



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

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

**Planning Commission**  
**McMinnville Civic Hall, 200 NE 2<sup>nd</sup> Street**  
**December 20, 2018**

**5:30 PM Work Session**  
**6:30 PM Regular Meeting**

*Welcome! All persons addressing the Planning Commission will please use the table at the front of the Council Chambers. All testimony is electronically recorded. Public participation is encouraged. Public Hearings will be conducted per the outline on the board in the front of the room. The Chair of the Planning Commission will outline the procedures for each public hearing.*

*If you wish to address Planning Commission on any item not on the agenda, you may respond as the Planning Commission Chair calls for "Citizen Comments."*

| Commission Members        | Agenda Items  |
|---------------------------|---|
| Roger Hall,<br>Chair      | <b>5:30 PM - WORK SESSION – CONFERENCE ROOM</b>                       |
| Zack Geary,<br>Vice-Chair | <b>1. Call to Order</b>   |
| Erin Butler               | <b>2. Discussion Items</b>  |
| Martin Chroust-Masin      | <b>A. Project Update: BLI/HNA (Work Session Exhibit 1)</b>            |
| Susan Dirks               | <b>B. Project Update: GNP Survey Results (Work Session Exhibit 2)</b> |
| Gary Langenwalter         | <b>3. Adjournment</b>   |
| Roger Lizut               |   |
| Lori Schanche             |   |
| Erica Thomas              |   |

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

\*Please note that these documents are also on the City's website, [www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov). You may also request a copy from the Planning Department.



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| Commission Members        | Agenda Items   |
|---------------------------|--|
| Roger Hall,<br>Chair      | <b>6:30 PM – REGULAR MEETING - COUNCIL CHAMBERS</b>  |
| Zack Geary,<br>Vice-Chair | <b>1. Call to Order</b>  |
| Erin Butler               | <b>2. Citizen Comments</b>   |
| Martin Chroust-Masin      | <b>3. Approval of Minutes:</b>   |
| Susan Dirks               | <ul style="list-style-type: none"><li>• <b>August 16, 2018 - (Exhibit 1a)</b></li><li>• <b>November 15, 2018 - (Exhibit 1b)</b></li></ul>  |
| Gary Langenwalter         | <b>4. Public Hearings:</b>   |
| Roger Lizut               | <b>A. <u>Appeal of Historic Landmarks Committee Decision (AP 2-18)</u> -</b>   |
| Lori Schanche             | <b>(Exhibit 2)</b>   |
| Erica Thomas              | Request: Appeal of the Historic Landmarks Committee's decision on a recent Certificate of Approval for Alteration application (HL 10-18). The decision being appealed is a denial of a proposal to replace and install new railings around the front and side porches of a residential structure that is listed on the Historic Resources Inventory as a historic landmark. Specifically, the proposal was denied based on the proposed building materials not being compatible with the existing building materials of the historic landmark. |
|                           | Applicant: Terry Hall, on behalf of property owner Jeff Sauter   |

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**B. Comprehensive Plan Map Amendment, Zone Change, and  
Planned Development Amendment 600 SE Baker Street (CPA 2-18,  
ZC 4-18, & PDA 1-18) (Exhibit 3)**

Request: Approval to amend the Comprehensive Plan Map designation of a property from Residential to Commercial, and to rezone the property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office Residential) to allow for an office use and multiple family residential units to be developed on the property. The proposed zone change would also result in the removal of the property from the Linfield College Master Plan area and Planned Development Overlay District, which requires a Planned Development Amendment to adjust the Linfield College Master Plan boundary.

Location: The subject site is zoned R-4 PD (Multi-Family Residential Planned Development) and is located at 600 SE Baker Street. It is more specifically described as Tax Lots 101 & 200, Section 20DD, T.4 S., R. 4 W., W.M.

Applicant: Kathy Schlotfeldt, on behalf of MV Advancements

**5. Discussion Items**

- **Economic Development Strategic Plan (Exhibit 4)**

**6. Old/New Business**

**7. Commissioner/Committee Member Comments**

**8. Staff Comments**

**9. Adjournment**

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## **WORK SESSION EXHIBIT 1 - STAFF REPORT**

**DATE:** December 20, 2018  
**TO:** City of McMinnville Planning Commission  
**FROM:** Heather Richards, Planning Director  
**SUBJECT:** Buildable Lands Inventory and Housing Needs Analysis

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### **Report in Brief:**

This work session will review the draft Buildable Lands Inventory and Housing Needs Analysis work that is currently underway with ECONorthwest and the Project Advisory Committee.

Attached are initial drafts of the Buildable Lands Inventory and Housing Needs Analysis. These both need to be refined and the data refreshed but are good snapshots of the work.

