stage 1	-	-	-	-	-	-	779	719	-	607	587	-
Stage 2	-	-	-	-	-	-	613	580	-	782	719	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1124	-	-	1347	-	-	383	376	813	377	382	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	376	-	377	382	-
Stage 1	-	-	-	-	-	-	776	716	-	602	581	-
Stage 2	-	-	-	-	-	-	612	574	-	780	716	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.4			14.8		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1124	-	-	1347	-	-	377
HCM Lane V/C Ratio	0.003	-	-	-	0.002	-	-	0.029
HCM Control Delay (s)	9.4	0	-	-	7.7	0	-	14.8
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	213	2	13	357	22	1	0	8	13	0	4
Future Vol, veh/h	5	213	2	13	357	22	1	0	8	13	0	4
Conflicting Peds, #/hr	5	0	0	0	0	5	1	0	4	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	5	232	2	14	388	24	1	0	9	14	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	417	0	0	234	0	0	674	688	237	685	677	406
Stage 1	-	-	-	-	-	-	243	243	-	433	433	-
Stage 2	-	-	-	-	-	-	431	445	-	252	244	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1153	-	-	1345	-	-	371	372	807	365	377	649
Stage 1	-	-	-	-	-	-	765	708	-	605	585	-
Stage 2	-	-	-	-	-	-	607	578	-	757	708	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	1345	-	-	363	363	804	353	368	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	363	363	-	353	368	-
Stage 1	-	-	-	-	-	-	761	704	-	599	574	-
Stage 2	-	-	-	-	-	-	594	567	-	742	704	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			10.2			14.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	1148	-	-	1345	-	-	395
HCM Lane V/C Ratio	0.014	0.005	-	-	0.011	-	-	0.047
HCM Control Delay (s)	10.2	8.2	0	-	7.7	0	-	14.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1



## Appendix D – Future Interim HCM Analysis Results

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Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	446	1	1	172	13	0	0	6	43	0	4
Future Vol, veh/h	1	446	1	1	172	13	0	0	6	43	0	4
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	1	551	1	1	212	16	0	0	7	53	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	231	0	0	552	0	0	781	787	554	784	779	225
Stage 1	-	-	-	-	-	-	554	554	-	225	225	-
Stage 2	-	-	-	-	-	-	227	233	-	559	554	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1349	-	-	1028	-	-	315	326	536	313	330	819
Stage 1	-	-	-	-	-	-	520	517	-	782	721	-
Stage 2	-	-	-	-	-	-	780	716	-	517	517	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1345	-	-	1028	-	-	312	324	535	307	328	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	324	-	307	328	-
Stage 1	-	-	-	-	-	-	519	516	-	779	718	-
Stage 2	-	-	-	-	-	-	773	713	-	508	516	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			11.8			18.5		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	535	1345	-	-	1028	-	-	324
HCM Lane V/C Ratio	0.014	0.001	-	-	0.001	-	-	0.179
HCM Control Delay (s)	11.8	7.7	0	-	8.5	0	-	18.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.6



Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	416	3	2	140	24	0	0	9	64	0	11
Future Vol, veh/h	4	416	3	2	140	24	0	0	9	64	0	11
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	1	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	5	562	4	3	189	32	0	0	12	86	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	566	0	0	793	804	565	795	790	208
Stage 1	-	-	-	-	-	-	574	574	-	214	214	-
Stage 2	-	-	-	-	-	-	219	230	-	581	576	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1357	-	-	1016	-	-	309	319	528	308	325	837
Stage 1	-	-	-	-	-	-	507	506	-	793	729	-
Stage 2	-	-	-	-	-	-	788	718	-	503	505	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1353	-	-	1016	-	-	302	315	527	298	321	835
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	315	-	298	321	-
Stage 1	-	-	-	-	-	-	504	503	-	787	725	-
Stage 2	-	-	-	-	-	-	772	714	-	488	502	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			12			20.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	527	1353	-	-	1016	-	-	329
HCM Lane V/C Ratio	0.023	0.004	-	-	0.003	-	-	0.308
HCM Control Delay (s)	12	7.7	0	-	8.6	0	-	20.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.3

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	208	0	2	378	39	0	0	2	20	0	2
Future Vol, veh/h	3	208	0	2	378	39	0	0	2	20	0	2
Conflicting Peds, #/hr	8	0	4	4	0	8	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	224	0	2	406	42	0	0	2	22	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	456	0	0	228	0	0	666	694	228	670	673	435
Stage 1	-	-	-	-	-	-	234	234	-	439	439	-
Stage 2	-	-	-	-	-	-	432	460	-	231	234	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1115	-	-	1352	-	-	376	369	816	373	379	625
Stage 1	-	-	-	-	-	-	774	715	-	601	582	-
Stage 2	-	-	-	-	-	-	606	569	-	776	715	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1107	-	-	1347	-	-	372	363	813	368	373	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	363	-	368	373	-
Stage 1	-	-	-	-	-	-	769	710	-	594	576	-
Stage 2	-	-	-	-	-	-	603	563	-	772	710	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			9.4			15		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1107	-	-	1347	-	-	382
HCM Lane V/C Ratio	0.003	0.003	-	-	0.002	-	-	0.062
HCM Control Delay (s)	9.4	8.3	0	-	7.7	0	-	15
HCM Lane LOS	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	213	2	13	357	62	1	0	8	37	0	8
Future Vol, veh/h	13	213	2	13	357	62	1	0	8	37	0	8
Conflicting Peds, #/hr	5	0	0	0	0	5	1	0	4	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	232	2	14	388	67	1	0	9	40	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	234	0	0	716	749	237	725	717	428
Stage 1	-	-	-	-	-	-	261	261	-	455	455	-
Stage 2	-	-	-	-	-	-	455	488	-	270	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1112	-	-	1345	-	-	348	343	807	343	358	631
Stage 1	-	-	-	-	-	-	748	696	-	589	572	-
Stage 2	-	-	-	-	-	-	589	553	-	740	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1107	-	-	1345	-	-	335	331	804	329	346	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	331	-	329	346	-
Stage 1	-	-	-	-	-	-	737	686	-	577	561	-
Stage 2	-	-	-	-	-	-	572	542	-	718	685	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.2			10.2			16.6		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	696	1107	-	-	1345	-	-	359
HCM Lane V/C Ratio	0.014	0.013	-	-	0.011	-	-	0.136
HCM Control Delay (s)	10.2	8.3	0	-	7.7	0	-	16.6
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5



## Appendix E – Future Final Build HCM Analysis Results

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Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	446	0	1	172	9	0	0	6	31	0	2
Future Vol, veh/h	0	446	0	1	172	9	0	0	6	31	0	2
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	2	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	0	551	0	1	212	11	0	0	7	38	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	551	0	0	774	779	553	780	774	223
Stage 1	-	-	-	-	-	-	551	551	-	223	223	-
Stage 2	-	-	-	-	-	-	223	228	-	557	551	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1354	-	-	1029	-	-	318	330	537	315	332	822
Stage 1	-	-	-	-	-	-	522	519	-	784	723	-
Stage 2	-	-	-	-	-	-	784	719	-	518	519	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1350	-	-	1029	-	-	316	329	536	309	331	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	316	329	-	309	331	-
Stage 1	-	-	-	-	-	-	522	519	-	782	720	-
Stage 2	-	-	-	-	-	-	779	716	-	510	519	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.8	17.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1350	-	-	1029	-	-	321
HCM Lane V/C Ratio	0.014	-	-	-	0.001	-	-	0.127
HCM Control Delay (s)	11.8	0	-	-	8.5	0	-	17.8
HCM Lane LOS	B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	416	1	2	140	14	0	0	9	35	0	6
Future Vol, veh/h	3	416	1	2	140	14	0	0	9	35	0	6
Conflicting Peds, #/hr	3	0	0	0	0	3	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	1	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	4	562	1	3	189	19	0	0	12	47	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	211	0	0	563	0	0	780	788	564	786	779	202
Stage 1	-	-	-	-	-	-	571	571	-	208	208	-
Stage 2	-	-	-	-	-	-	209	217	-	578	571	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1372	-	-	1019	-	-	315	326	529	312	330	844
Stage 1	-	-	-	-	-	-	509	508	-	799	734	-
Stage 2	-	-	-	-	-	-	798	727	-	505	508	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1368	-	-	1019	-	-	310	323	528	302	327	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	310	323	-	302	327	-
Stage 1	-	-	-	-	-	-	507	506	-	793	730	-
Stage 2	-	-	-	-	-	-	788	723	-	491	506	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			12			18		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	1368	-	-	1019	-	-	333
HCM Lane V/C Ratio	0.023	0.003	-	-	0.003	-	-	0.166
HCM Control Delay (s)	12	7.6	0	-	8.5	0	-	18
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.6

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	208	0	2	378	25	0	0	2	12	0	0
Future Vol, veh/h	1	208	0	2	378	25	0	0	2	12	0	0
Conflicting Peds, #/hr	8	0	4	4	0	8	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	224	0	2	406	27	0	0	2	13	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	228	0	0	654	675	228	659	662	428
Stage 1	-	-	-	-	-	-	230	230	-	432	432	-
Stage 2	-	-	-	-	-	-	424	445	-	227	230	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1130	-	-	1352	-	-	383	378	816	380	385	631
Stage 1	-	-	-	-	-	-	777	718	-	606	586	-
Stage 2	-	-	-	-	-	-	612	578	-	780	718	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1121	-	-	1347	-	-	381	372	813	375	379	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	381	372	-	375	379	-
Stage 1	-	-	-	-	-	-	773	714	-	601	580	-
Stage 2	-	-	-	-	-	-	611	572	-	777	714	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.4			14.9		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1121	-	-	1347	-	-	375
HCM Lane V/C Ratio	0.003	0.001	-	-	0.002	-	-	0.034
HCM Control Delay (s)	9.4	8.2	0	-	7.7	0	-	14.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

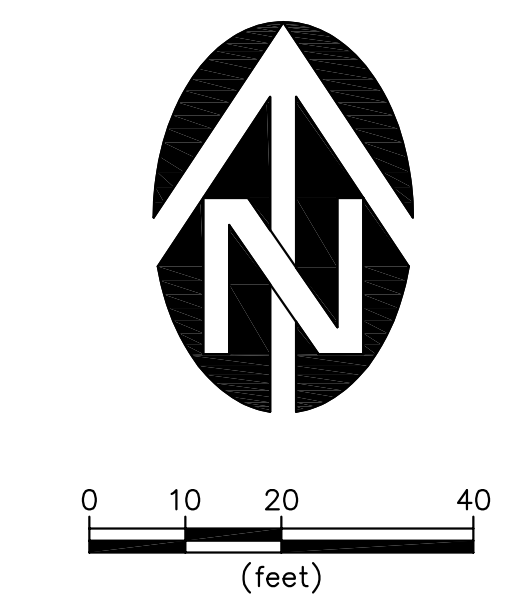
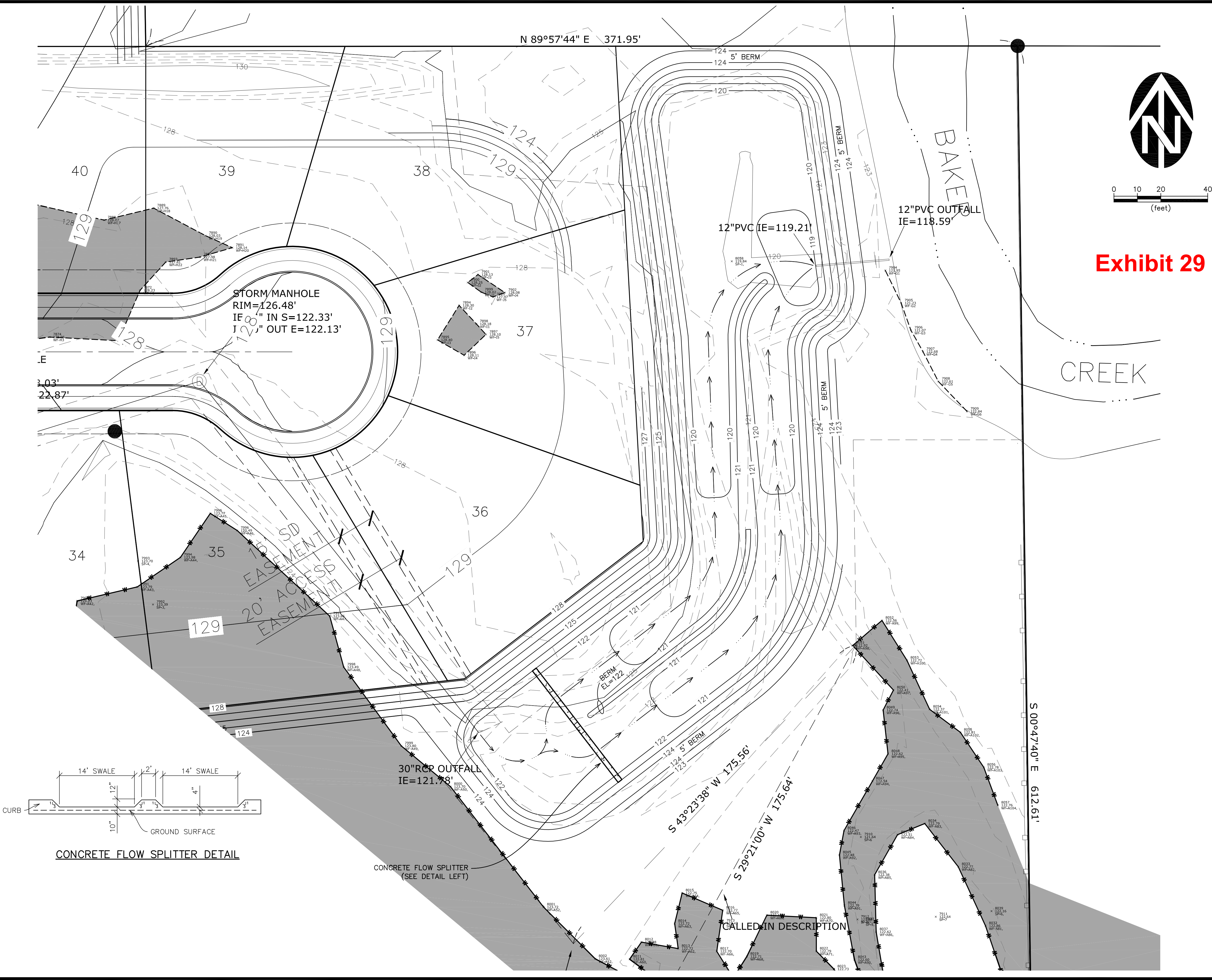
Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	213	2	13	357	30	1	0	8	18	0	5
Future Vol, veh/h	6	213	2	13	357	30	1	0	8	18	0	5
Conflicting Peds, #/hr	5	0	0	0	0	5	1	0	4	4	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	7	232	2	14	388	33	1	0	9	20	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	426	0	0	234	0	0	683	701	237	694	686	411
Stage 1	-	-	-	-	-	-	247	247	-	438	438	-
Stage 2	-	-	-	-	-	-	436	454	-	256	248	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1144	-	-	1345	-	-	366	365	807	360	373	645
Stage 1	-	-	-	-	-	-	761	706	-	601	582	-
Stage 2	-	-	-	-	-	-	603	573	-	753	705	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	1345	-	-	357	356	804	347	363	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	356	-	347	363	-
Stage 1	-	-	-	-	-	-	756	701	-	594	571	-
Stage 2	-	-	-	-	-	-	589	562	-	737	700	-

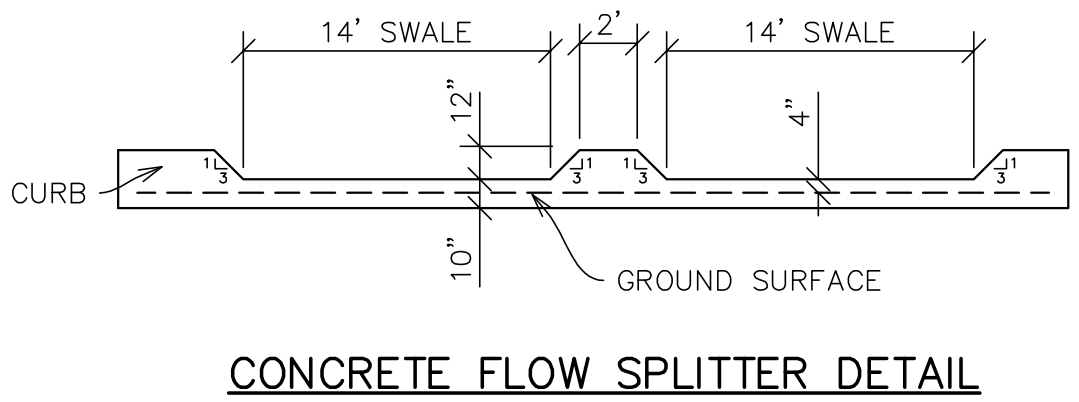
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			10.2			15		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	706	1139	-	-	1345	-	-	385
HCM Lane V/C Ratio	0.014	0.006	-	-	0.011	-	-	0.065
HCM Control Delay (s)	10.2	8.2	0	-	7.7	0	-	15
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2





**Exhibit 29**



CONCRETE FLOW SPLITTER  
(SEE DETAIL LEFT)

CALL IN DESCRIPTION

<p>VERIFICATION SCALE</p> <p>BASE IS ONE INCH ON ORIGINAL DRAWING</p> <p>IF NOT ONE INCH ON SCALES ACCURACELY</p>		<p>1"</p>
<p>DSN. JW</p>	<p>DRN. TN</p>	<p>CKD. JW</p>
<p>NO. 1</p>	<p>DATE</p>	<p>DESCRIPTION</p>
<p>BY</p>	<p>REVISIONS</p>	

<p>REGISTERED PROFESSIONAL ENGINEER</p> <p><b>REVIEW</b></p> <p>WILLIAM J. WELLS</p> <p>NOV. 12, 2008</p> <p>REVISIONS: 6/30/2020</p>
---

<p><b>WE</b></p> <p>WESTTECH ENGINEERING, INC.</p> <p>CONSULTING ENGINEERS AND PLANNERS</p> <p>3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302</p> <p>Phone: (503) 565-2474 Fax: (503) 565-3966</p> <p>E-mail: westtech@westtech-eng.com</p>
--