Tom Schauer, Senior Planner, the Project Manager for the effort will lead the Planning Commission through the review.

DATE: December 18, 2018  
TO: McMinnville BLI, HNA, and Housing Strategy Project Advisory Committee  
FROM: Bob Parker and Margaret Raimann, ECONorthwest  
SUBJECT: DRAFT BLI RESULTS

ECONorthwest completed this current draft of the residential buildable lands inventory (BLI) for the City of McMinnville on December 10, 2018. This memo provides tabular summaries and descriptions of the results and provides a list of maps that we submitted along with this memo. Chapter 2 of the HNA will provide a more detailed summary.

## Land Base

As defined in the BLI Methods and Definitions memo, the land base for the McMinnville residential BLI includes all tax lots in the urban growth boundary (UGB) in the residential plan designation, and land in zones that allow residential use. These zones include: R-1, R-2, R-3, R-4, O-R, C-3. At request of the City, we used a centroid approach to join tax lots to zoning and plan designation. Some tax lots were split between residential designations with the tax lot centroid falling in a flood plain designation. Areas in the floodplain are accounted for as constraints.

Table 1 shows the land base by zone (within city limits) and plan designation (within UGB, outside of city limits). There are 9,852 tax lots in the land base, accounting for 4,747 acres.

**Table 1. Land base by zone and plan designation, McMinnville, 2018**

| Zone/Plan Designation                   | Number of taxlots | Percent     | Total taxlot acreage | Percent     |
|---|-------------------|-------------|----------------------|-------------|
| <b>City Limits, by Zone</b>             |                   |             |                      |             |
| R-1 Single Family Residential           | 1,928             | 20%         | 918                  | 19%         |
| R-2 Single Family Residential           | 4,357             | 44%         | 1,326                | 28%         |
| R-3 Two Family Residential              | 1,225             | 12%         | 386                  | 8%          |
| R-4 Multiple-Family Residential         | 1,321             | 13%         | 663                  | 14%         |
| O-R Office/Residential                  | 72                | 1%          | 25                   | 1%          |
| C-3 General Commercial                  | 758               | 8%          | 613                  | 13%         |
| <b>UGB, by County Zone or Plan Des.</b> |                   |             |                      |             |
| EF-80 (County Zone)                     | 11                | 0%          | 117                  | 2%          |
| LDR9000 (County Zone)                   | 1                 | 0%          | 3                    | 0%          |
| VLDR-1 (County Zone)                    | 2                 | 0%          | 3                    | 0%          |
| Residential Plan Des.                   | 177               | 2%          | 694                  | 15%         |
| <b>Total</b>                            | <b>9,852</b>      | <b>100%</b> | <b>4,747</b>         | <b>100%</b> |

Source: Yamhill County, ECONorthwest analysis

## Development Status

Table 2 shows tax lots in the land base by development status. We used a rule-based classification (defined in the Methods and Definitions memo) to define an initial development status. Then, we used a rapid visual assessment method to confirm this development status using aerial imagery. Tax lots with an exempt property class were divided into sub-classes based on the following definitions:<sup>1</sup>

- Government, Property class = 9-2, 9-4, 9-5, 9-6, 9-7, and 9-9
- Churches, Property class = 9-2
- Cemetery, Property class = 9-3
- Other, Property class = 9-8

**Table 2. Land base by zone and plan designation, McMinnville, 2018**

| Zone/Plan Designation            | Total acres on vacant taxlots | Total acres on partially vacant taxlots | Total committed acres |                  |
|----------------------------------|-------------------------------|---|-----------------------|------------------|
|                                  |                               |   | Developed             | Public or Exempt |
| City Limits, by Zone             |                               |   |                       |                  |
| R-1 Single Family Residential    | 159                           | 42                                      | 604                   | 114              |
| R-2 Single Family Residential    | 182                           | 46                                      | 880                   | 217              |
| R-3 Two Family Residential       | 14                            | 3                                       | 328                   | 41               |
| R-4 Multiple-Family Residential  | 20                            | 18                                      | 382                   | 243              |
| O-R Office/Residential           | 0                             | 0                                       | 10                    | 15               |
| C-3 General Commercial           | 63                            | 1                                       | 435                   | 114              |
| UGB, by County Zone or Plan Des. |                               |   |                       |                  |
| EF-80 (County Zone)              | 94                            | 12                                      | 0                     | 11               |
| LDR9000 (County Zone)            | 3                             | 0                                       | 0                     | 0                |
| VLDR-1 (County Zone)             | 0                             | 3                                       | 0                     | 0                |
| Residential Plan Des.            | 167                           | 432                                     | 51                    | 44               |
| Total                            | 702                           | 559                                     | 2,689                 | 798              |

Source: Yamhill County, ECONorthwest analysis

<sup>1</sup> These definitions are preliminary and can be refined upon further discussion with City staff and the PAC.

Table 3 shows development status with constraints applied and resulting in buildable acres.

**Table 3. Land base by zone and plan designation, McMinnville, 2018**

| Plan Designation                        | Total acres  | Committed acres | Constrained acres | Buildable acres |
|---|--------------|-----------------|-------------------|-----------------|
| <b>City Limits, by Zone</b>             |              |                 |                   |                 |
| R-1 Single Family Residential           | 918          | 667             | 66                | 185             |
| R-2 Single Family Residential           | 1,326        | 1,057           | 73                | 195             |
| R-3 Two Family Residential              | 386          | 353             | 26                | 7               |
| R-4 Multiple-Family Residential         | 663          | 589             | 51                | 23              |
| O-R Office/Residential                  | 25           | 23              | 2                 | 0               |
| C-3 General Commercial                  | 613          | 540             | 11                | 62              |
| <b>UGB, by County Zone or Plan Des.</b> |              |                 |                   |                 |
| EF-80 (County Zone)                     | 117          | 18              | 29                | 70              |
| LDR9000 (County Zone)                   | 3            | 0               | 0                 | 3               |
| VLDR-1 (County Zone)                    | 3            | 1               | 0                 | 2               |
| Residential Plan Des.                   | 694          | 98              | 227               | 369             |
| <b>Total</b>                            | <b>4,747</b> | <b>3,346</b>    | <b>484</b>        | <b>917</b>      |

Source: Yamhill County, ECONorthwest analysis

## Draft BLI Maps

The current draft maps were provided with this memo on December 10, 2018. The numbers in the list correspond to the numbers in the map file name:

1. Residential Development Status
2. Residential Development Status with Constraints
3. Residential Development Status with Constraints – With Commercial Zoning Identified
4. Residential Constraints and Buildable Land
5. Residential Buildable Land
6. Residential Buildable Land – With Commercial Zoning Identified
7. Partially Vacant Lots

As discussed in the BLI methodology memo, some additional constraints are being evaluated and additional mapping will be provided.