<p>PREMIER DEVELOPMENT</p> <p>OAK RIDGE MEADOWS—PHASE 1</p> <p>DETENTION POND</p> <p>GRADING PLAN</p>
---

<p>DRAWING</p> <p><b>C2.2</b></p>
-----------------------------------

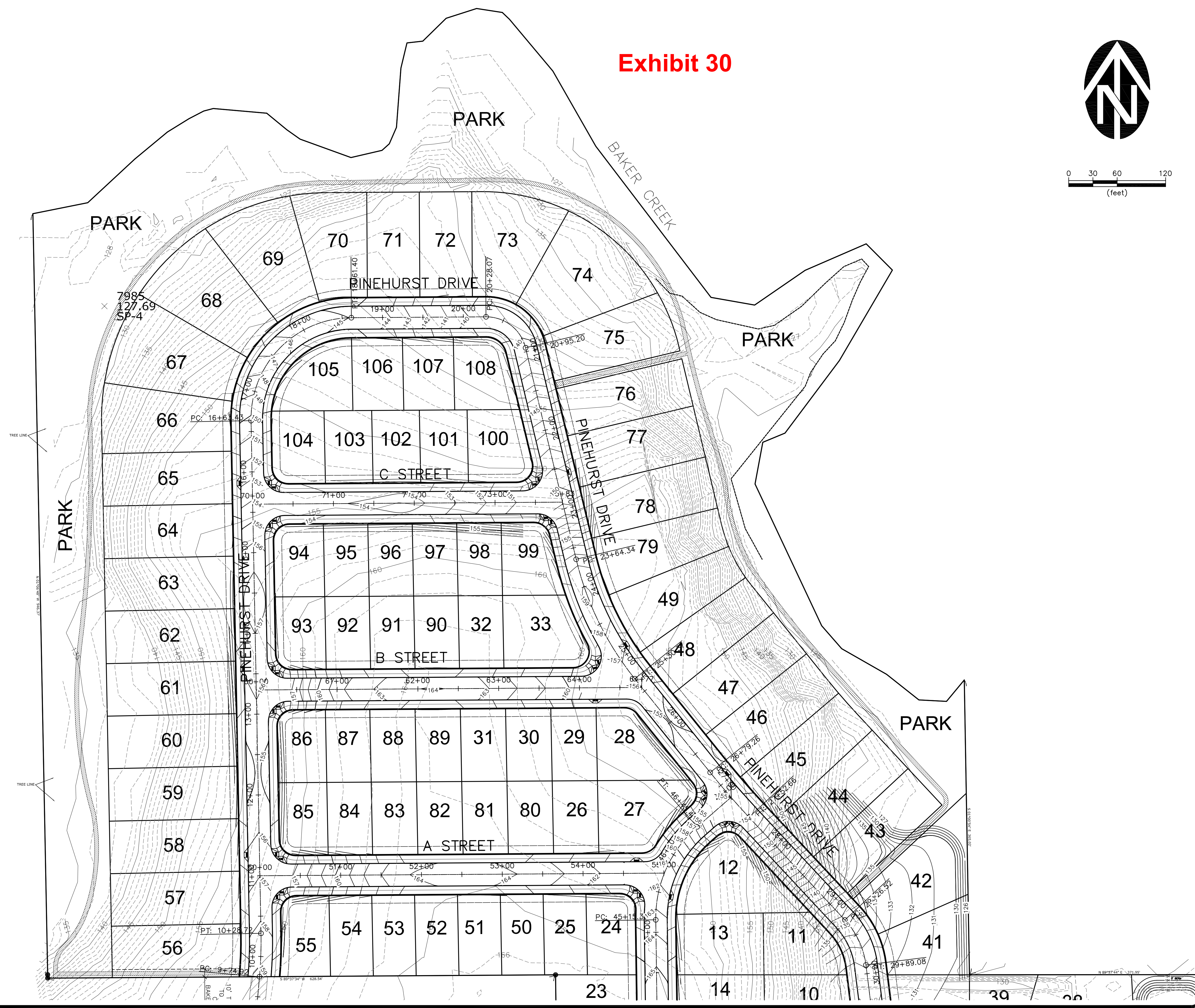
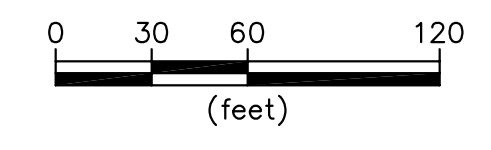
  

<p>JOB NUMBER</p> <p>2335.4000.0</p>
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3/21/2019 10:09:51 AM  
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**Exhibit 30**



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	<b>REVIEW</b> <small>REGISTERED PROFESSIONAL ENGINEER          WILLIAM J. WELLS          No. 12,088          OREGON          EXPIRES 12/31/2020</small>		<b>WESTECH ENGINEERING, INC.</b> <small>CONSULTING ENGINEERS AND PLANNERS</small>	<small>3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302          Phone: (503) 585-2474 Fax: (503) 585-3966          E-mail: westech@westech-eng.com</small>	PREMIER DEVELOPMENT OAK RIDGE MEADOWS—PHASE 1 <b>OVERALL GRADING PLAN</b>	DRAWING <b>C2.0</b> JOB NUMBER 2335.4000.0	VERIFY SCALE <small>BAR IS ONE INCH ON ORIGINAL DRAWING          IF NOT ONE INCH ON SCALES ACCURACLY</small>	DSN. JW DRN. JN CKD. JW DATE: MAR. 2019	NO. 1 DATE DESCRIPTION REVISIONS BY
--	--	--	--	--	---	---	---	--	---



3/21/2019 10:08:52 AM  
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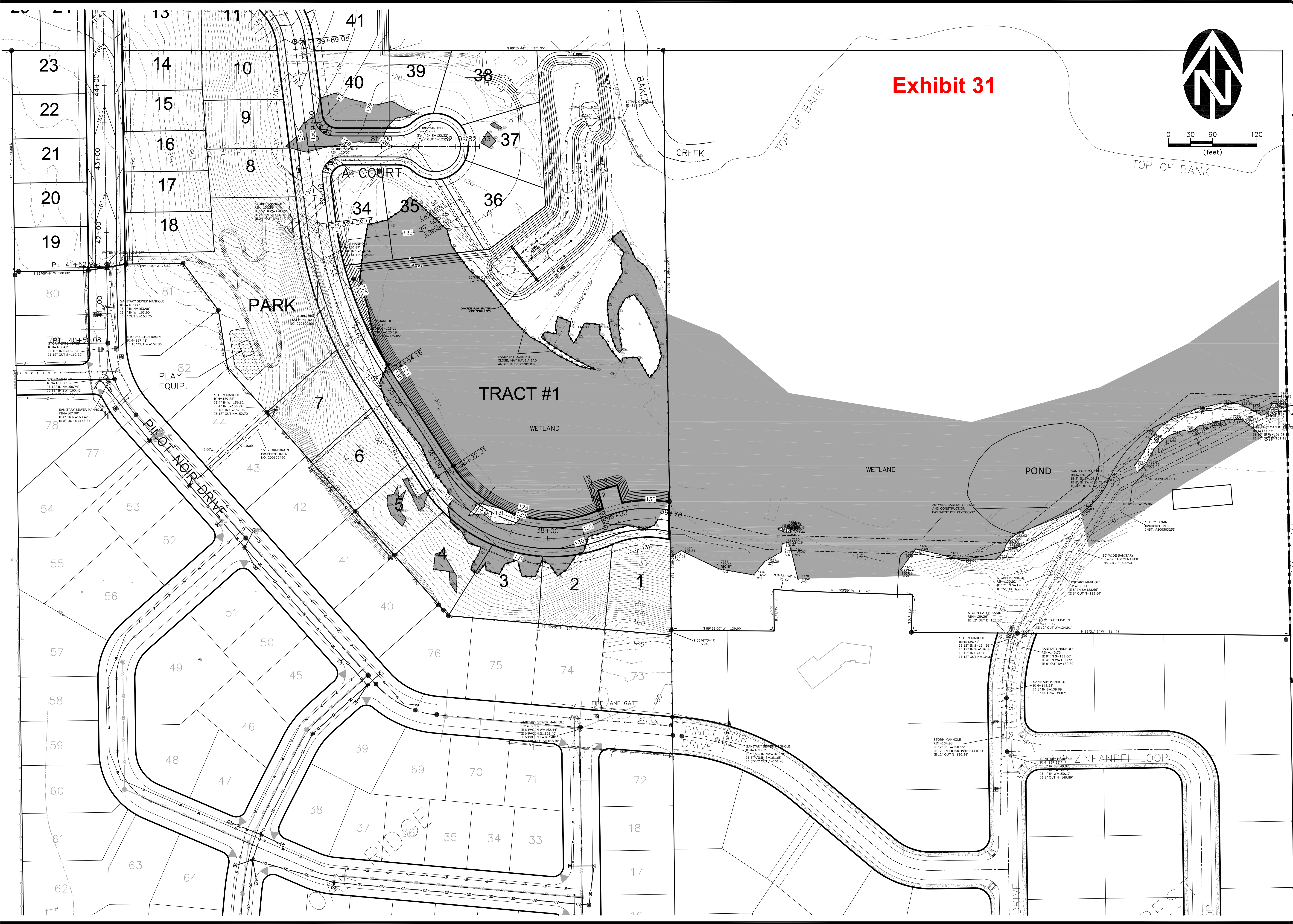
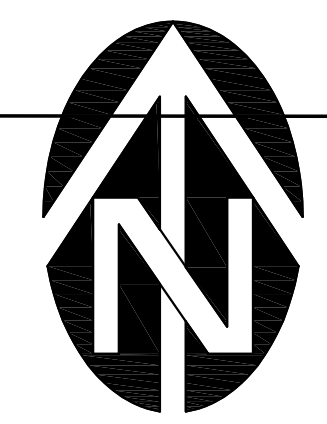


Exhibit 31

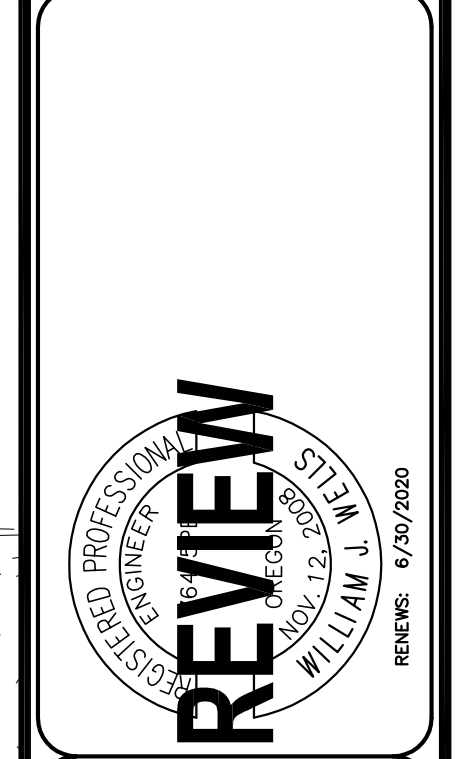


0 30 60 120  
(feet)

NO.	DATE	DESCRIPTION	BY
1			

VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING  
IF NOT ONE INCH ON SCALES ACCURACLY

DSN. JW  
DRN. TN  
CKD. JW  
DATE: MAR. 2019.



**WESTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

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Phone: (503) 585-2474 Fax: (503) 585-3966  
E-mail: westech@westech-eng.com

PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS—PHASE 1

OVERALL GRADING PLAN

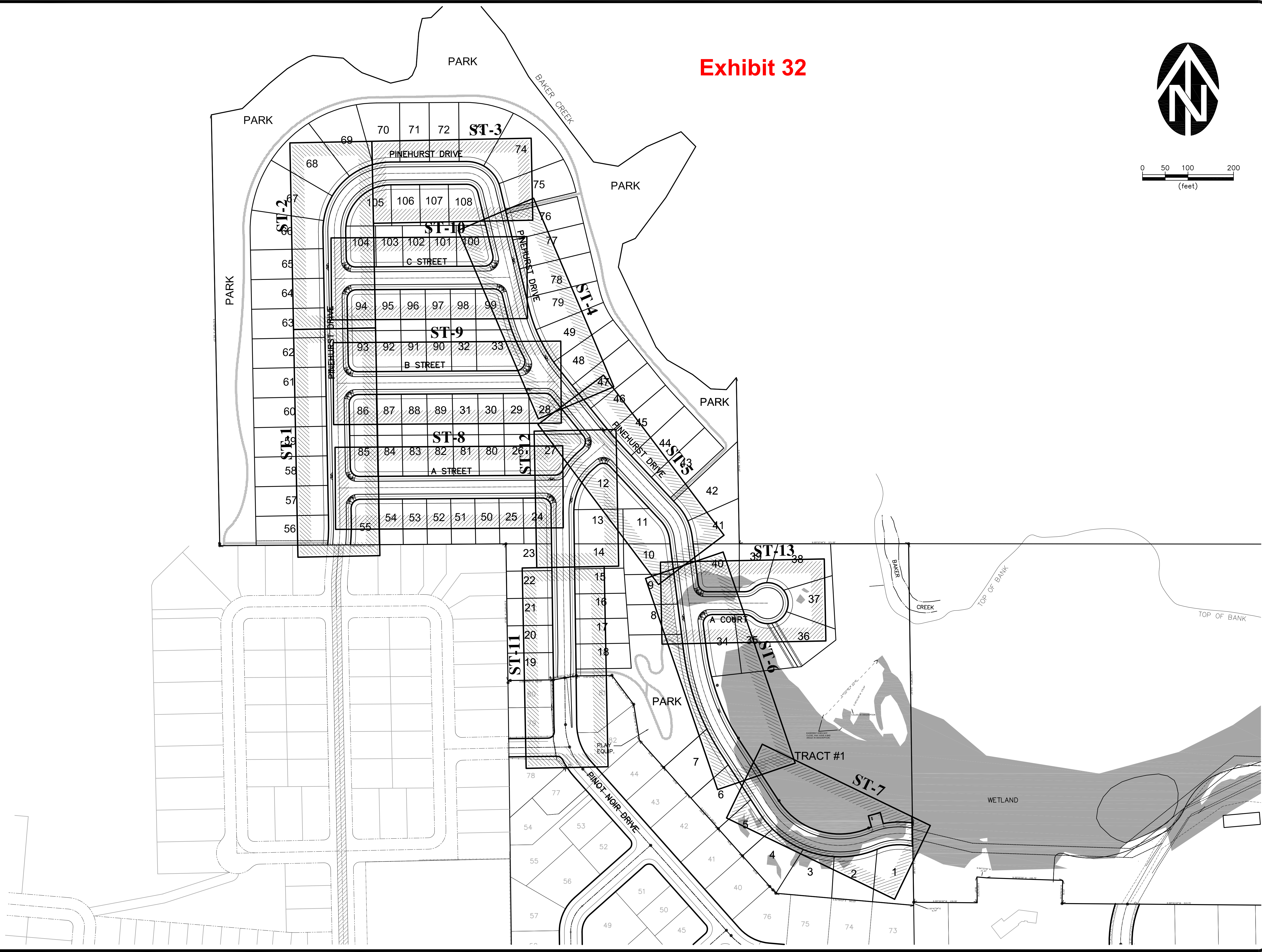
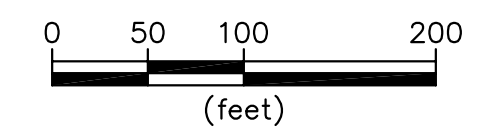
DRAWING  
C2.1

JOB NUMBER  
2335.4000.0



3/21/2019 11:34:25 AM  
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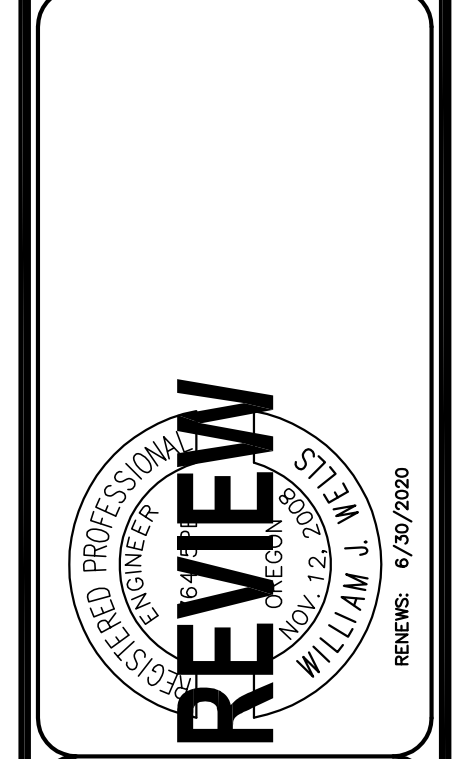
# Exhibit 32



NO.	DATE	DESCRIPTION	BY
1			

VERIFY SCALE  
 BAR IS ONE INCH ON  
 ORIGINAL DRAWING  
 IF NOT ONE INCH ON  
 SCALES ACCURACLY

DSN. JW  
 DRN. TN  
 CKD. JW  
 DATE: MAR. 2019



**WE**  
**WESTTECH ENGINEERING, INC.**  
 CONSULTING ENGINEERS AND PLANNERS

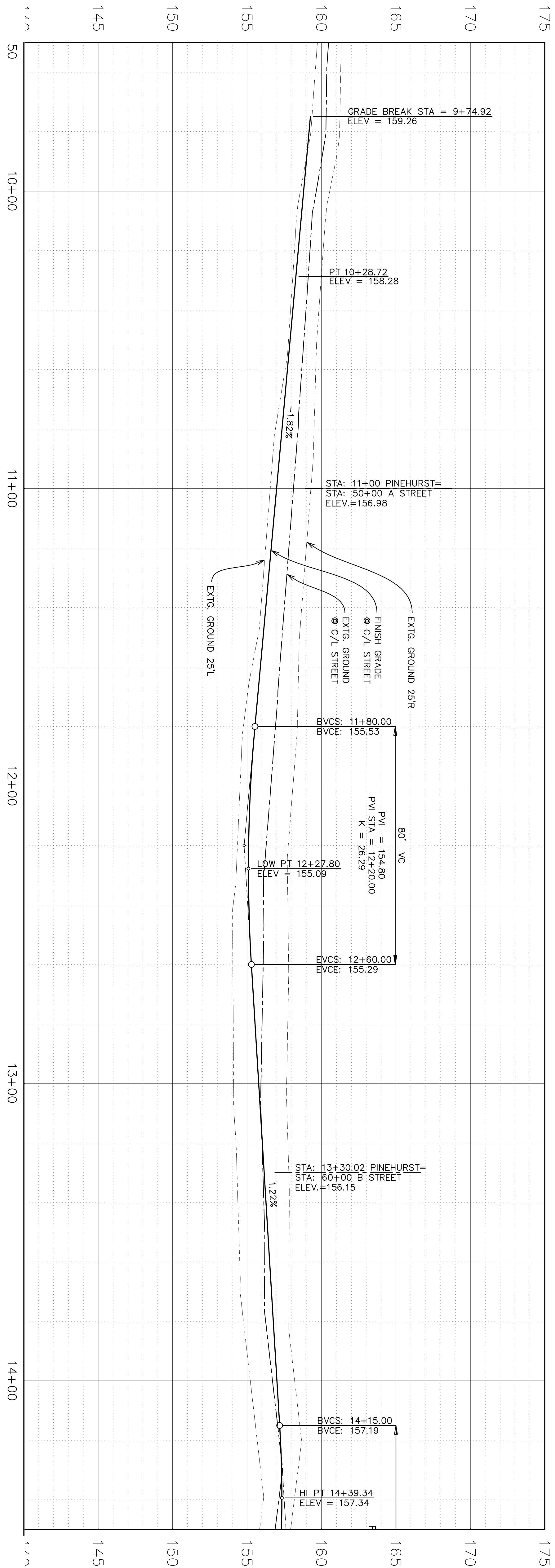
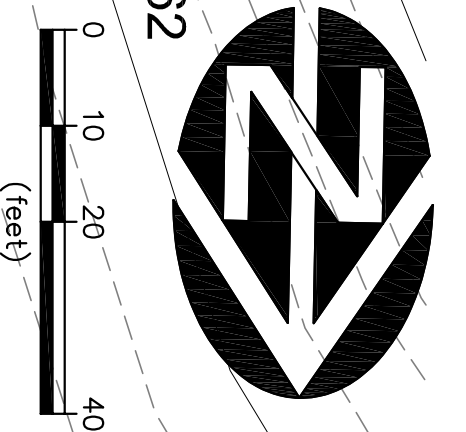
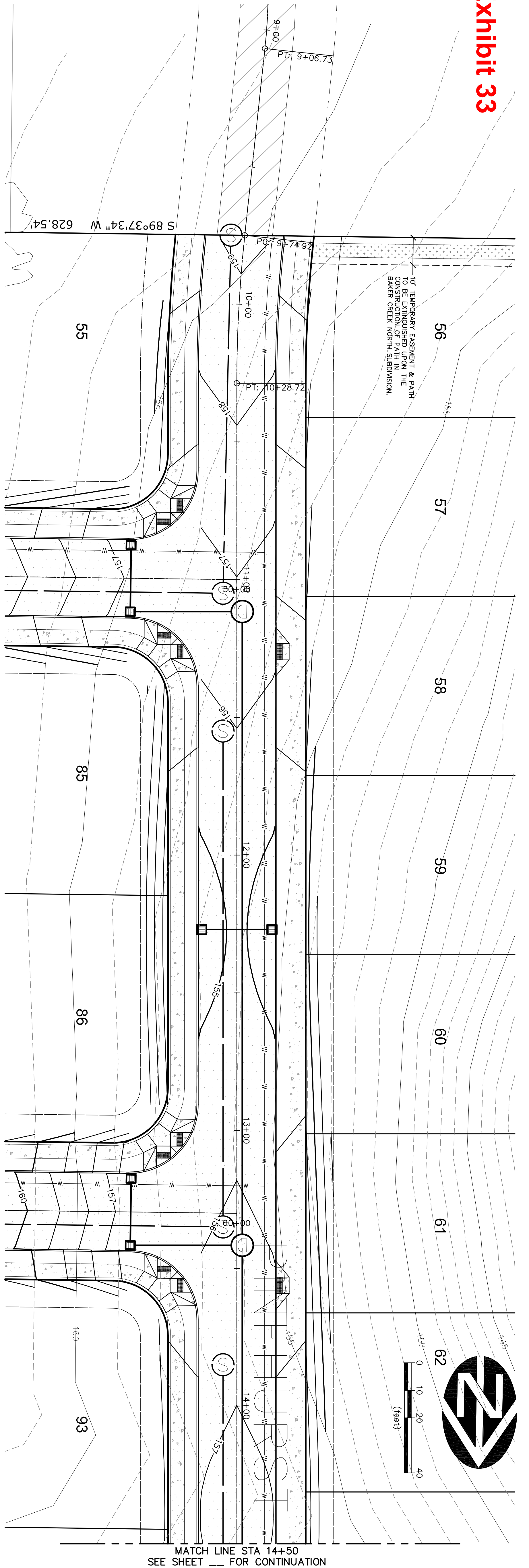
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 565-2474 Fax: (503) 565-3966  
 E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS—PHASE 1  
**STREETS SHEET KEY**