# Residential Development Status

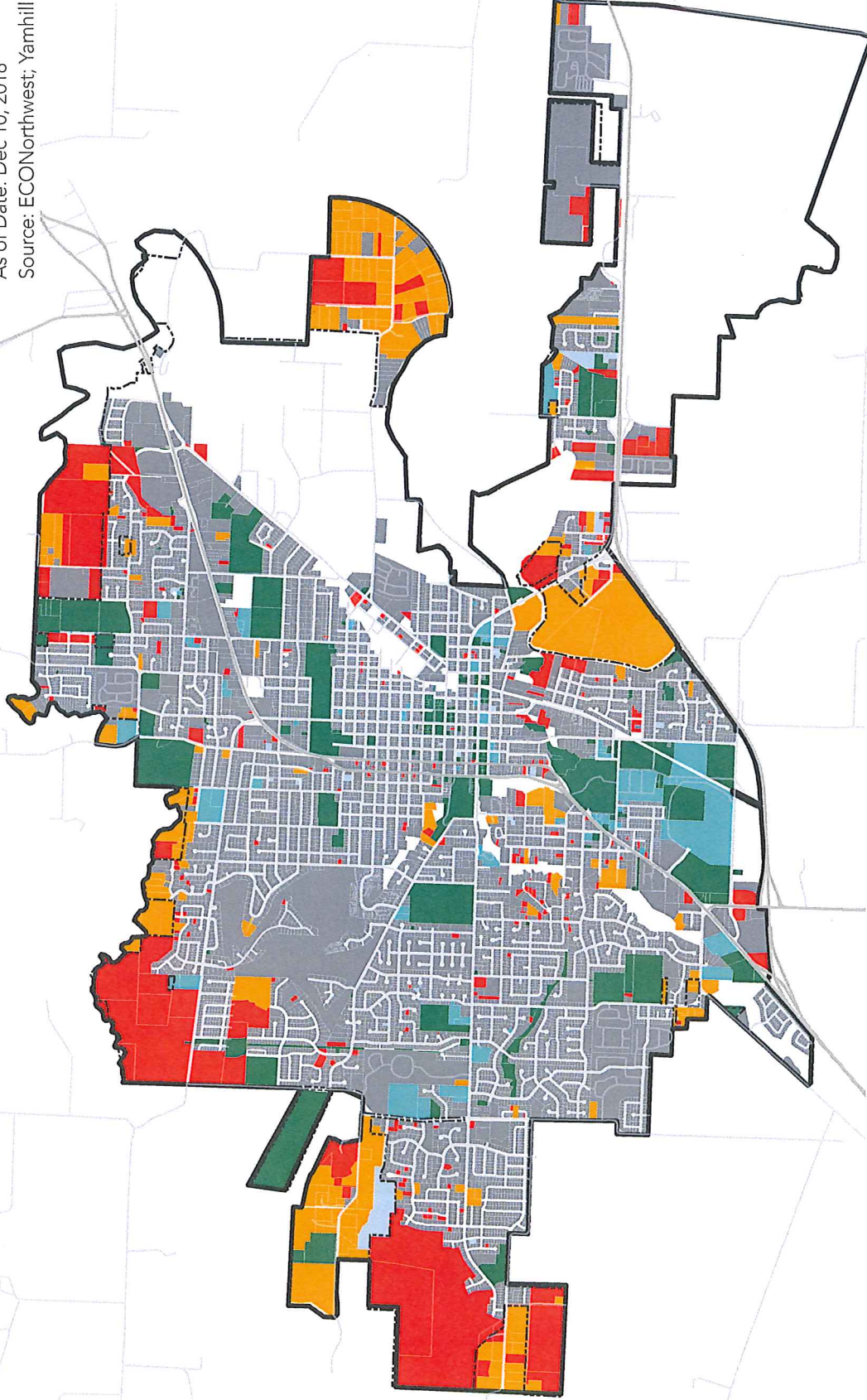
**DRAFT**



1 Miles

As of Date: Dec 10, 2018

Source: ECONorthwest; Yamhill County



- Urban Growth Boundary
- City Limits
- Vacant
- Partially Vacant
- Developed
- Exempt - Government
- Exempt - Church
- Exempt - Cemetery
- Exempt - Other

# Residential Development Status with Constraints

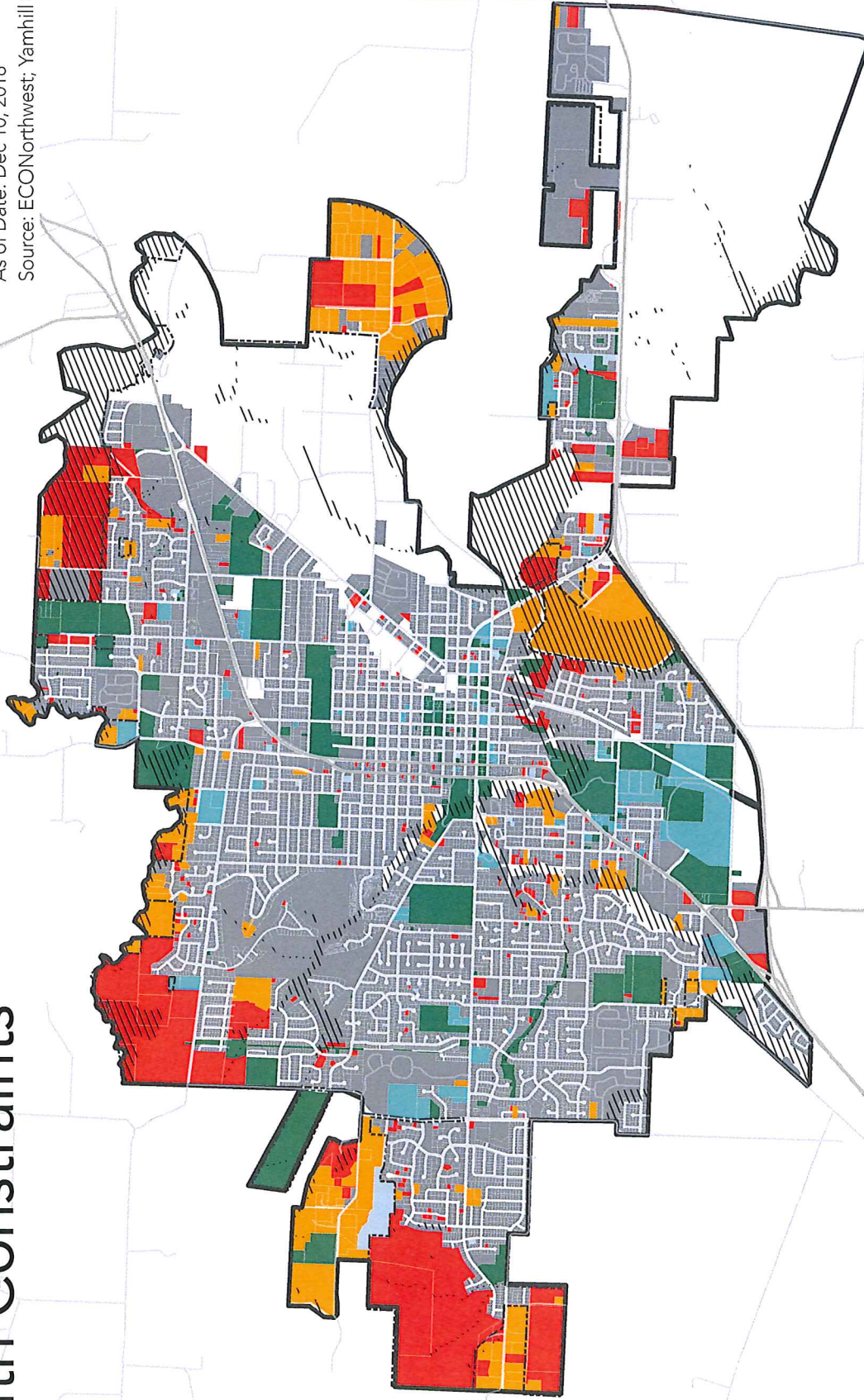
**DRAFT**



1 Miles

As of Date: Dec 10, 2018

Source: ECONorthwest; Yamhill County



- Urban Growth Boundary
- City Limits
- Constraints
- Vacant
- Partially Vacant
- Developed
- Exempt - Government
- Exempt - Church
- Exempt - Cemetery
- Exempt - Other