DRAWING  
**ST-0.1**

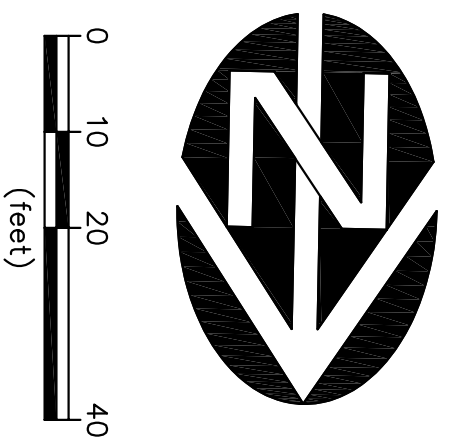
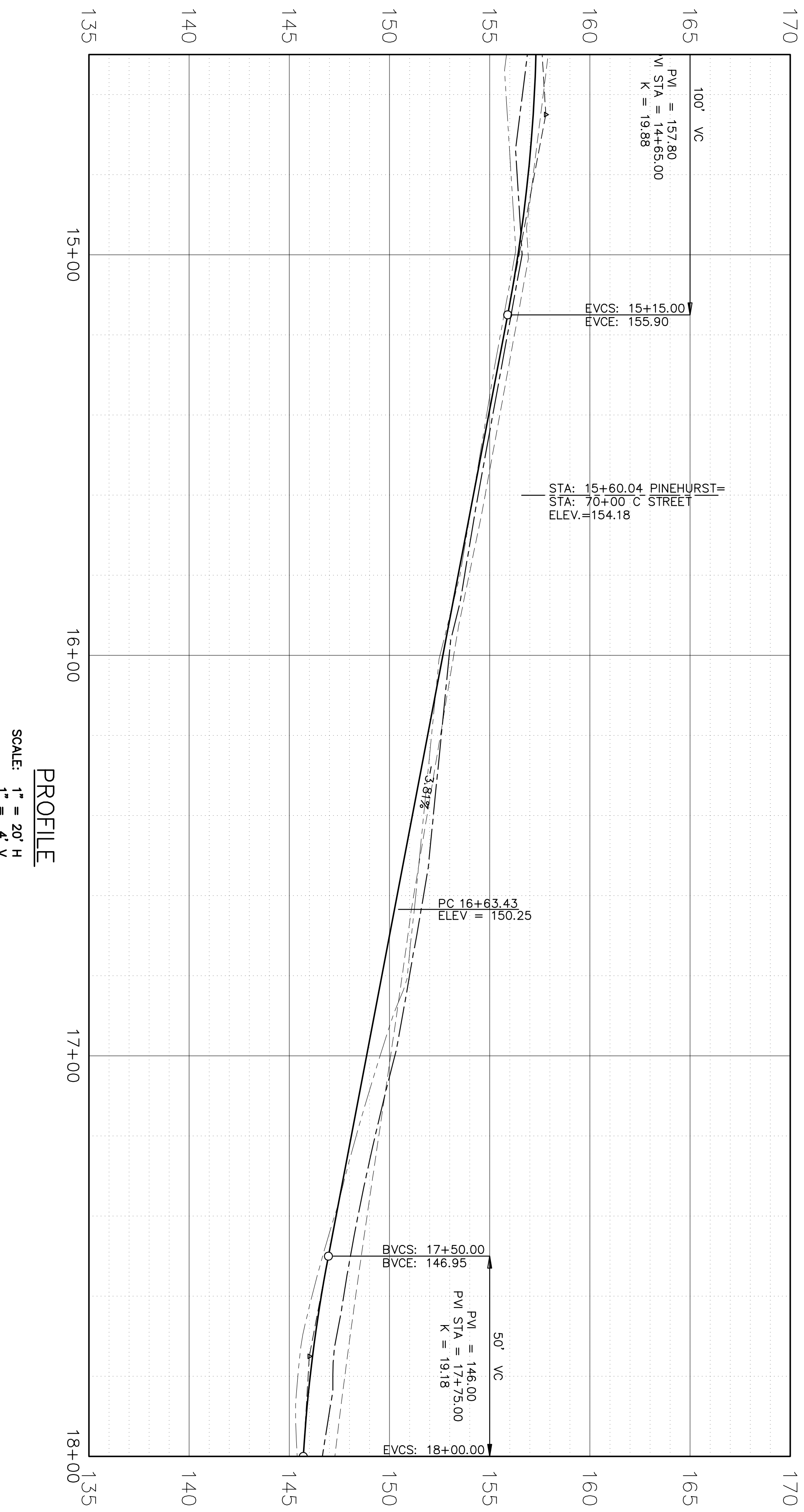
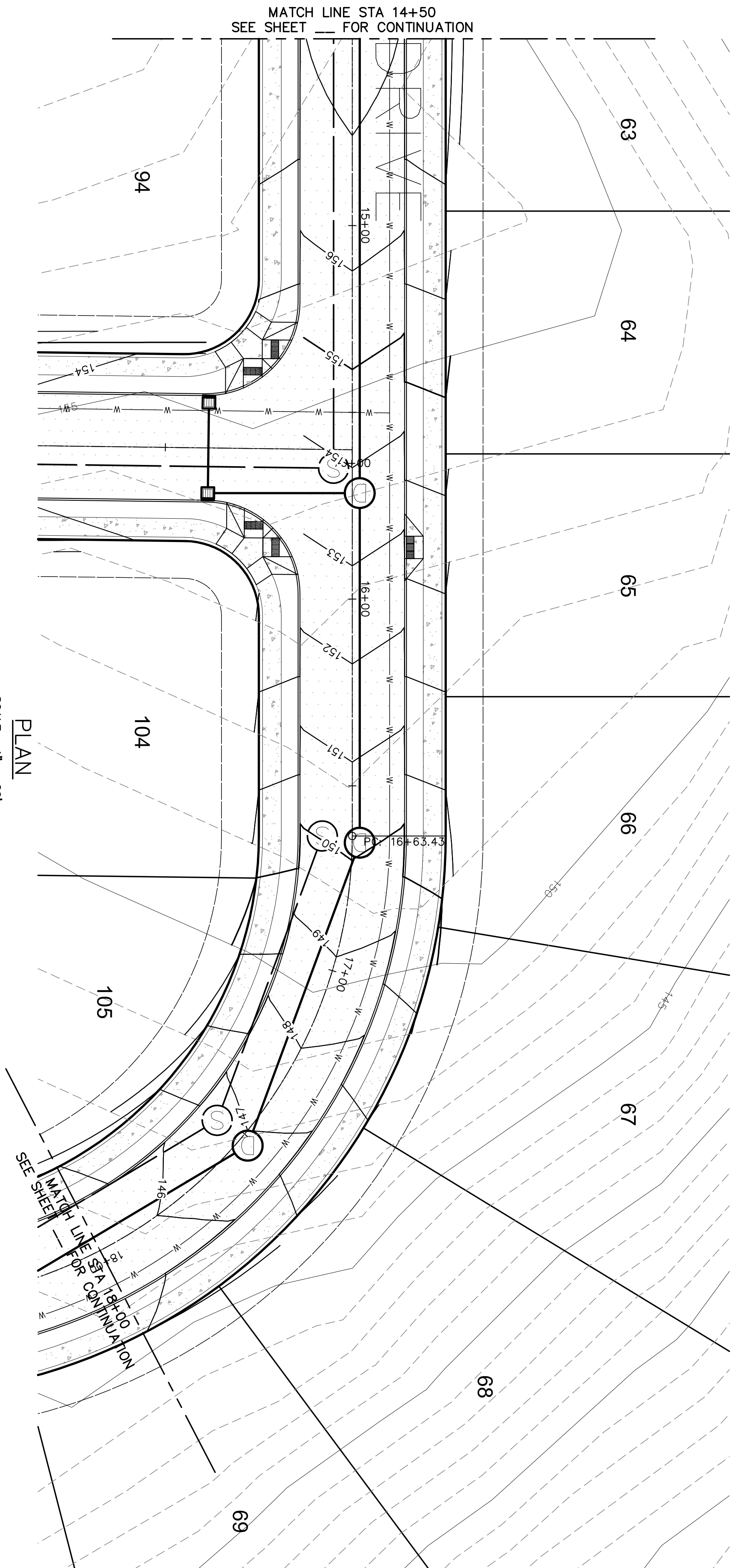
JOB NUMBER  
**2335.4000.0**





DRAWING <b>ST-1</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1		WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	REGISTERED PROFESSIONAL ENGINEER <b>REVIEW</b> WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 1"	NO. DATE DESCRIPTION BY REVISIONS
	STREET PLAN & PROFILE				DSN. JW DRN. TN CKD. JW DATE: MAR. 2019	





DRAWING  
 ST-2  
 JOB NUMBER  
 2335.4000.0

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS-PHASE 1  
**STREET PLAN & PROFILE**

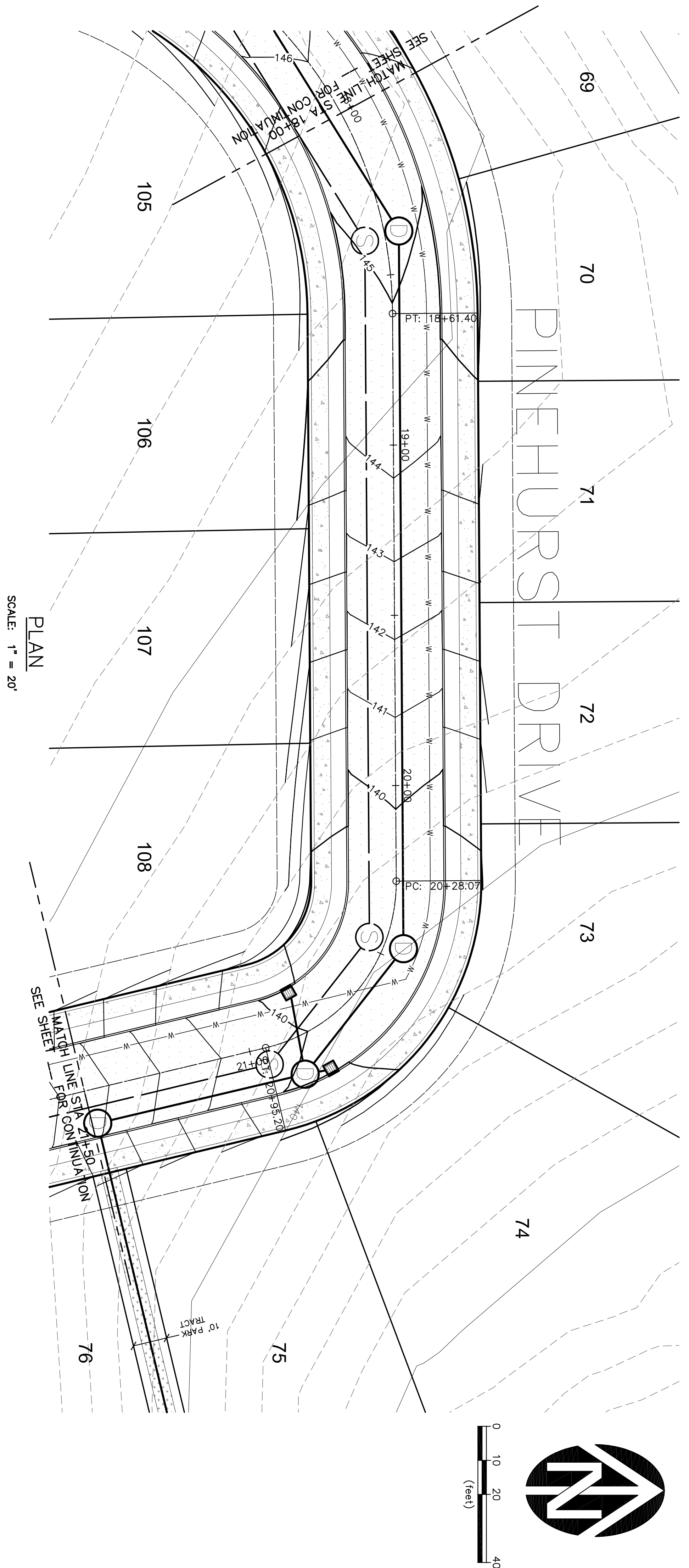
**WE**  
 WESTECH ENGINEERING, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3986  
 E-mail: westech@westech-eng.com

**REGISTERED PROFESSIONAL ENGINEER**  
**REVIEW**  
 OREGON  
 NOV. 12, 2008  
 WILLIAM J. WELLS  
 RENEWS: 6/30/2020

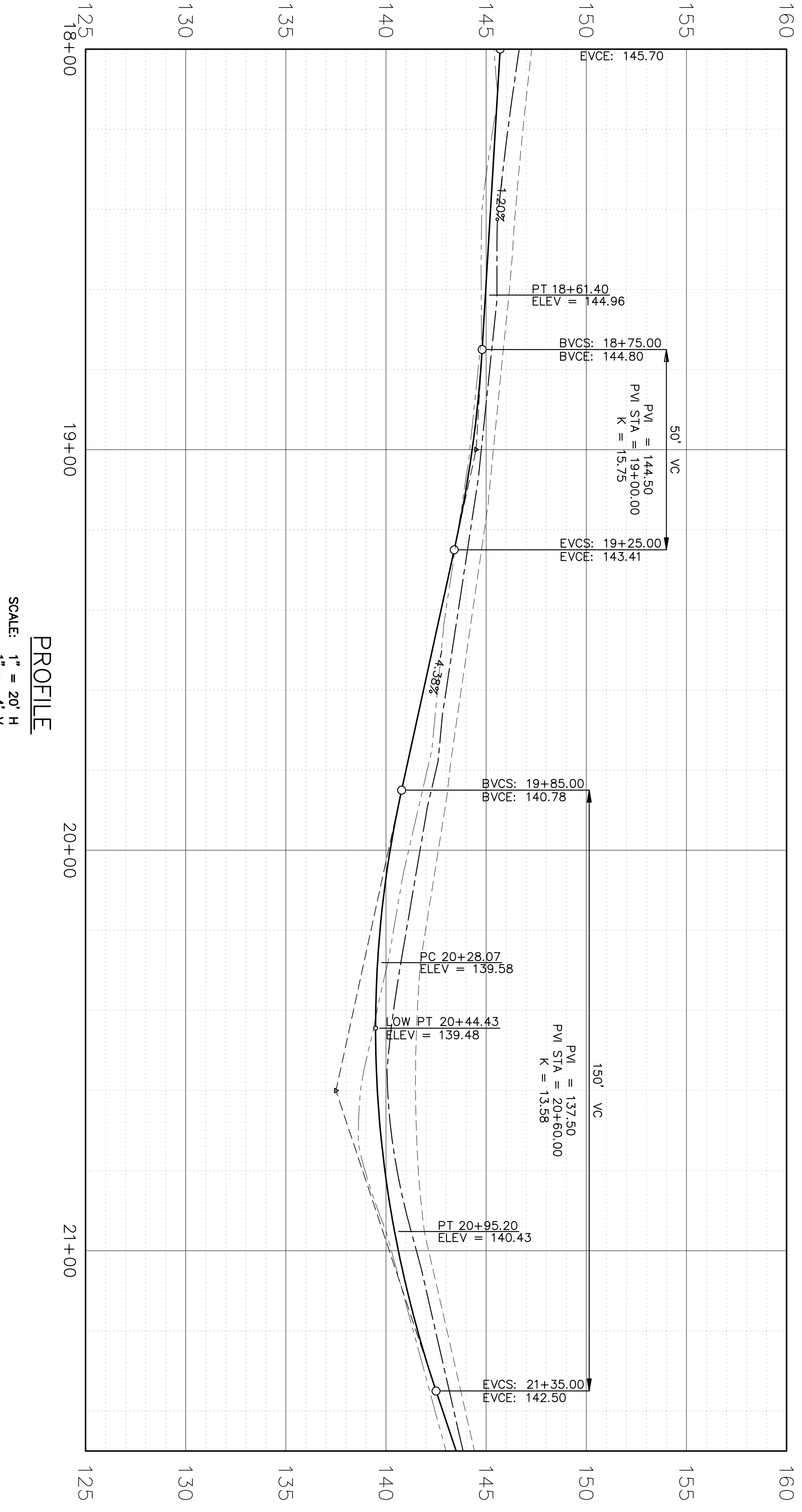
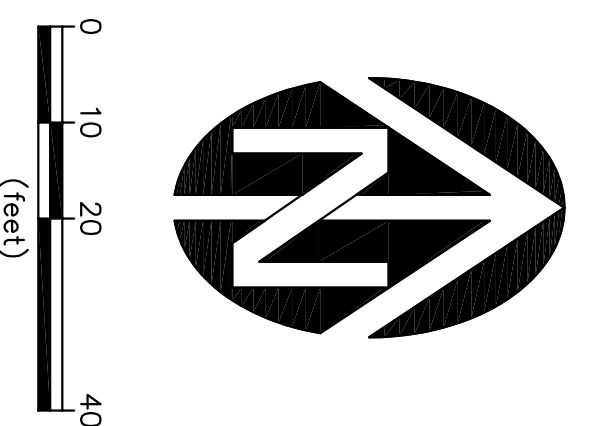
VERIFY SCALE					
BAR IS ONE INCH ON ORIGINAL DRAWING					
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY					
DSN.	JW				
DRN.	TN	1			
CKD.	JW	NO.	DATE	DESCRIPTION	BY
DATE:	MAR. 2019			REVISIONS	



**Exhibit 35**



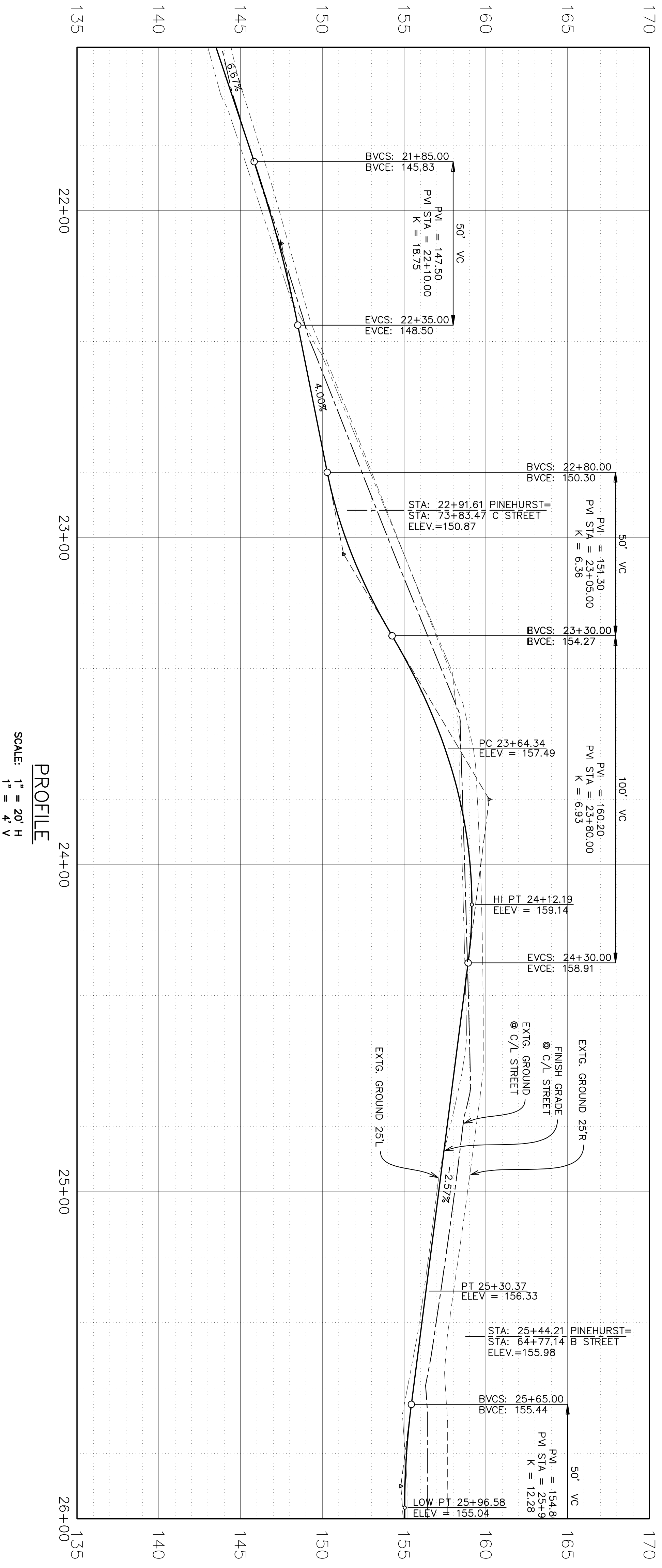
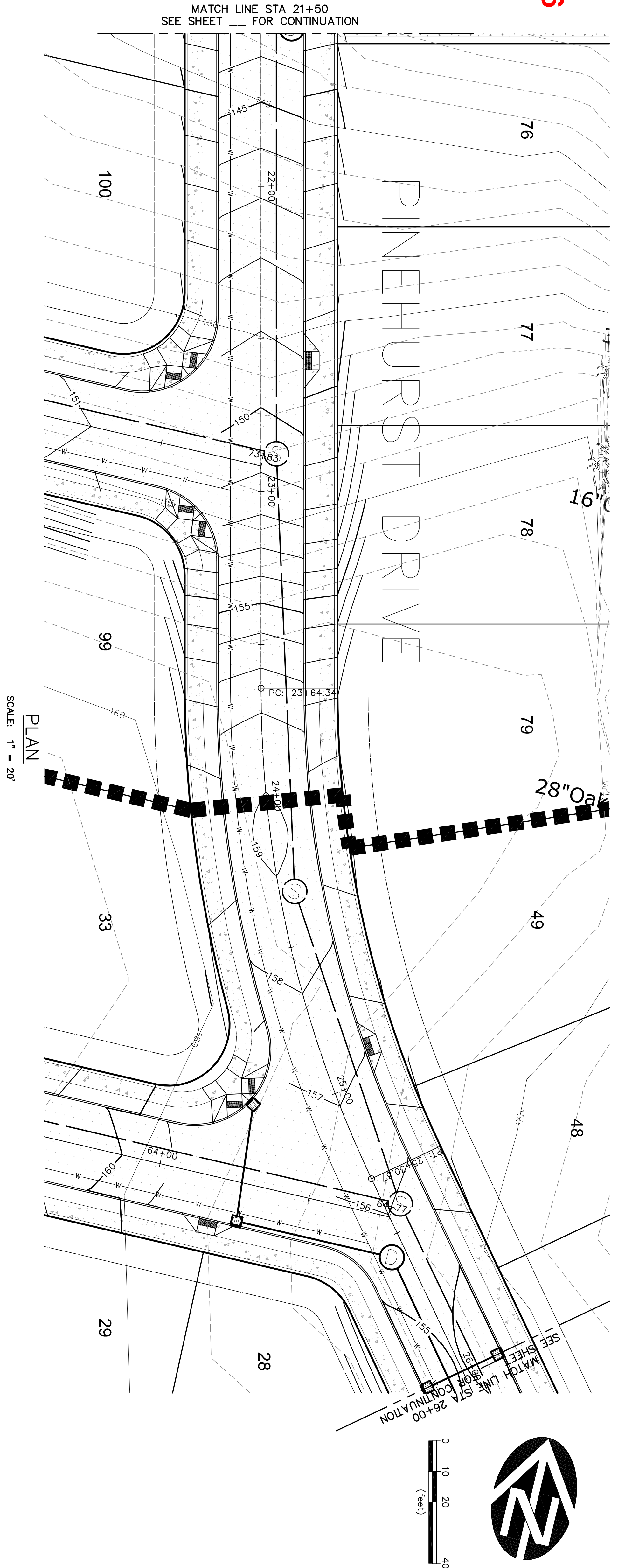
**PLAN**  
 SCALE: 1" = 20'



**PROFILE**  
 SCALE: 1" = 20' H  
 1" = 4' V

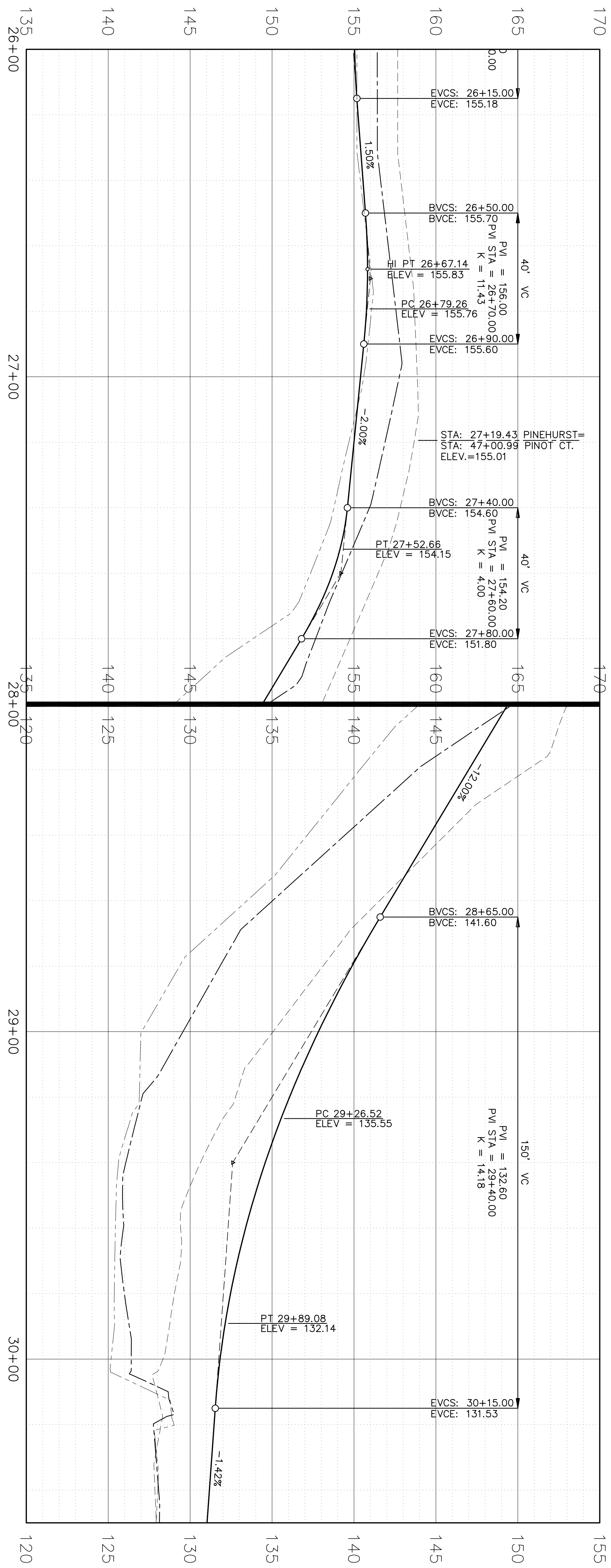
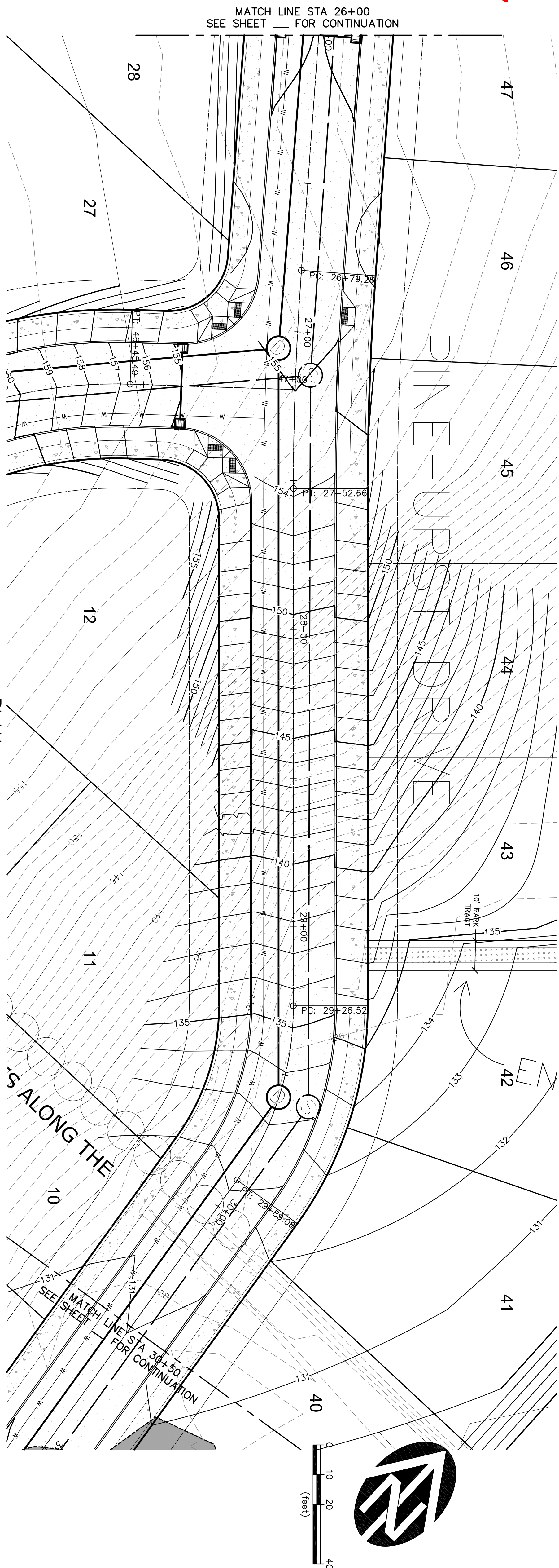
DRAWING <b>ST-3</b>	JOB NUMBER <b>2335.4000.0</b>	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1  <b>STREET PLAN &amp; PROFILE</b>	WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	REGISTERED PROFESSIONAL ENGINEER WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	1			
NO.	DATE	DESCRIPTION	BY											
1														
		DSN. <b>JW</b> DRN. <b>TN</b> CKD. <b>JW</b> DATE: <b>MAR. 2019</b>												





DRAWING <b>ST-4</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1 <b>STREET PLAN &amp; PROFILE</b>	<b>WESTECH ENGINEERING, INC.</b> CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	<b>REGISTERED PROFESSIONAL ENGINEER</b> WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY DSN. <b>JW</b> DRN. <b>TN</b> CKD. <b>JW</b> DATE: <b>MAR. 2019</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY				
NO.	DATE	DESCRIPTION	BY										





**PROFILE**

SCALE: 1" = 20' H  
1" = 4' V

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS-PHASE 1  
**STREET PLAN & PROFILE**



WESTECH ENGINEERING, INC.  
 CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3986  
 E-mail: westech@westech-eng.com

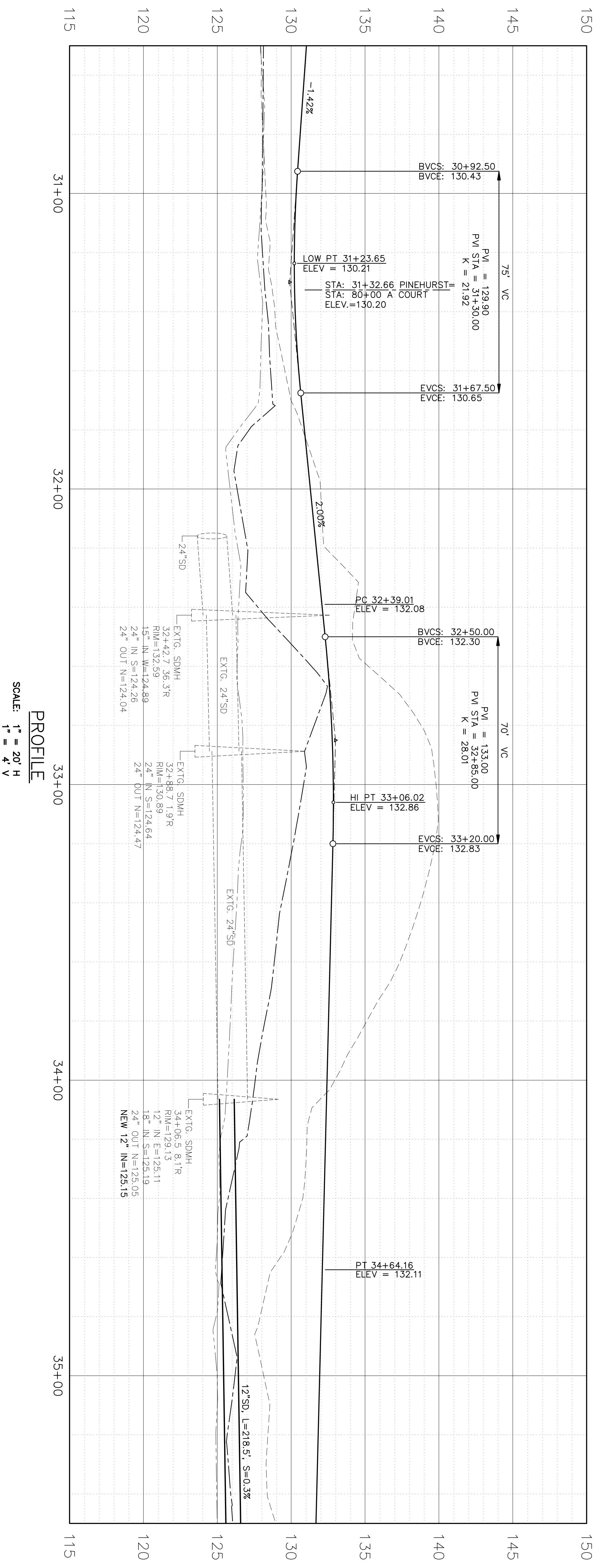
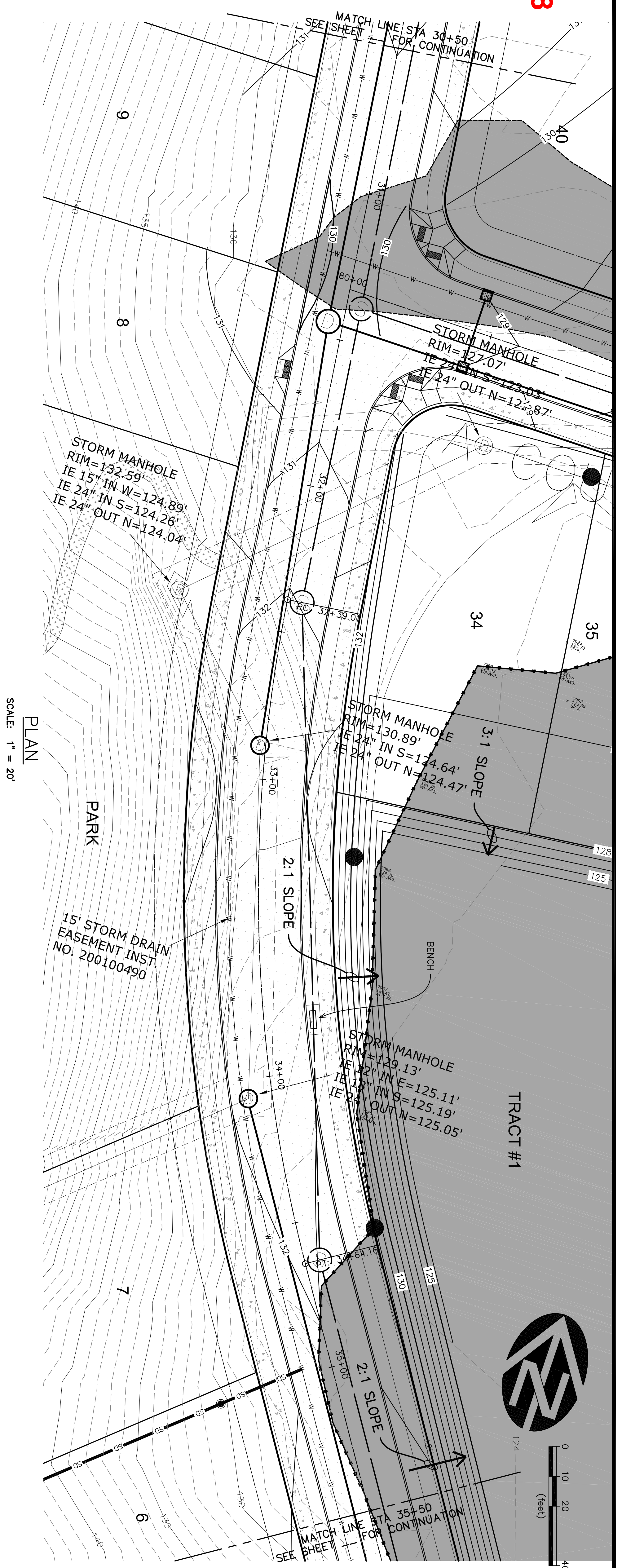


VERIFY SCALE  
 BAR IS ONE INCH ON ORIGINAL DRAWING  
 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

DSN.	DRN.	CKD.	DATE	NO.	DATE	DESCRIPTION	BY
JW	TN	JW	MAR. 2019	1			

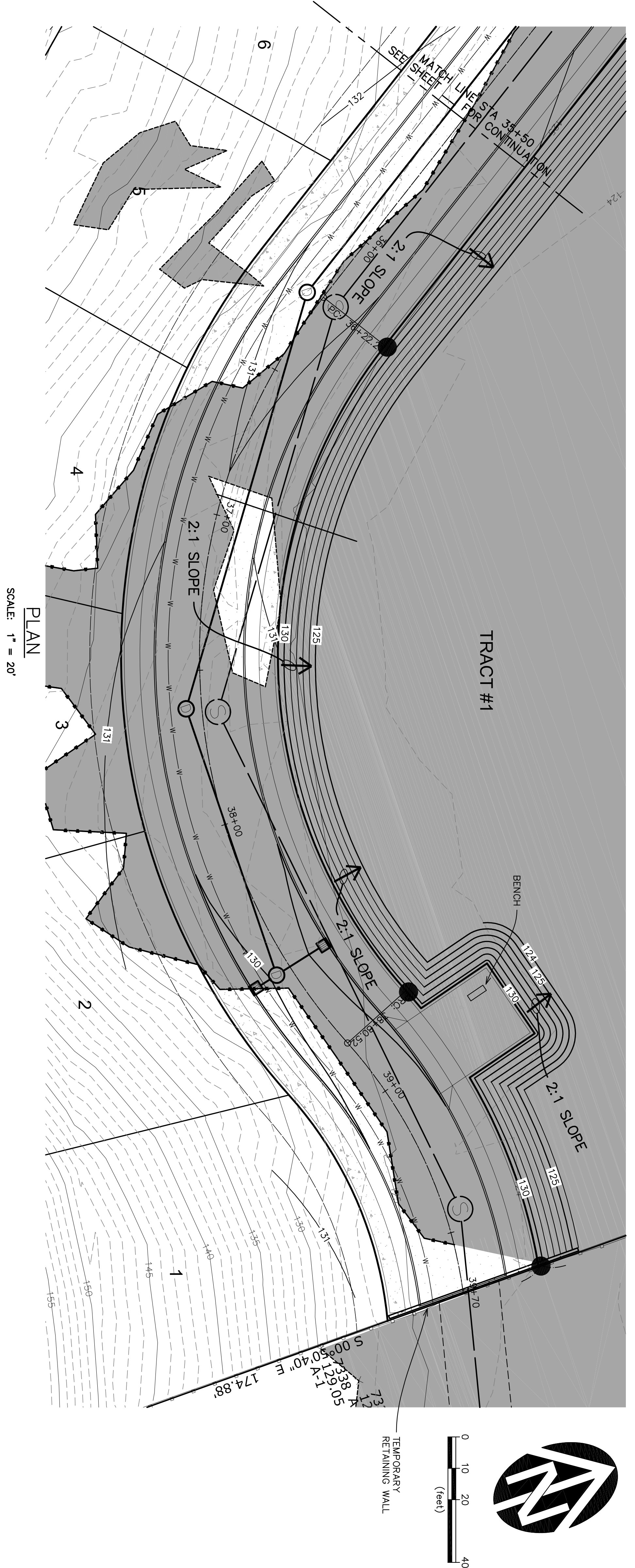
DRAWING  
**ST-5**  
 JOB NUMBER  
 2335.4000.0