# Residential Development Status with Constraints

with Commercial Zoning Identified

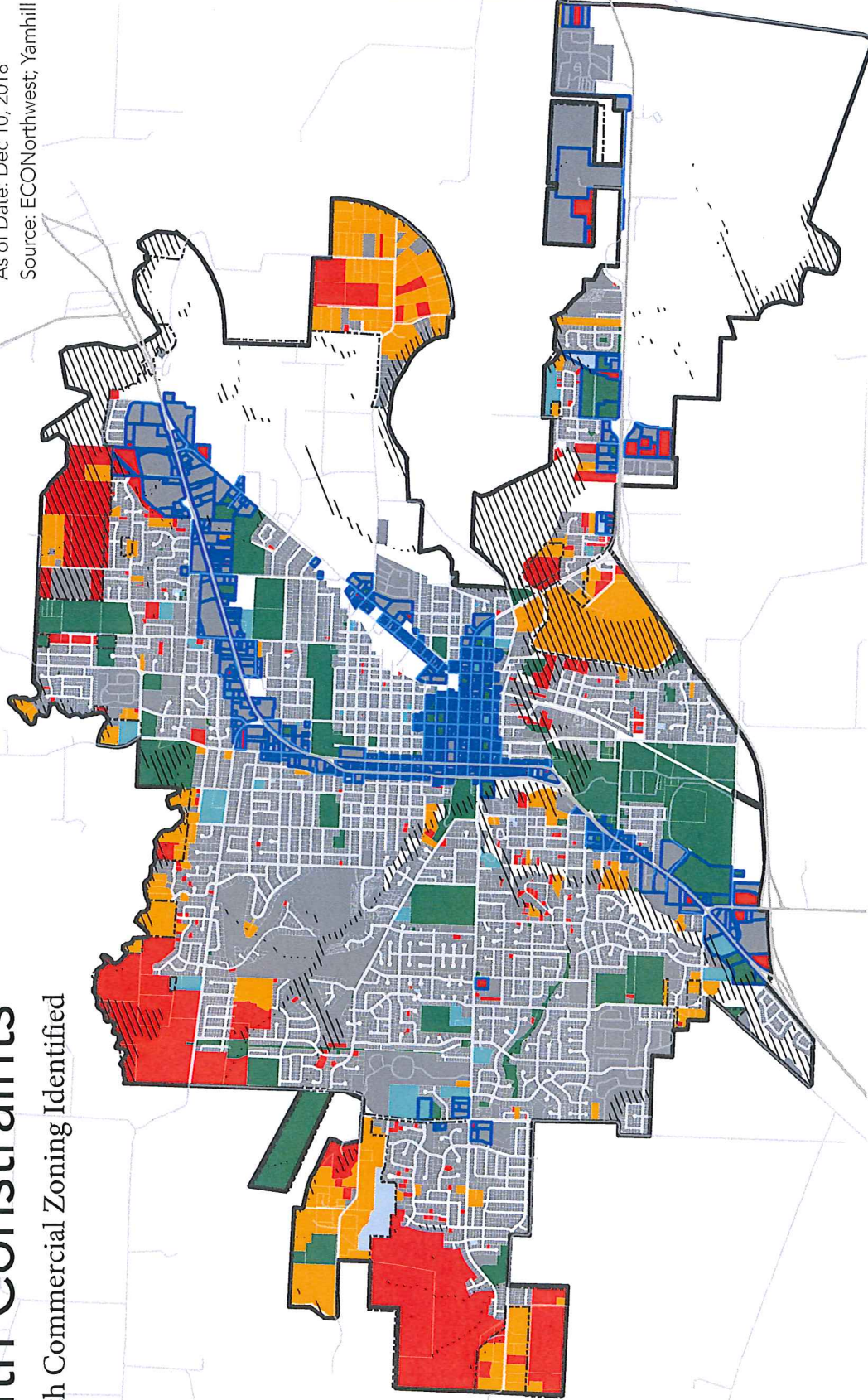
**DRAFT**



1 Miles

As of Date: Dec 10, 2018

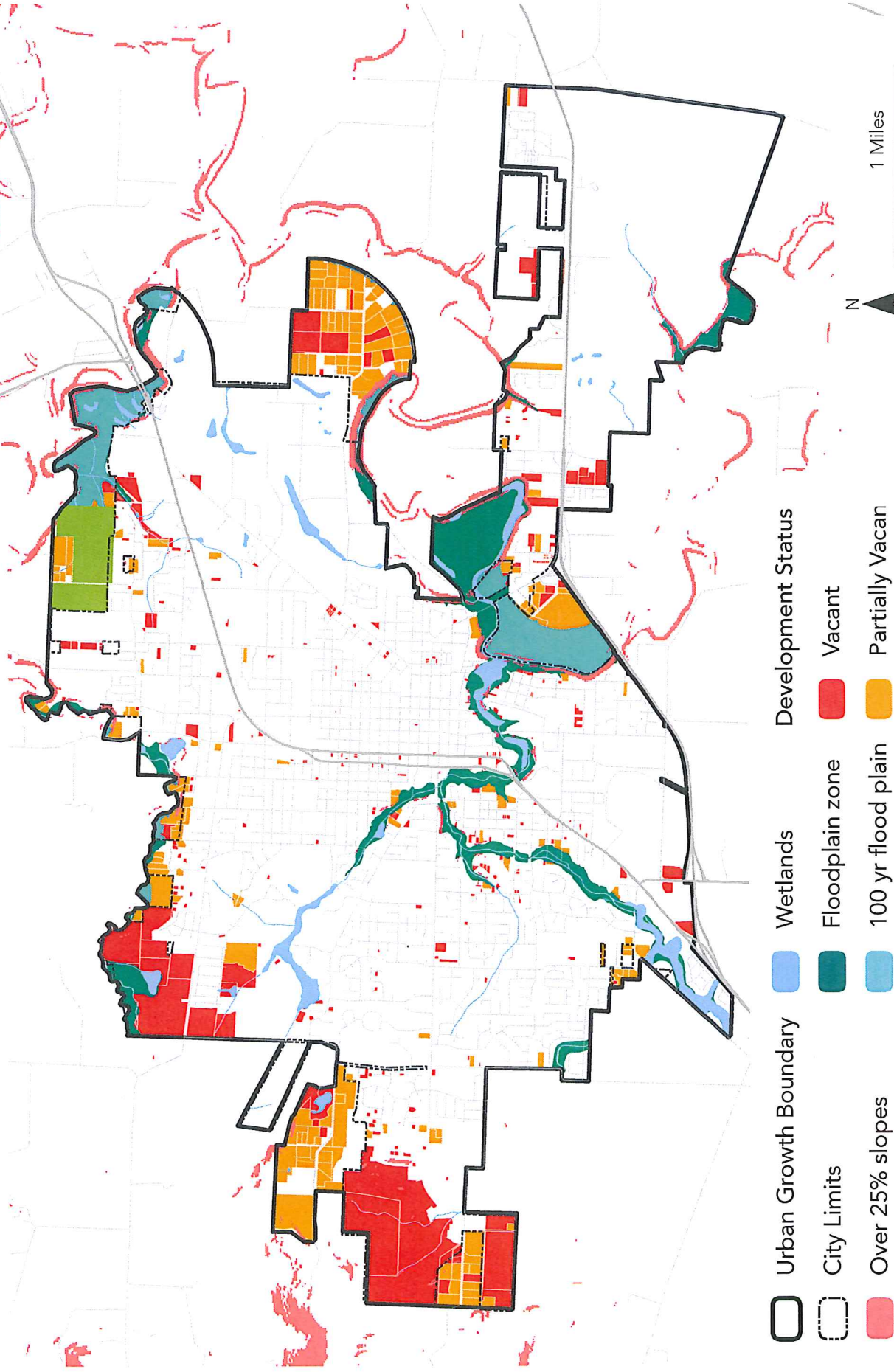
Source: ECONorthwest; Yamhill County



- |  |  |  |                    |  |                     |
|--|--|--|--------------------|--|---------------------|
|  | Urban Growth Boundary                  |  | Development Status |  | Exempt - Government |
|  | City Limits                            |  |                    |  | Exempt - Church     |
|  | Constraints                            |  |                    |  | Exempt - Cemetery   |
|  | Land base tax lots in commercial zones |  |                    |  | Exempt - Other      |
|  |  |  | Vacant             |  |                     |
|  |  |  | Partially Vacant   |  |                     |
|  |  |  | Developed          |  |                     |