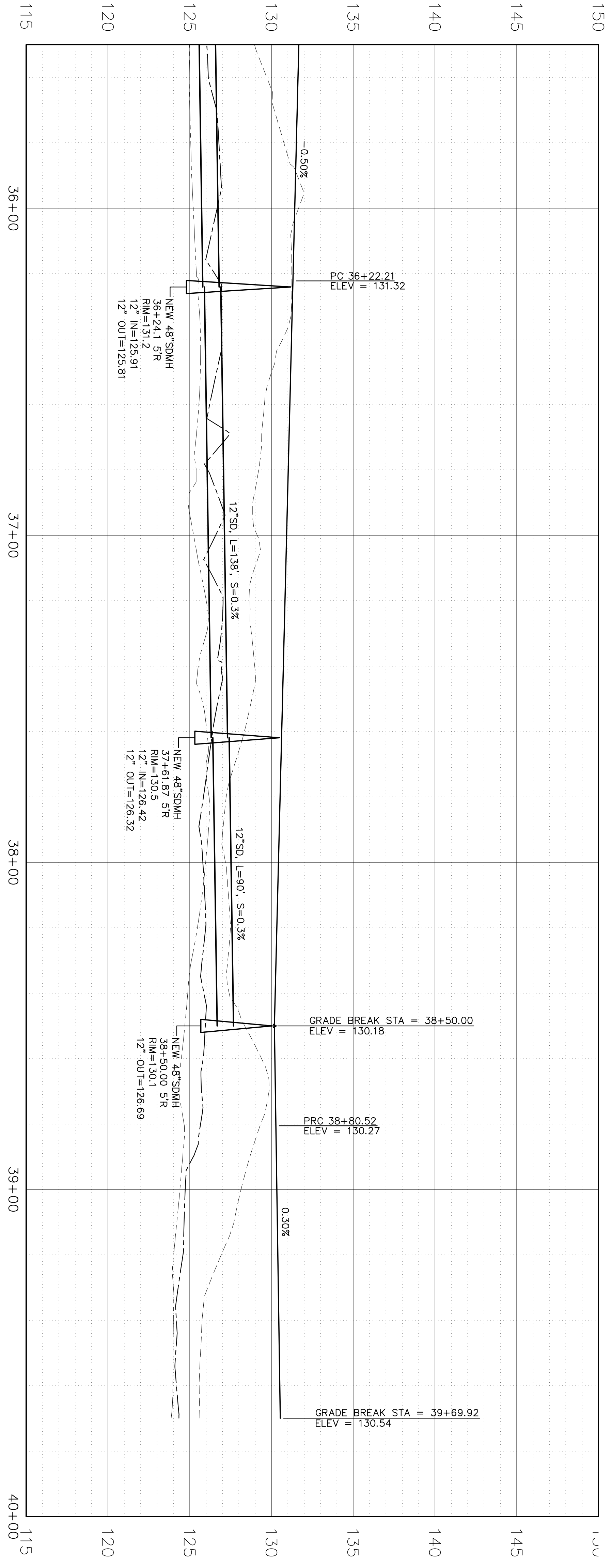


DRAWING <b>ST-6</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1		WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	REVIEW WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1"	NO. DATE DESCRIPTION BY 1 12/20/2019 TN 1 12/20/2019 JW DATE: MAR. 2019
	STREET PLAN & PROFILE				DSN. JW DRN. TN CKD. JW DATE: MAR. 2019	





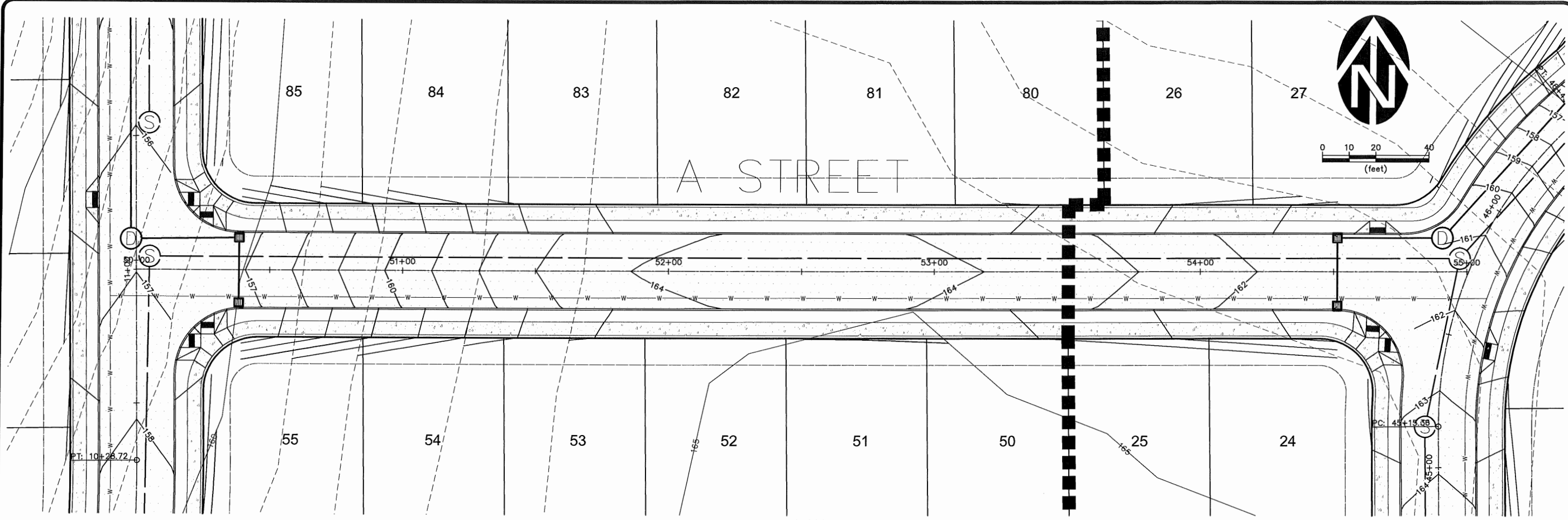
**PLAN**  
 SCALE: 1" = 20'



**PROFILE**  
 SCALE: 1" = 20' H  
 1" = 4' V

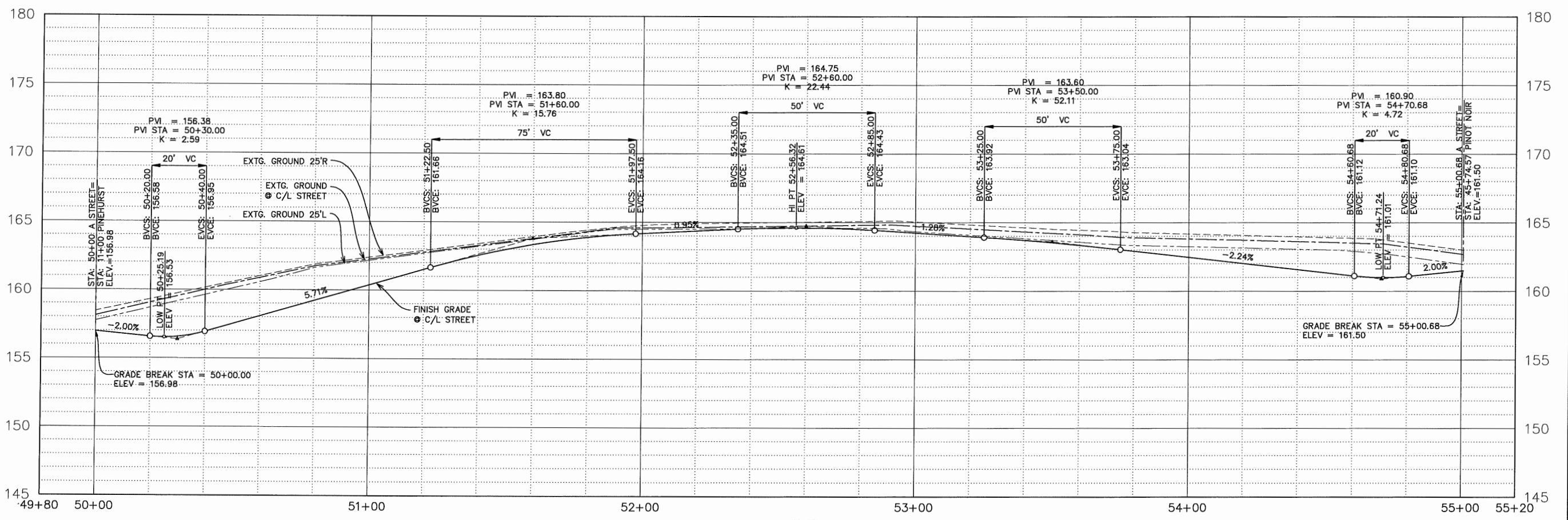
DRAWING <b>ST-7</b> JOB NUMBER <b>2335.4000.0</b>	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1 <b>STREET PLAN &amp; PROFILE</b>	<p><b>WESTECH ENGINEERING, INC.</b>                  CONSULTING ENGINEERS AND PLANNERS                  3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302                  Phone: (503) 585-2474 Fax: (503) 585-3986                  E-mail: westech@westech-eng.com</p>	<p><b>REGISTERED PROFESSIONAL ENGINEER</b>                  OREGON                  NOV. 12, 2008  <b>WILLIAM J. WELLS</b>                  RENEWS: 6/30/2020</p>	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1" 1" IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4" style="text-align: center;">REVISIONS</td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	1				REVISIONS			
NO.	DATE	DESCRIPTION	BY														
1																	
REVISIONS																	





PLAN  
SCALE: 1" = 20'

Exhibit 40



PROFILE  
SCALE: 1" = 20' H  
1" = 4' V

3/11/2019 3:14:58 PM  
 R:\Dwg\PREMIER\WORKS\2335.4000.0\Civil\Plan\ST1-13 Streets.dwg (A Street tab)

NO.	DATE	DESCRIPTION	BY
1	DATE: MAR. 2019		

VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING  
DO NOT SCALE DIMENSIONS FROM THIS DRAWING  
NOT ONE INCH ON THIS SCALE ACCORDINGLY

DSN: JW  
DRN: JW  
CKD: JW  
DATE: MAR. 2019

**REVIEW**

REGISTERED PROFESSIONAL ENGINEER  
WILLIAM J. WELLS  
No. 17,200

**WESTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3988  
E-mail: westech@westech-eng.com

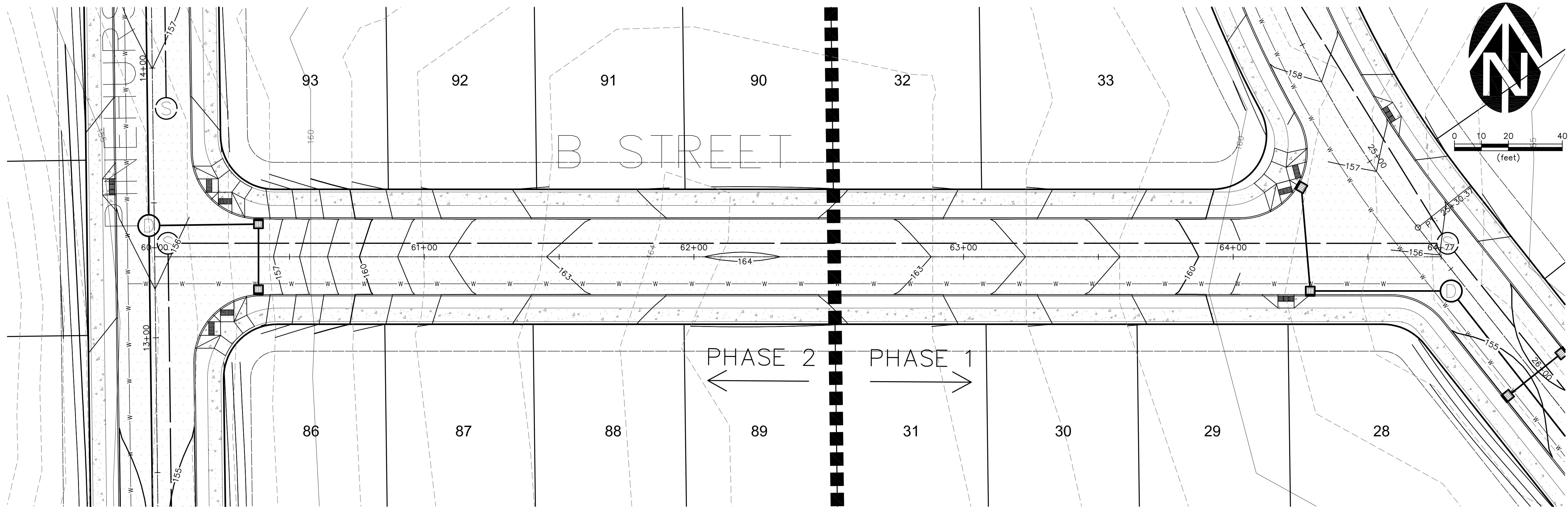
PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS-PHASE 1

**STREET PLAN & PROFILE**

DRAWING  
**ST-8**

JOB NUMBER  
**2335.4000.0**

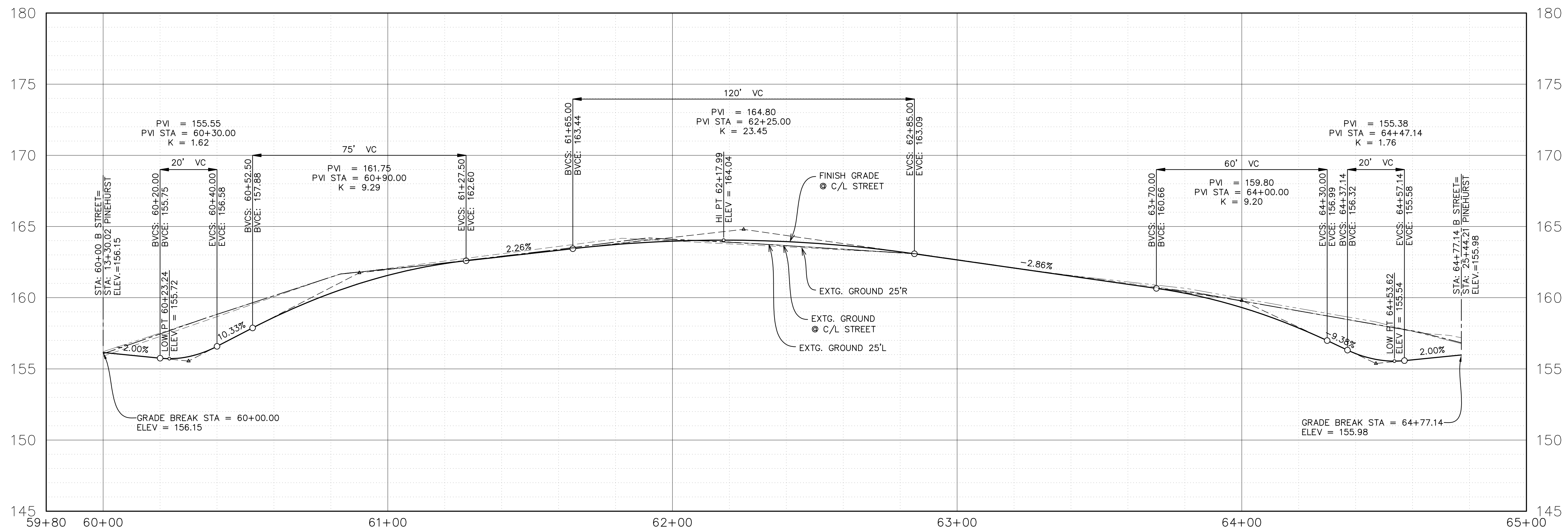




PLAN

SCALE: 1" = 20'

**Exhibit 41**



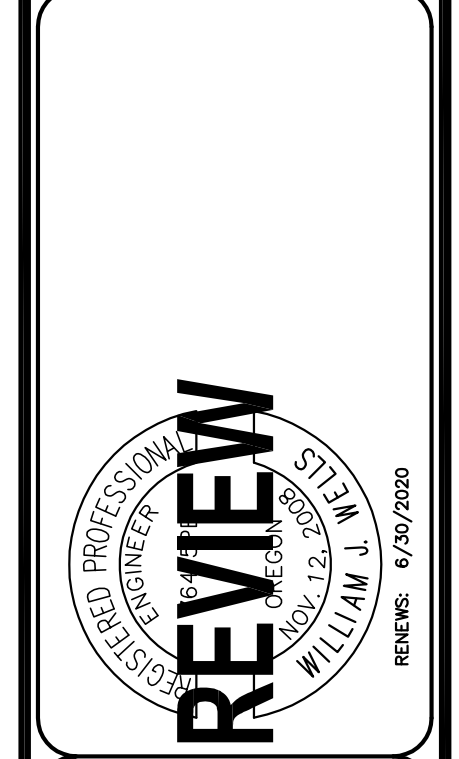
PROFILE

SCALE: 1" = 20' H  
1" = 4' V

3/21/2019 11:55:36 AM R:\Dwg\PREMIER\_HOMES\2335.4000.0\Civil\Plots\ST1-13 Streets.dwg. (B Street.tbl)

NO.	DATE	DESCRIPTION	BY
1			

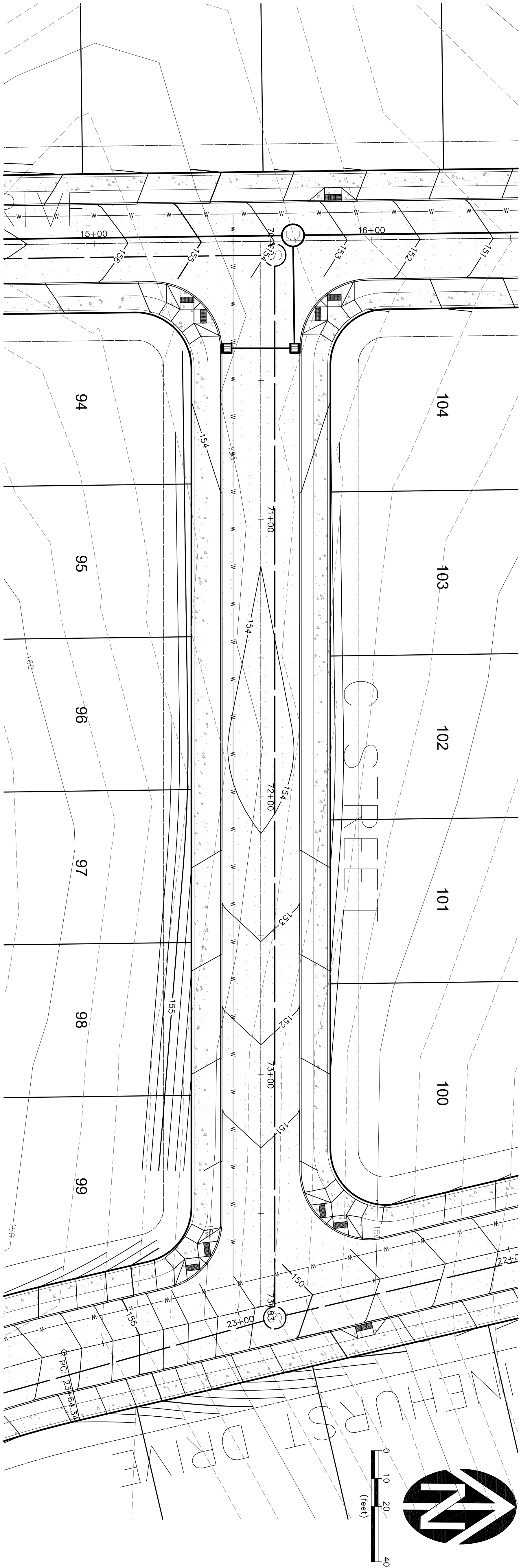
VERIFY SCALE  
 1" = 20'  
 1" = 40'  
 0  
 DSN: JW  
 DRN: TN  
 CKD: JW  
 DATE: MAR. 2019