# Residential Constraints and Buildable Land

**DRAFT**



Urban Growth Boundary

City Limits

Over 25% slopes

Conservation easements

Wetlands

Floodplain zone

100 yr flood plain

Development Status

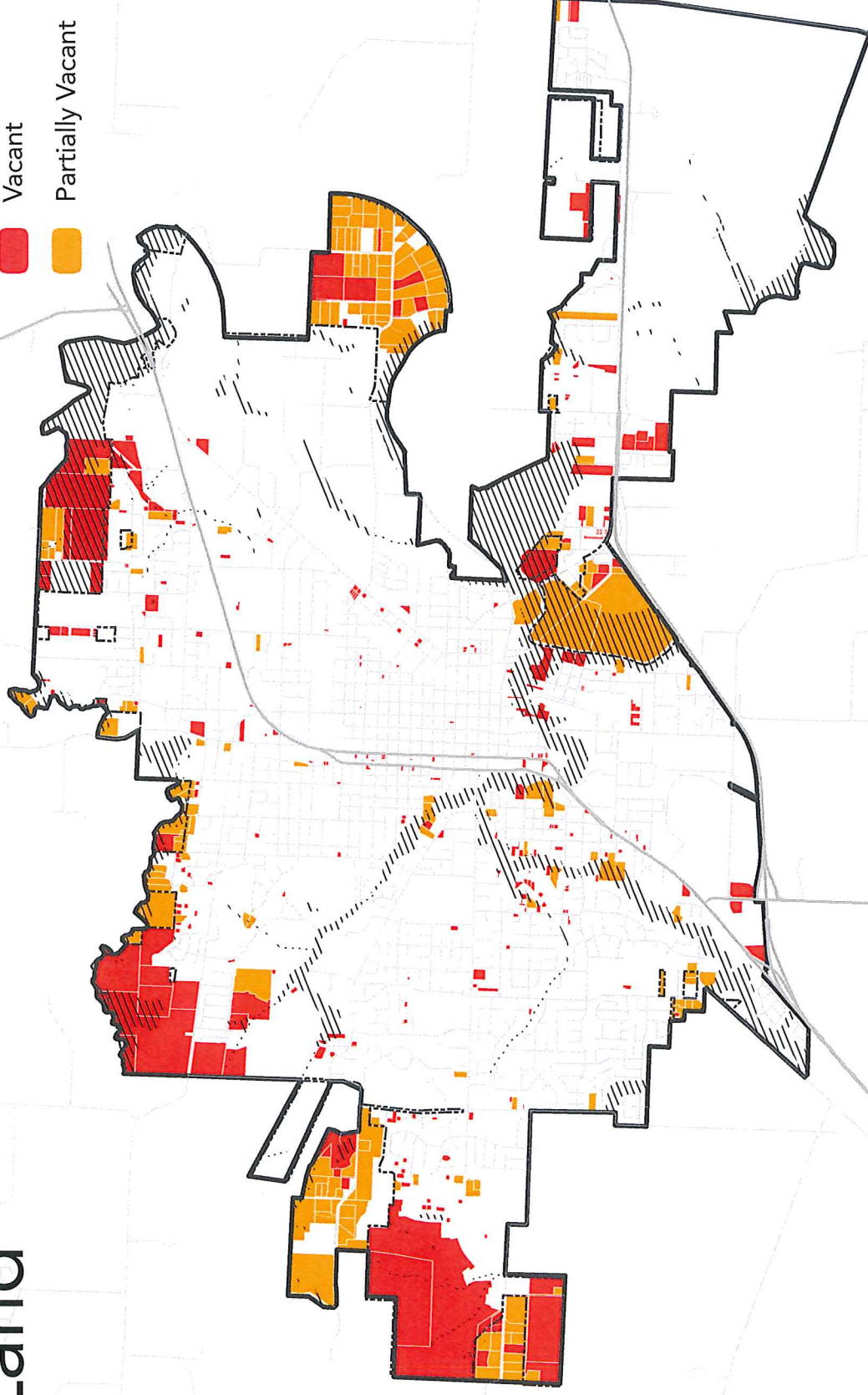
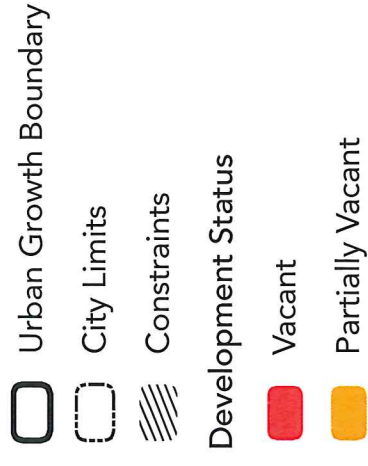
Vacant