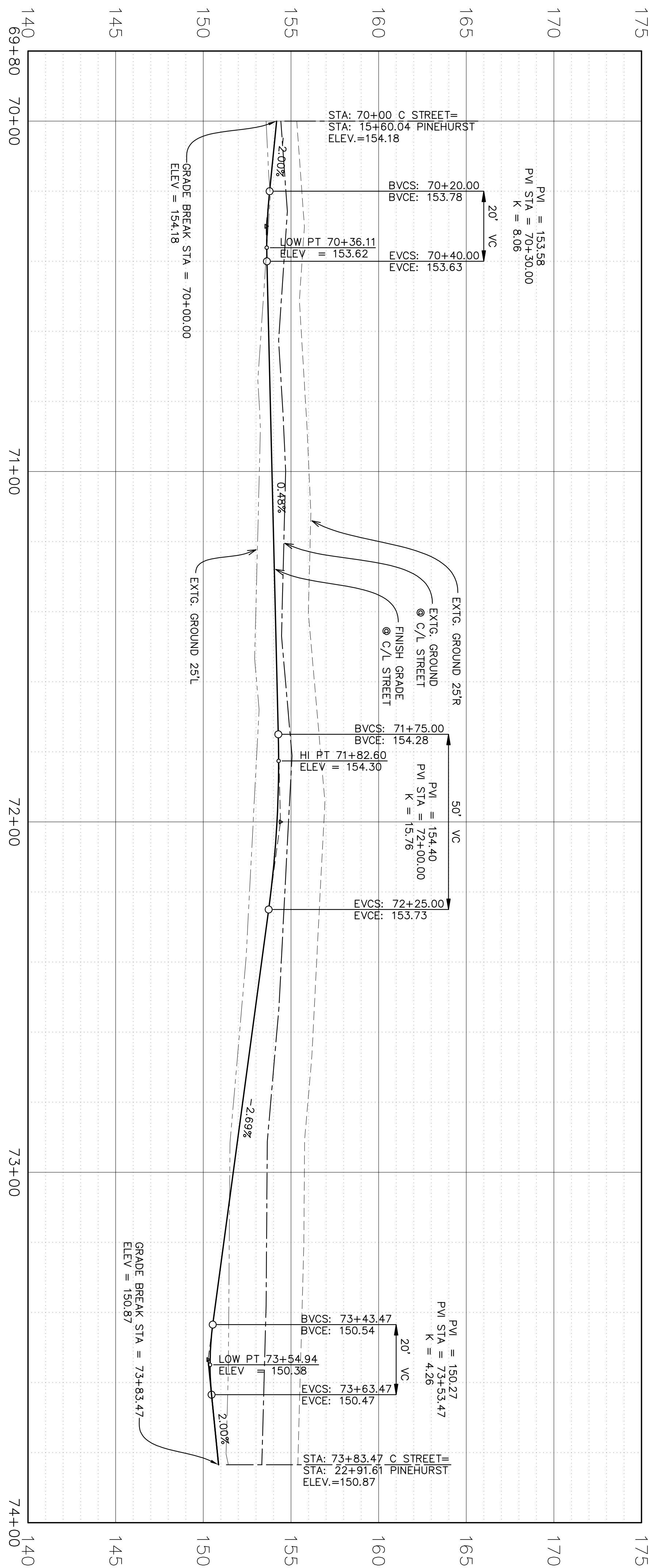
**WESTTECH ENGINEERING, INC.**  
 CONSULTING ENGINEERS AND PLANNERS  
 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
 Phone: (503) 585-2474 Fax: (503) 585-3966  
 E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
 OAK RIDGE MEADOWS—PHASE 1  
**STREET PLAN & PROFILE**  
 DRAWING  
**ST-9**  
 JOB NUMBER  
 2335.4000.0





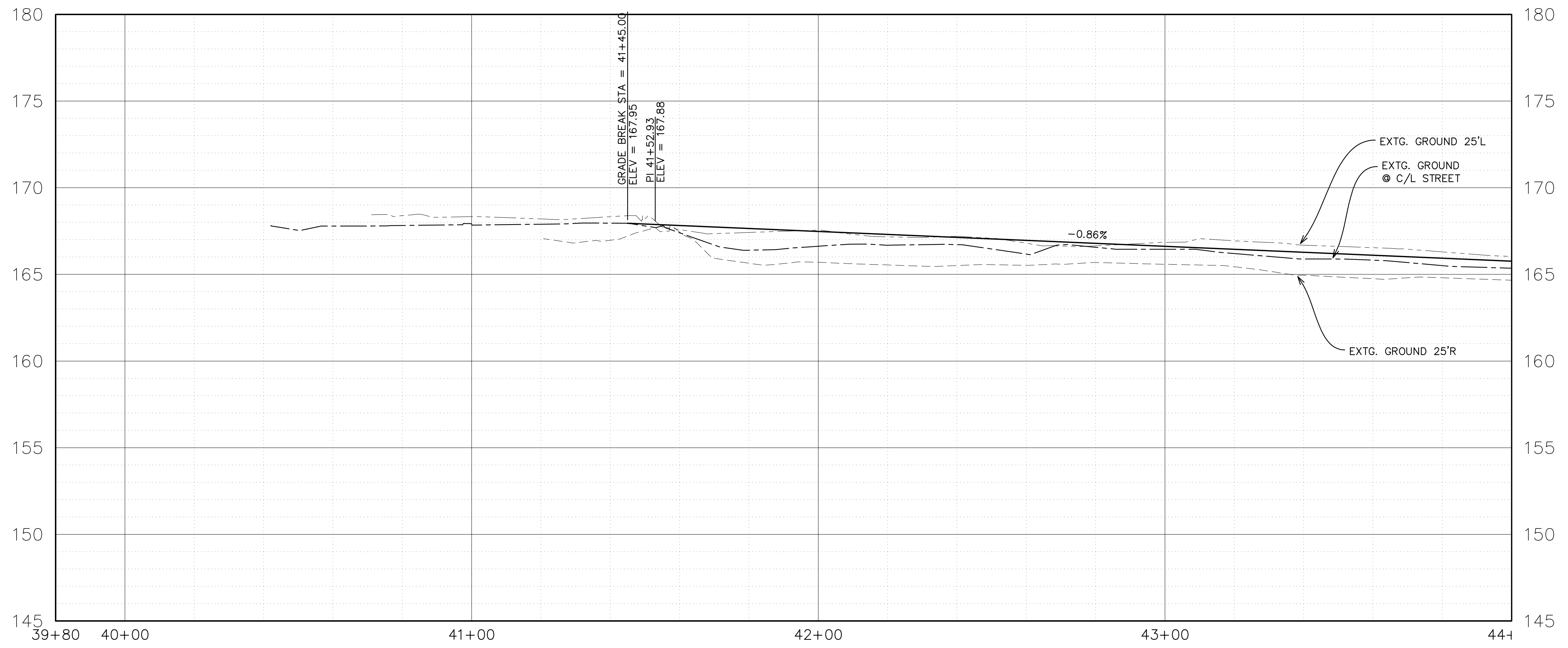
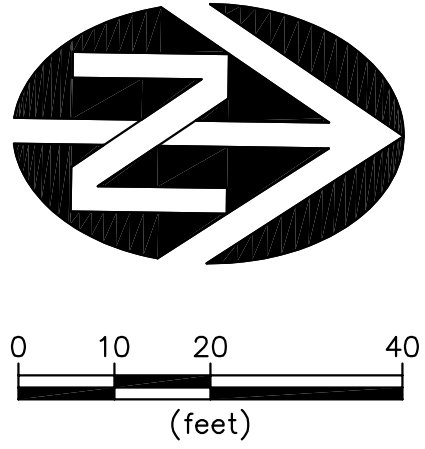
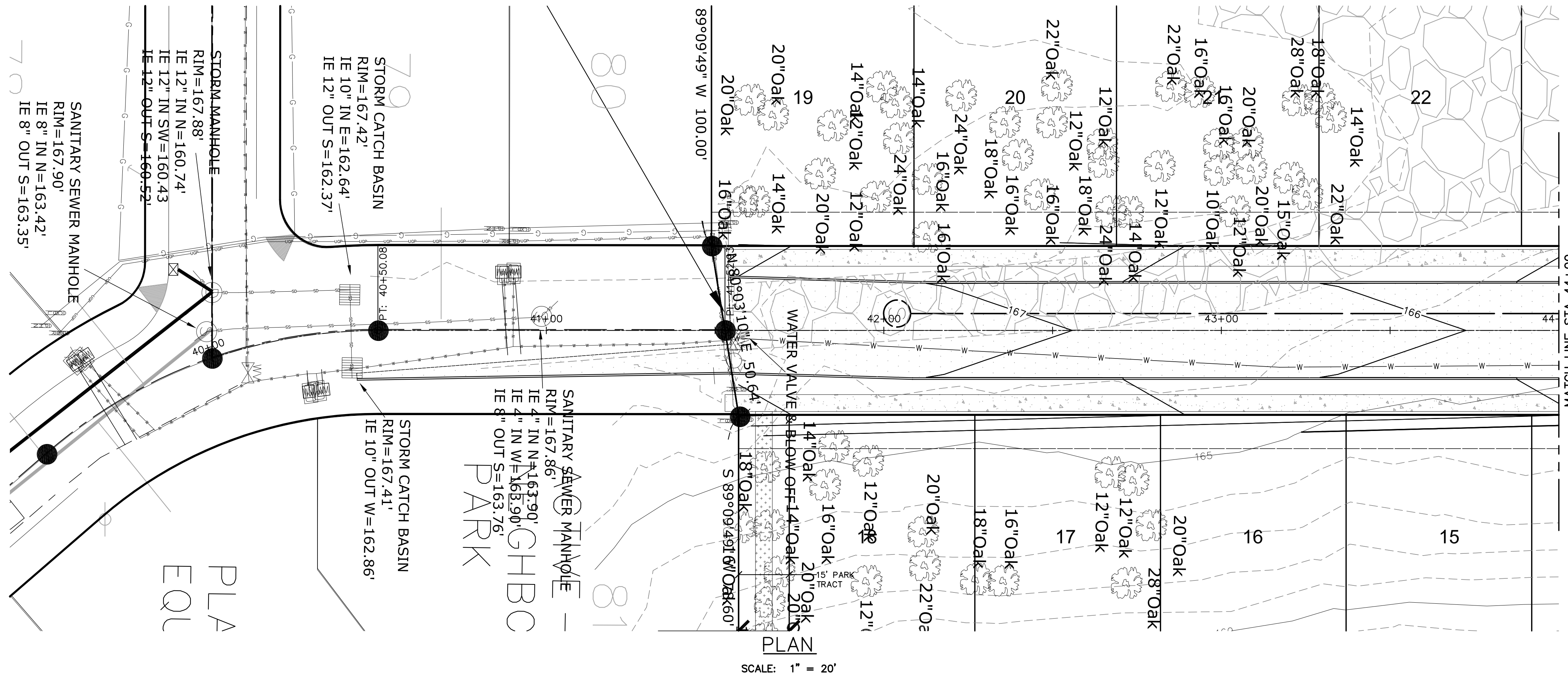
**Exhibit 42**



DRAWING <b>ST-10</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1 <b>STREET PLAN &amp; PROFILE</b>	WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	REGISTERED PROFESSIONAL ENGINEER WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MAR. 2019</td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1	MAR. 2019		
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1	MAR. 2019												



**Exhibit 43**



NO.	DATE	DESCRIPTION	BY
1	JW		
2	TN		
3	JW		

DATE: MAR. 2019

VERIFIED SCALE  
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IF NOT ONE INCH ON SCALES ACCURACLY

REGISTERED PROFESSIONAL ENGINEER  
**REVIEW**  
WILLIAM J. WELLS  
REV. 12.2018  
REVISIONS: 6/30/2020

**WE**  
WESTTECH ENGINEERING, INC.  
CONSULTING ENGINEERS AND PLANNERS  
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474 Fax: (503) 585-3966  
E-mail: westtech@westtech-eng.com

PREMIER DEVELOPMENT  
OAK RIDGE MEADOWS—PHASE 1

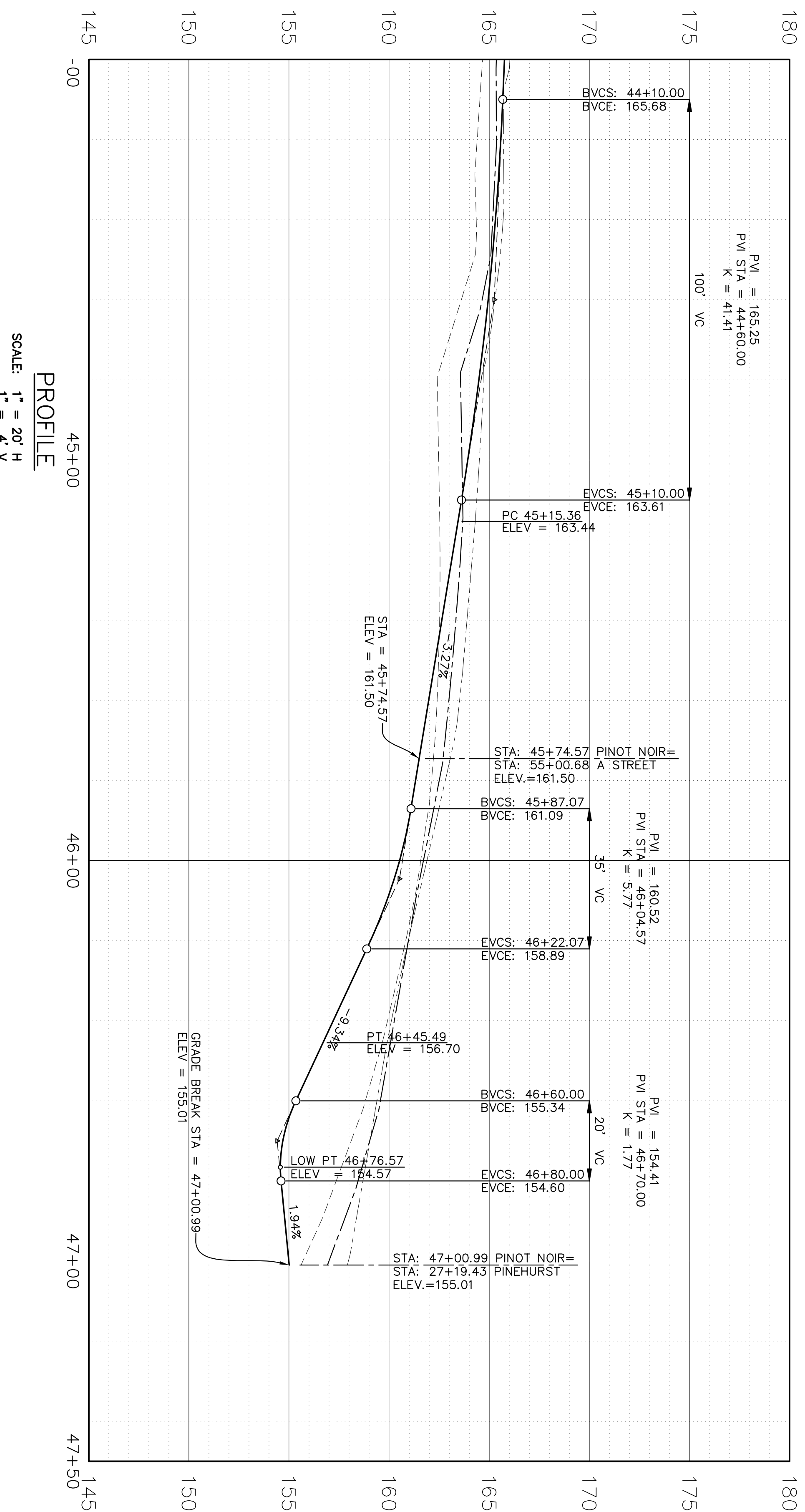
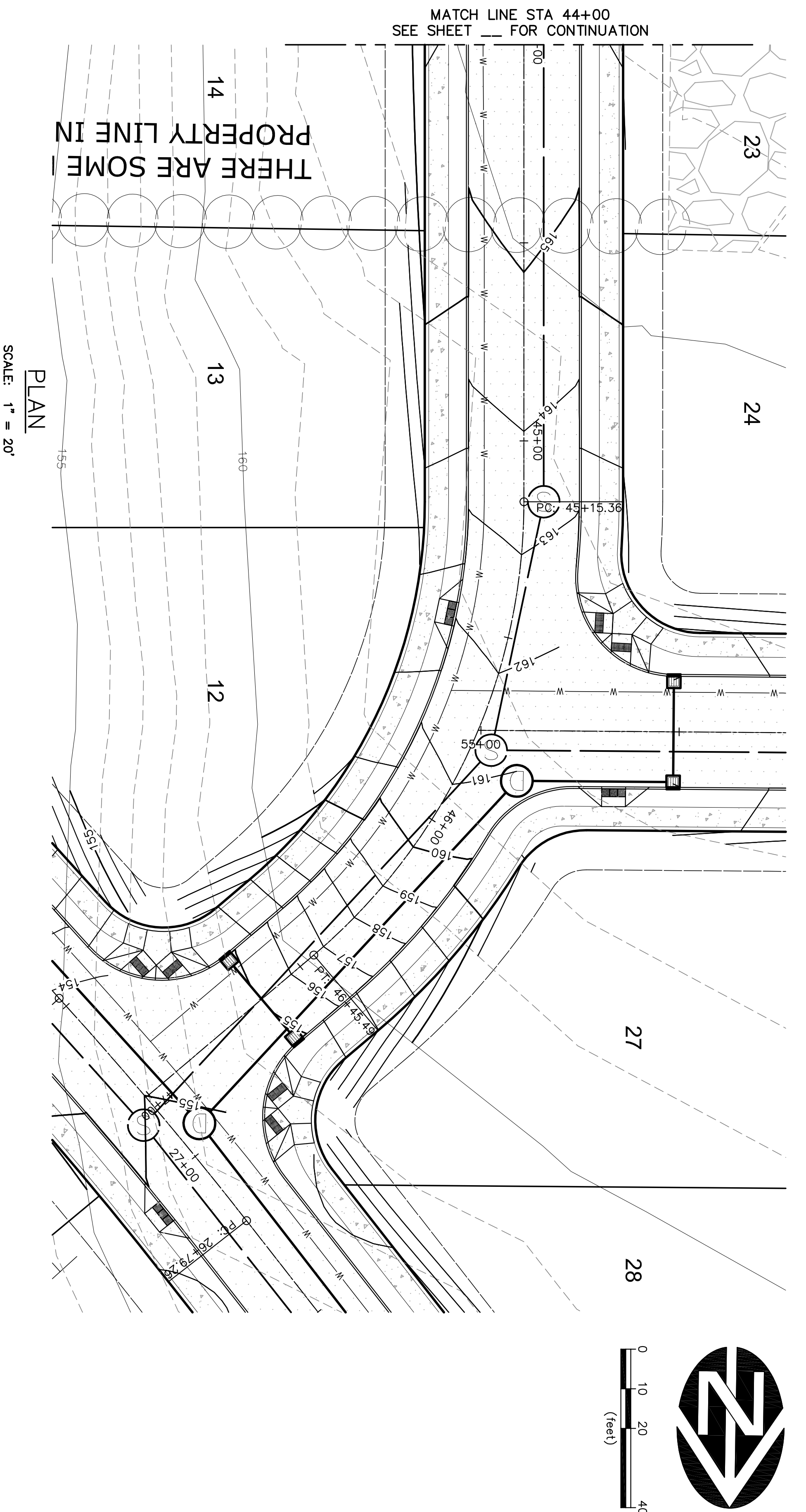
**STREET PLAN & PROFILE**

DRAWING  
**ST-11**

JOB NUMBER  
2335.4000.0



**Exhibit 44**

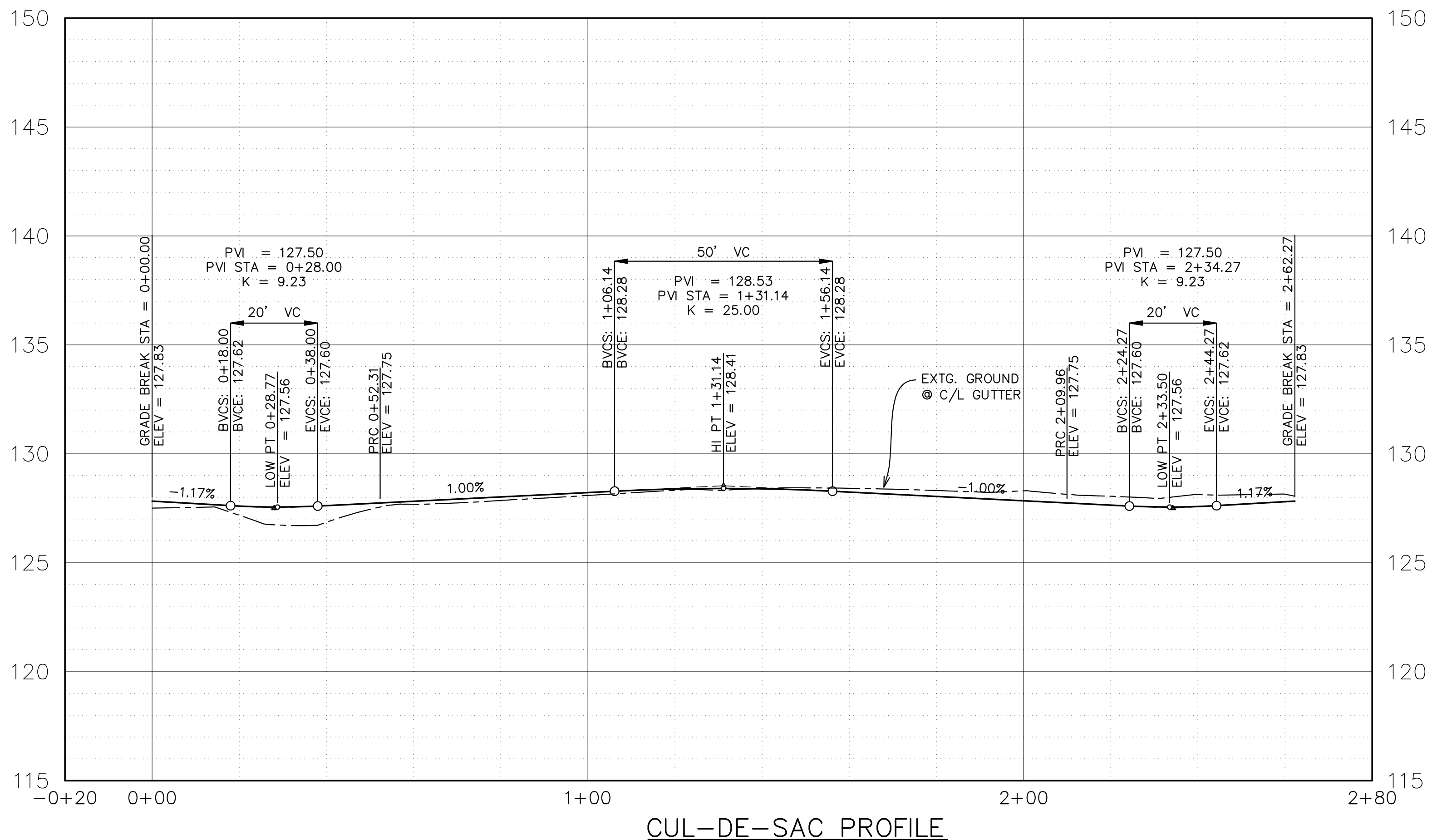
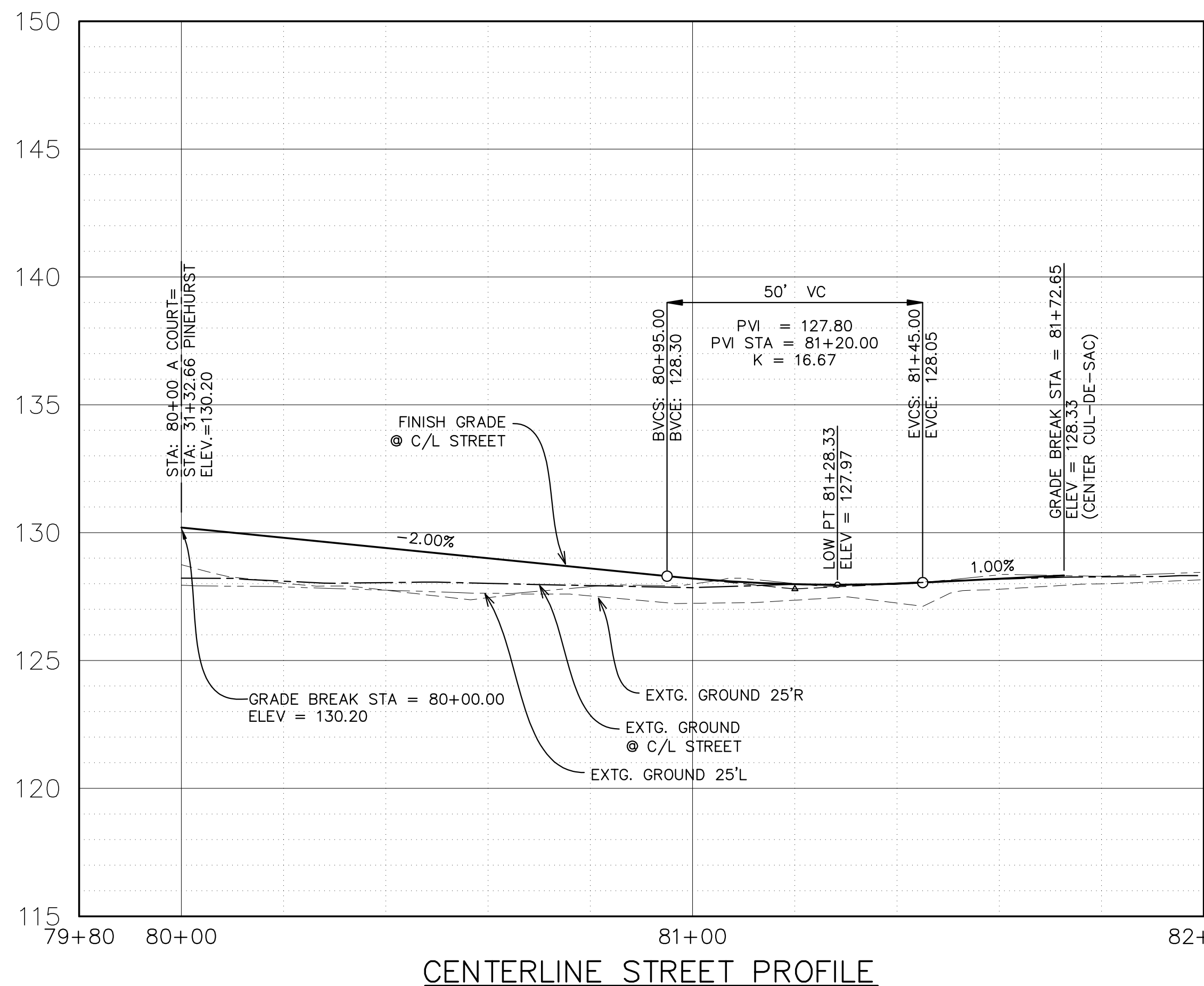
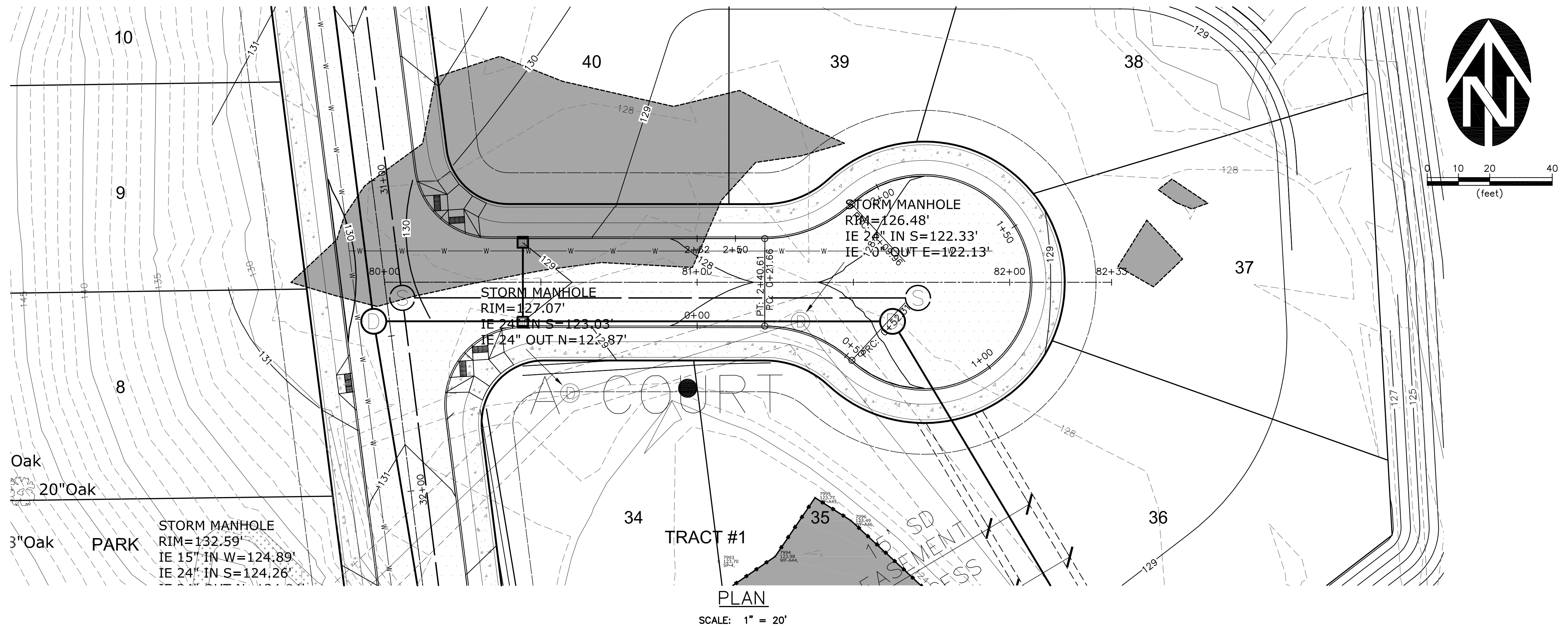


**PROFILE**  
 SCALE: 1" = 20' H  
 1" = 4' V

DRAWING <b>ST-12</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1		WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3986 E-mail: westech@westech-eng.com	REGISTERED PROFESSIONAL ENGINEER <b>REVIEW</b> WILLIAM J. WELLS RENEWS: 6/30/2020	VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 1"	NO. DATE DESCRIPTION BY 1 DATE REVISIONS
	STREET PLAN & PROFILE				DSN. JW DRN. TN CKD. JW DATE: MAR. 2019	



**Exhibit 45**



3/21/2019 12:03:22 PM R:\Dwg\PREMIER HOMES\2335.4000.0\Civil\Plots\ST1-13 Streets.dwg (A Court tab)

<p>WESTTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS</p> <p>3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 585-2474 Fax: (503) 585-3966 E-mail: westtech@westtech-eng.com</p>									
<p>PREMIER DEVELOPMENT</p> <p>OAK RIDGE MEADOWS—PHASE 1</p>	<p>STREET PLAN &amp; PROFILE</p>								
<p>DRAWING</p> <p>ST-13</p>	<p>JOB NUMBER</p> <p>2335.4000.0</p>								
<p>VERIFY SCALE</p> <p>BAR IS ONE INCH ON ORIGINAL DRAWING</p> <p>IF NOT ONE INCH ON SCALES ACCURACLY</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1			
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<p>DSN. JW</p> <p>DRN. TN</p> <p>CKD. JW</p> <p>DATE: MAR. 2019</p>	<p>REVIEW</p> <p>REGISTERED PROFESSIONAL ENGINEER</p> <p>WILLIAM J. WELLS</p> <p>REV. 12.2008</p> <p>REVISIONS: 6/30/2020</p>								

## Exhibit 46

# HALSTEAD'S ARBORICULTURE CONSULTANTS

David Halstead, Consultant B S

P.O. Box 1182, Tualatin, OR 97062

Phone (503) 245-1383

*"Specialists in the care and  
preservation of trees"*

August 2, 1999

ATTN.: Ms. Lori Zumwalt  
Premier Home Builders  
PO Box 43  
McMinnville, OR 97128

Reference: Tree Assessment  
Location: Elk's Park  
Subject: All Trees

*Per your request we have inspected all of the Oregon White Oak ( Quercus-garryana) trees for the purpose of determining their health and structural condition and to select those trees that are exceptionally good and those that are structurally unsafe.*

*The majority of the Oak trees are located within two groves; the south grove which is made up the largest and more stately trees and the north grove which is a thicker somewhat overcrowded grove of tall slender trees. There are approximately 10 Oregon White Oak and three (3) clumps of Black Cottonwood trees outside of the aforementioned groves as well as a Variety of smaller trees along the west, north and south property line.*

*All of the trees on this property have been subjected to damage caused by severe winter storms and little or no professional arboriculture care has been taken to ensure their survival. Many of the trees are unsafe and/or marginal in both health and structure.*

*We have marked five (5) Oak trees with WHITE TAGS that are exceptional in size, health, structure and artistic characteristics, all of which are in the south grove. If preserved, anyone of these trees with proper protection and care would be an outstanding asset to the forthcoming development.*

*In addition, we RED TAGGED fifty four (54) Oak trees that are unhealthy, structurally hazardous, overcrowded and/or affecting the health and stability of nearby trees of greater value, including the three (3) clumps of Cottonwood trees. Most of the trees red tagged were in the north grove.*





Page 2

August 2, 1999

Reference: Tree Assessment

Location: Elk's Park

Subject: All Trees

*The remaining Oregon White Oak trees are not tagged and their structure and/or health is marginal and will require therapeutic care in the form of therapeutic fertilization, insect and disease treatment, pruning and cabling for them to survive. Those trees that are subjected to construction trauma will need technical care both above and below ground.*

Recommendations:

- 1. Trees to be preserved in groves rather than individually. In this way the trees will work as a unit both above and below ground and their protection and therapeutic treatment is more cost affective.*
- 2. Those individual trees outside of the groves that are selected for preservation will need enough root zone in order to survive. The root area will have to be determined on an individual tree bases. Further, these individual trees will require technical therapeutic care on a tree by tree bases before, during and after construction.*
- 3. Once all of the trees have been programmed onto the site plan and you have determined what trees that can be left on site we will inspect the selected trees and make precise recommendations for their survival.*

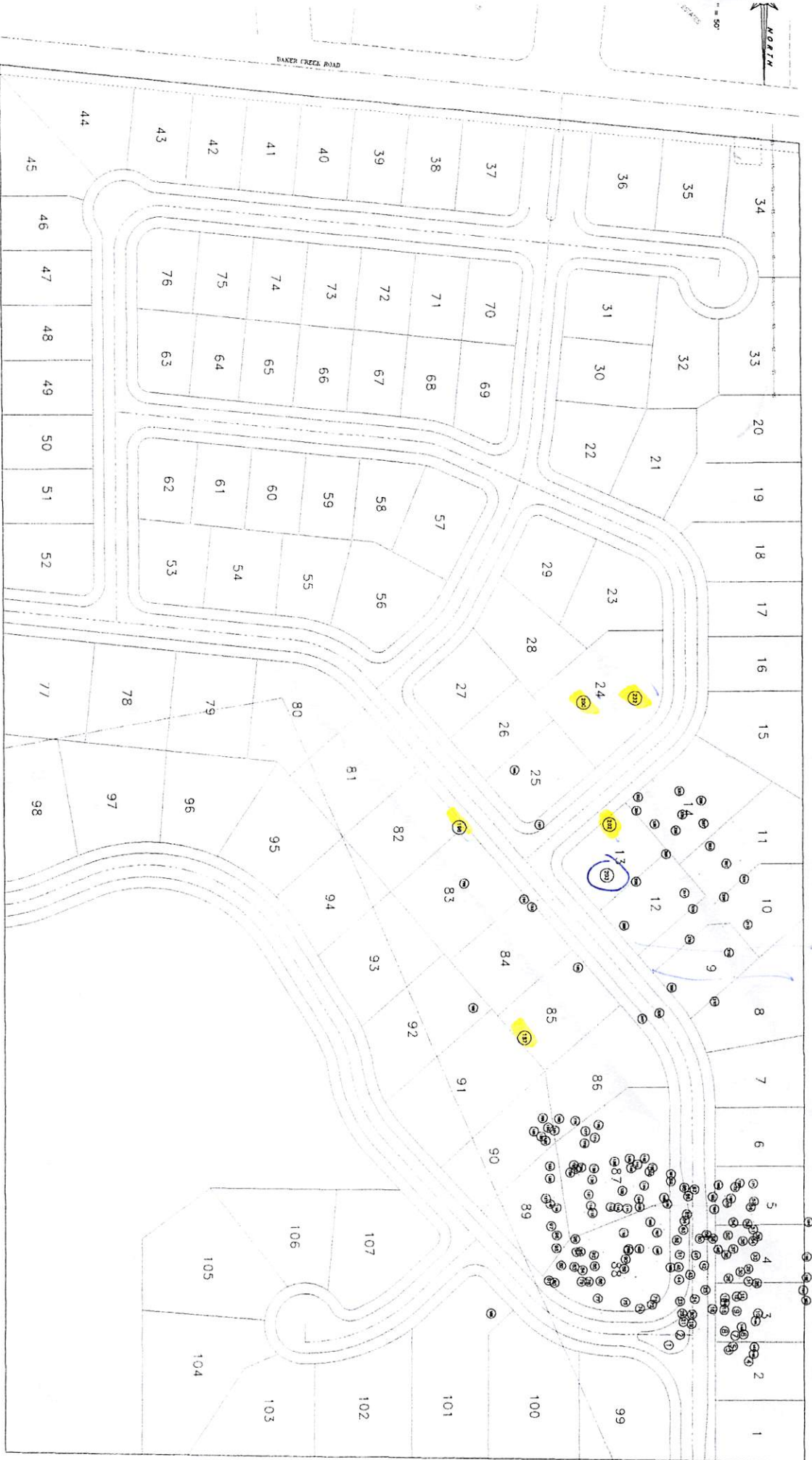
*Enclosed, on separate heading is our THERAPEUTIC CARE AND PROTECTION PROGRAM, PRUNNING GUIDE that we have designed for trees under construction trauma and explains the different aspects of preservation and covers almost everything except the highly technical aspects of tree care. Also enclosed is our Resume.*

Sincerely,



David Halstead BS CA  
ASCA





NOTES:  
 (1) REPORTED NUMBER FOR TREES LOCATED BY FIELD REFS. SEE ATTACHED 8 1/2" x 11" SHEETS FOR S.E.T. SPECIES AND NOTES.  
 (2) TREES FLAGGED IN THIS MAP AS IN EXCEPTIONALLY GOOD SHAPE AND SHOULD BE KEPT.

**OAK RIDGE SUBDIVISION  
 TREE IDENTIFICATION MAP**  
 REVEAL STREETS AND LOTS 6/21/79

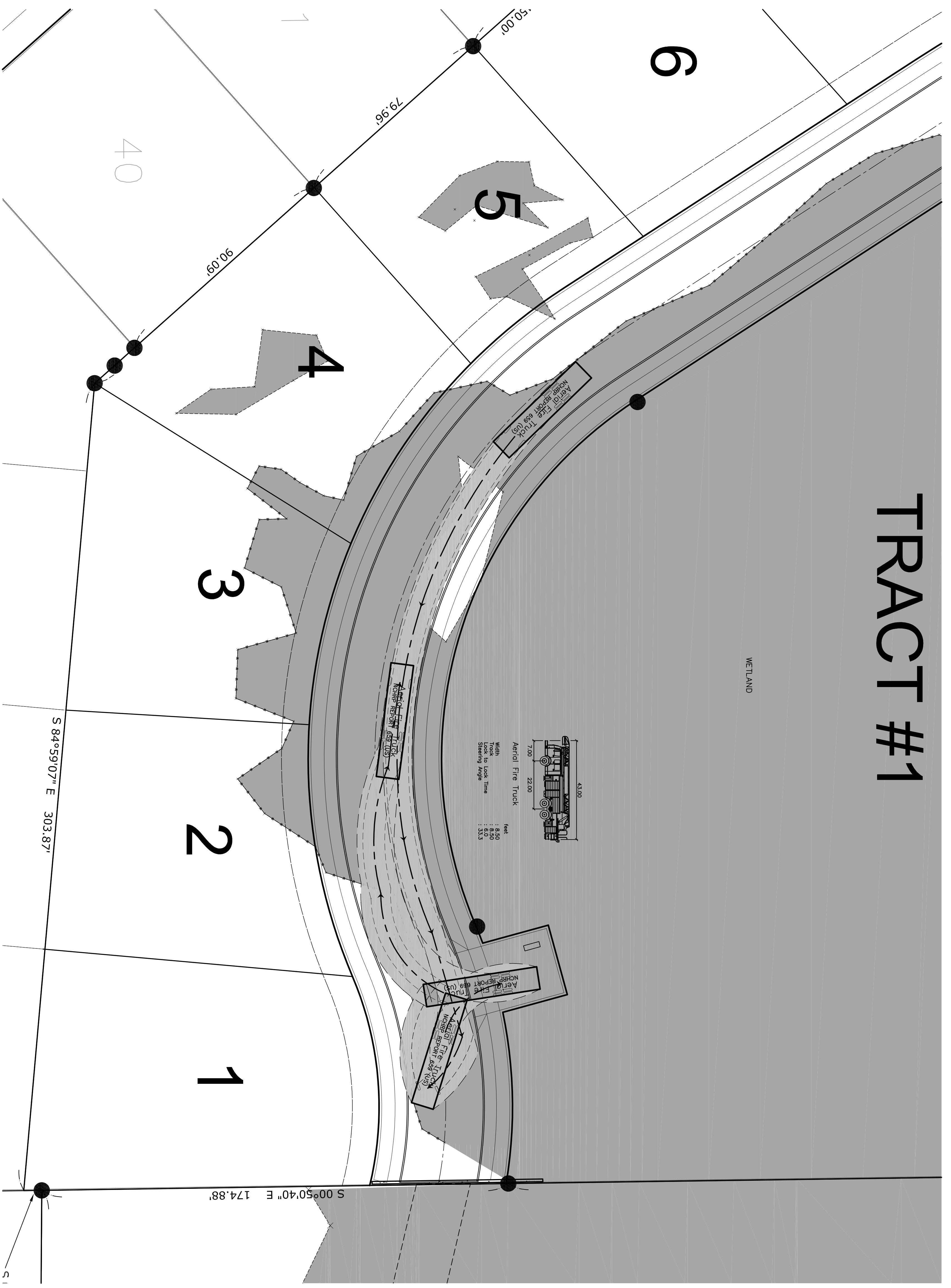
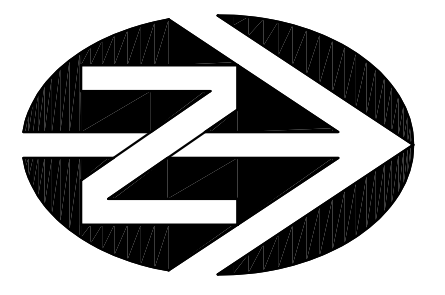
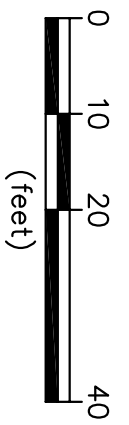
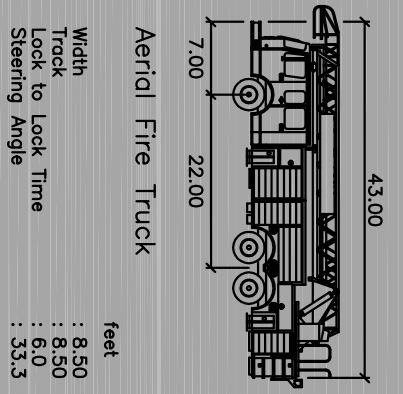


Exhibit 47

# TRACT #1

WETLAND



DRAWING <b>C3.0</b> JOB NUMBER 2335.4000.0	PREMIER DEVELOPMENT OAK RIDGE MEADOWS-PHASE 1 <b>PINEHURST FIRE TURNAROUND</b>	 <b>WESTECH ENGINEERING, INC.</b> CONSULTING ENGINEERS AND PLANNERS <small>3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302          Phone: (503) 585-2474 Fax: (503) 585-3986          E-mail: westech@westech-eng.com</small>	 <b>REVIEW</b> <small>WILLIAM J. WELLS          RENEWS: 6/30/2020</small>	VERIFY SCALE <small>BAR IS ONE INCH ON ORIGINAL DRAWING          IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY</small>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1																			
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## Exhibit 48

230 NE Second Street • McMinnville, Oregon 97128 • [www.ci.mcminnville.or.us](http://www.ci.mcminnville.or.us)

November 23, 1999

Jeff and Lori Zumwalt  
Premier Home Builders, Inc.  
P O Box 43  
McMinnville OR 97128

Dear Mr. and Mrs. Zumwalt:

This is to advise you that at a meeting of the McMinnville Planning Commission on Thursday, November 18 1999, your applications for annexation (ANX 4-99) of approximately 9.2 acres of land, comprehensive plan amendment (CPA 10-99), zone change (ZC 19-99) on approximately 9.2 acres of continuous land, and a 107-lot single-family residential tentative subdivision plan (S6-99) on the 30.2-acre parent parcel located north of Baker Creek Road, east of the Church of Jesus Christ of Latter Day Saints, and south of Baker Creek; and is further described as a portion of Tax Lot 1300, Section 17, T. 4 S., R. 4 W., W.M. were presented and carefully studied.

Based on the materials submitted by the applicant, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to recommend to the City Council that ANX 4-99 be approved and forwarded to a vote of the electorate pursuant to City and State annexation requirements.

Based on the materials submitted by the applicant, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to recommend to the City Council that CPA 10-99 be approved and that ZC 19-99 be approved subject to the following conditions:

1. That the comprehensive plan map amendment and zone change approvals (for those portions located outside of the current city limits) not take affect until and unless the annexation request is approved by the City Council and the electorate.
2. That the Oak Ridge subdivision tentative plan (or such plan as may be revised by conditions for approval of this development), be placed on file with the Planning Department and that it become a part of the zone and binding on the property owner and developer.

Community Development Department  
Planning Department (503) 434-7311 FAX (503) 472-4104



That the developer is responsible for requesting approval of the Planning Commission for any major change of the details of the adopted plan. Minor changes to the details of the adopted plan may be approved by the Planning Director. It shall be the Planning Director's decision as to what constitutes a major or minor change. An appeal from a ruling by him may be made only to the Commission. Review of the Planning Director's decision by the Planning Commission may be initiated at the request of any one of the Commissioners.

3. That the average lot size within the Oak Ridge subdivision shall be a minimum of 7,000 square feet.
4. That building setbacks for Lots 3, 4, 5, 13, 14, 87, 88, and 89 shall be as follows:  
Front – 20 feet; however, the front yard setback measured to the open side of a garage or carport shall not be less than eighteen (18) feet.  
Rear – 15 feet  
Side – 7.5 feet  
Exterior Side – 20 feet

The Planning Director is authorized to permit reductions or increases to these standards as may be necessary to provide for the retention of trees greater than nine inches in diameter measured at breast height. In no case, however, may the rear yard setback be reduced less than 5 feet, or the side yard setback to 5 feet, or the exterior side yard setback to 15 feet without approval of the Planning Commission pursuant to the requirements of Chapter 17.69 (Variance). A request to adjust the setbacks for these lots shall be accompanied by a building plan for the subject lot.

5. That existing trees greater than 9 inches in diameter measured 4.5 feet above grade, other than those identified for removal in the submitted arborist's report, shall not be removed without written permission of the McMinnville Planning Director. Trees to be retained shall be protected during all phases of home construction. A plan for the protection of trees to remain on site, and in particular, for the five "exceptional" Oregon white oak trees identified by the applicant's arborist, must be submitted to the City prior to construction of the proposed subdivision. In addition, such a plan shall also accompany any building permit for a lot on which trees are located. The plan must meet with the approval of the City prior to release of construction permits or building permits within the subject site.

Pursuant to the annexation and zoning ordinances of the City of McMinnville, an application approved by the Planning Commission may be appealed within 15 days of such approval to the City Council. If no appeal is filed with the City Recorder on or before December 7, 1999, the City Council will consider your request on December 14, 1999 (unless otherwise notified).

Based on the material submitted by the applicants, the testimony received, the findings of fact, and the conclusionary findings for approval, the Planning Commission voted to approve S 6-99 subject to the following conditions:

1. That the subdivision approval does not take effect until and unless the companion annexation, plan amendment, and zone change applications are approved by the City Council and McMinnville electorate.
2. That the applicant shall secure all required state and federal permits, including if applicable those related to the federal Endangered Species Act, and those required by the Oregon Division of State Lands and U.S. Army Corps of Engineers, and Department of Environmental Quality (applicable storm runoff and site development permits) prior to construction of the proposed subdivision. Copies of the approved permits shall be submitted to the City.
3. That a detailed storm drainage plan, which incorporates the requirements of the City's Storm Drainage Master Plan must be submitted to, and approved by, the City Engineering Department. Any utility easements needed to comply with the approved plan must be reflected on the final plat. If the final storm drainage plan incorporates the use of backyard collection systems and easements, such must be private rather than public and private maintenance agreements must be approved by the City for them.
4. That a detailed sanitary sewage collection plan which incorporates the requirements of the City's Collection System Facilities Plan must be submitted to, and approved by, the City Engineering Department. Any utility easements needed to comply with the approved plan must be reflected on the final plat.
5. That the applicant secure from the Federal Emergency Management Agency appropriate certification to indicate the location and base flood elevation of the Baker Creek floodplain prior to the construction of Phase 3. All proposed development shall be located outside of an identified floodplain consistent with the City's floodplain ordinance.
6. That the developer enter into a construction permit agreement with the City Engineering Department for all public improvements and gain a fill and grading permit for lot fill and grading from the City Building Division.
7. That restrictive covenants shall be prepared for the development. At a minimum, the covenants shall provide provisions for the continued maintenance of a 10-foot wide landscaped strip along the Baker Creek Road frontage, and landscaped islands within Street "D" and "F", and provisions for tree retention, care, and planting. The proposed covenants must meet with the approval of the Planning Director.
8. That the applicant plant street trees within curbside planting strips along all proposed streets (including the north side of Street "F" unless not permitted by the wetland permit) and the Baker Creek Road frontage in accordance with a street tree plan to be prepared by the applicant and submitted to the Landscape Review Committee for their review and approval. All street trees shall have a two-inch minimum caliper, exhibit size and growing characteristics appropriate for the particular planting strip, and be spaced as appropriate for the selected species and as may be required for the location of above ground utility vaults.

transformers, light poles, and hydrants. In addition, street trees shall not be planted within 30 feet of street intersections. All street trees shall be of good quality and shall conform to American Standard for Nursery Stock (ANSI Z60.1). The Planning Director reserves the right to reject any plant material that does not meet this standard.

Each year the applicant shall install street trees, from November 1 to March 1, adjacent to those properties on which a structure has been constructed and received final occupancy. This planting schedule shall continue until all platted lots have been planted with street trees. All required trees shall be installed by the applicant prior to final platting, or security equal to 120 percent of the cost of installing the required street trees shall be posted with the City. The amount and form of such security shall be as required by the Planning Director.

It shall be the applicant's responsibility to relocate trees as may be necessary to accommodate individual building plans. The applicant shall also be responsible for the maintenance of the street trees, and for the replacement of any trees that may die for one year from the date of planting.

9. That prior to the submittal of the final plat, the names of all proposed streets shall be submitted by the applicant to the City for review and approved by the Planning Director.
10. That 10-foot utility easements shall be provided along the north side of Baker Creek Road and along both sides of all public rights-of-way for the placement and maintenance of required utilities.
11. That cross sections for the entire street system shall be prepared which show utility location, street improvement elevation and grade, park strips, sidewalk location, and sidewalk elevation and grade.

Said cross sections shall be submitted to the Community Development Director for review and approval prior to submittal of the final plat. If the submitted information so indicates, the Planning Director may require the tentative subdivision plan be revised in order to provide for a more practical configuration of lots, utilities, and streets. All such submittals must comply with the requirements of 13A of the Land Division Ordinance and must meet with the approval of the City Engineer.

12. That the section of Street "E" located immediately south of its intersection with Street "F" may be constructed with a minimum width, measured from curb to curb, of twenty feet. All other streets within the proposed subdivision, other than that section of Street "D" near its intersection with Baker Creek Road, shall be improved with a 28-foot wide paved section, and five-foot wide curbside planting strips located within a 50-foot right-of-way. The southern end of Street "D" shall be improved with two travel lanes each a minimum of eighteen feet in width separated by a landscaped raised median located within a sixty-foot wide right-of-way. Five-foot wide sidewalks shall be constructed within the public right-of-way one-foot from the property line adjacent to both sides of all public streets.



unless otherwise approved. Meandering sidewalks shall be permitted within the north grove and south grove to avoid the removal of existing trees. If the Planning Director should find that significant tree removal is required to accommodate the sidewalk on the west side of "E" Street, then a public sidewalk for this section of street shall not be required.

13. That the intersection of Street "F" and Street "E" be designed in accordance with the requirements of the City Engineer and McMinnville Fire Department. In particular, the intersection must provide a minimum 35-foot centerline turning radii to accommodate turning movement of emergency access vehicles, or as may otherwise be approved by the Fire Marshall
14. That improvements, including curbs, five-foot wide sidewalks, fencing, and landscaping are required along the Baker Creek Road frontage. Plans for the improvement of the Baker Creek Road frontage shall be submitted to the City Engineer and McMinnville Landscape Review Committee, as appropriate, for review and approval prior to their construction. All required improvements shall be installed prior to the filing of the final plat. Fencing shall be of a design that provides vertical and horizontal articulation so as to avoid the creation of a visually monotonous appearance.
15. That direct vehicular access from Baker Creek Road from Lots 34-44 is not allowed. Said restriction shall be noted on the face of the final plat.
16. That direct vehicular access from Street "D" to Lots 36 and 37 is not allowed. Driveways for these lots shall be placed as far possible from the intersection of Street "A" and Street "D" as possible to avoid conflict with other traffic at the intersection. Such limitations shall be noted on the face of the final plat and included in the covenants for the subdivision.
17. That the applicant extend water service to the subject site in accordance with McMinnville Water and Light requirements. Easements as may be required for the extension of water shall also be provided.
18. That approved, working fire hydrants must be installed prior to the issuance of building permits for the subject site.
19. That the area located in the northeast corner of the subject site, outside of any platted lots or public right-of-way (approximately 3.1 acres), be dedicated to the City of McMinnville for public park purposes, unless otherwise restricted due to the terms of a wetland permit issued by the Oregon Division of State Lands or Army Corps of Engineers. Said dedication shall be indicated on the face of the final subdivision plat. The value of this land shall be applied as an offset toward the applicant's park system development charges.
20. That if the property owner wishes a one-year extension of the Commission approval of this tentative plan under the provisions of Section 16 of Ordinance No. 3702, a request for such extension must be filed in writing with the Planning Department a minimum of 30 days prior to the expiration date of this approval.

21. That secondary emergency access shall be provided to the subject site by the applicant prior to the issuance of any building permits. At a minimum the required secondary emergency access must be constructed to include a 12-foot wide travel lane with 20 feet of vertical clearance. Plans for the provision of secondary emergency access for each phase of construction must be submitted to the McMinnville Fire Department for their review and approval prior to release of the final plat.
22. That the applicant dedicate a 10-foot wide strip of land parallel to the north right-of-way of Baker Creek Road, extending from the subject site's eastern border to the western border, for the future improvement of Baker Creek Road to a minor arterial street. Such dedication shall be shown on the face of the final plat.
23. That no on-street parking shall be allowed on either side of proposed 20-foot wide street sections, within 50-feet of intersections on 28-foot wide streets, or on outside turning radii of 28-foot wide streets. The applicant is required to install "no parking" signs in locations as may be required by the City Engineer.
24. That barricades shall be installed by the applicant at the terminus of all public streets as may be required by the City Engineer.
25. That a public street, designed to the standards of a local residential street (26-foot wide paved section, five-foot wide sidewalks, and six-foot wide curbside planting strip within a 50-foot right-of-way), shall be constructed westward from Street "E" to the western property line of the subject site. The location and alignment of this street shall be as required by the City Engineer. Adjustment of the submitted tentative plan are authorized as may be necessary to accommodate the provision of this street.
26. That the proposed street plan for the eastern midsection of the subject site be revised as may be necessary to avoid impact to wetlands within the subject site and those within the adjacent Compton property. At a minimum the eastern terminus of Street "F" shall be turned due south to intersect with the proposed intersection of Street "E" and Street "B" (future connection through the Compton property to Baker Crest Court would then be accomplished through the eastern extension of Street "E").

Street "F" may be constructed in the alignment proposed on the tentative plan only upon submittal of a wetland permit issued by the Oregon Division of State Lands or Army Corps of Engineers that supports the further eastern extension of this street to Baker Crest Court. Such evidence must be submitted prior to the construction of Phase 2 of this project, or the phase lines for Phase 2 shall be amended to remove those lots that may be affected by the southern realignment of Street "F".

27. That the applicant provide information to the City Engineer as to the design capacity of the existing downstream sanitary sewer pump station located in the Crestbrook subdivision, First Addition. If the information and studies provided by

the applicant indicate that adequate capacity does not exist to support the proposed development of the Oak Ridge subdivision, then the applicant shall make improvements to the system as may be necessary and required by the City Engineer. Such improvements shall be at the expense of the applicant and shall be completed prior to release of the final plat.

28. That if technically feasible, (as determined by the City Engineer) the applicant provide a pedestrian easement extending northeast from streets "E" to "F" for access to the proposed public open space. The easement shall be a minimum of fifteen (15) feet in width and shall be improved as required by the City Engineer as part of the required subdivision improvements. If possible, the pedestrian easement should extend northeast from the intersection of streets "E" and "C" or alternatively from the intersection of Streets "E" and "D".

Pursuant to the Land Division Ordinance of the City of McMinnville, applications approved by the Planning Commission may be appealed within fifteen (15) days of the day of such approval to the City Council. If no appeal is filed with the City Recorder on or before December 7, 1999, the decision of the Planning Commission on this matter will be final.

Final approval of the subdivision must conform to the City subdivision regulations and engineering improvement requirements. A final subdivision must also conform to the provisions as established in Chapter 92 of the Oregon Revised Statutes. A list of fees to be paid by the developer and the submittals which are required before the final plat may be recorded are enclosed.

If you have any questions regarding these matters, please contact me at 434-7311.

Sincerely,



Doug Montgomery, AICP  
Planning Director

DRM:rai

Enclosure

cc: Rick Highsmith  
Dave Haugeberg  
Mark Davis