Partially Vacant

As of Date: Dec 10, 2018

Source: ECONorthwest, Yamhill County

# Residential Buildable Land

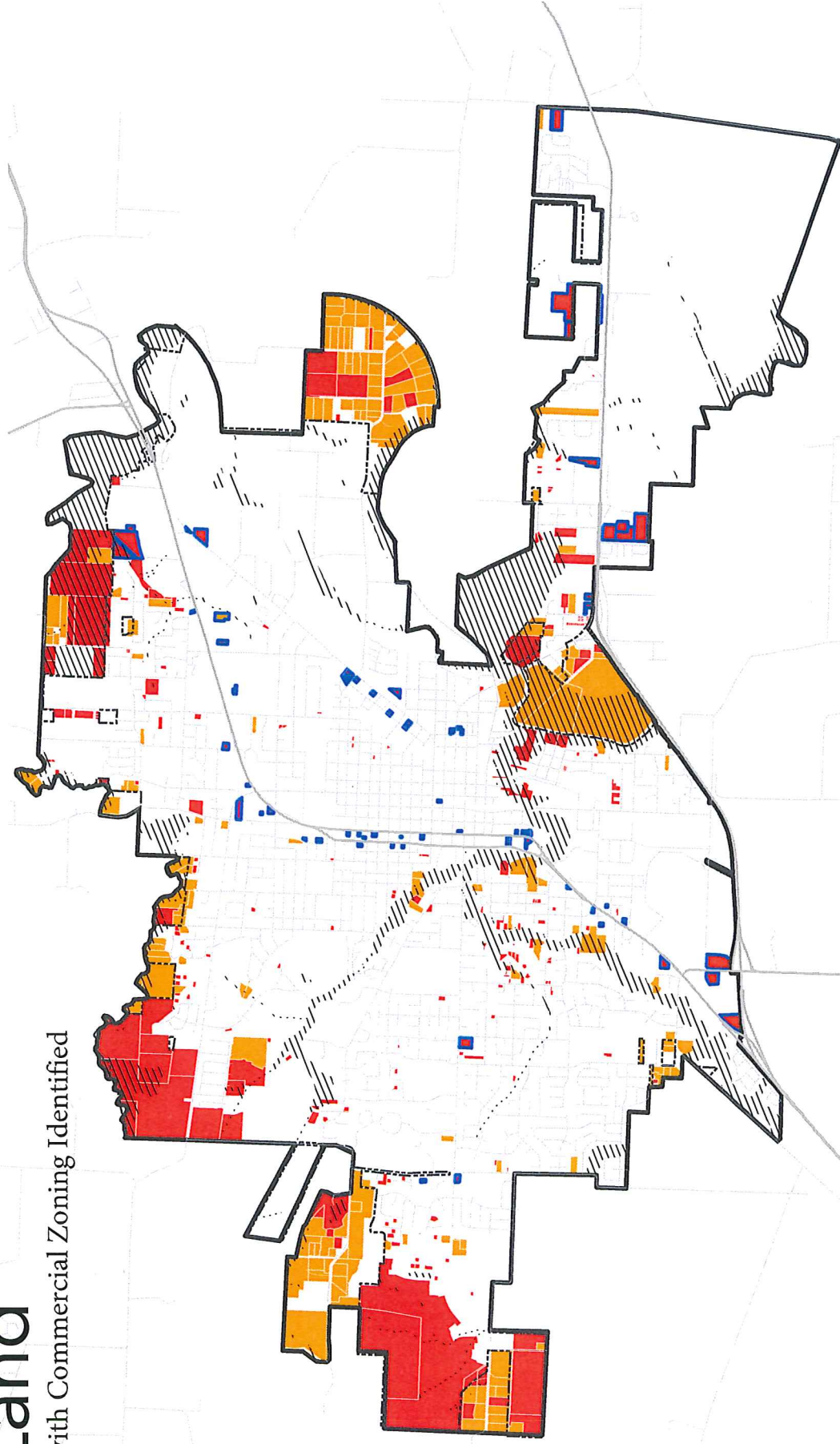


**DRAFT**



# Residential Buildable Land

with Commercial Zoning Identified



**DRAFT**



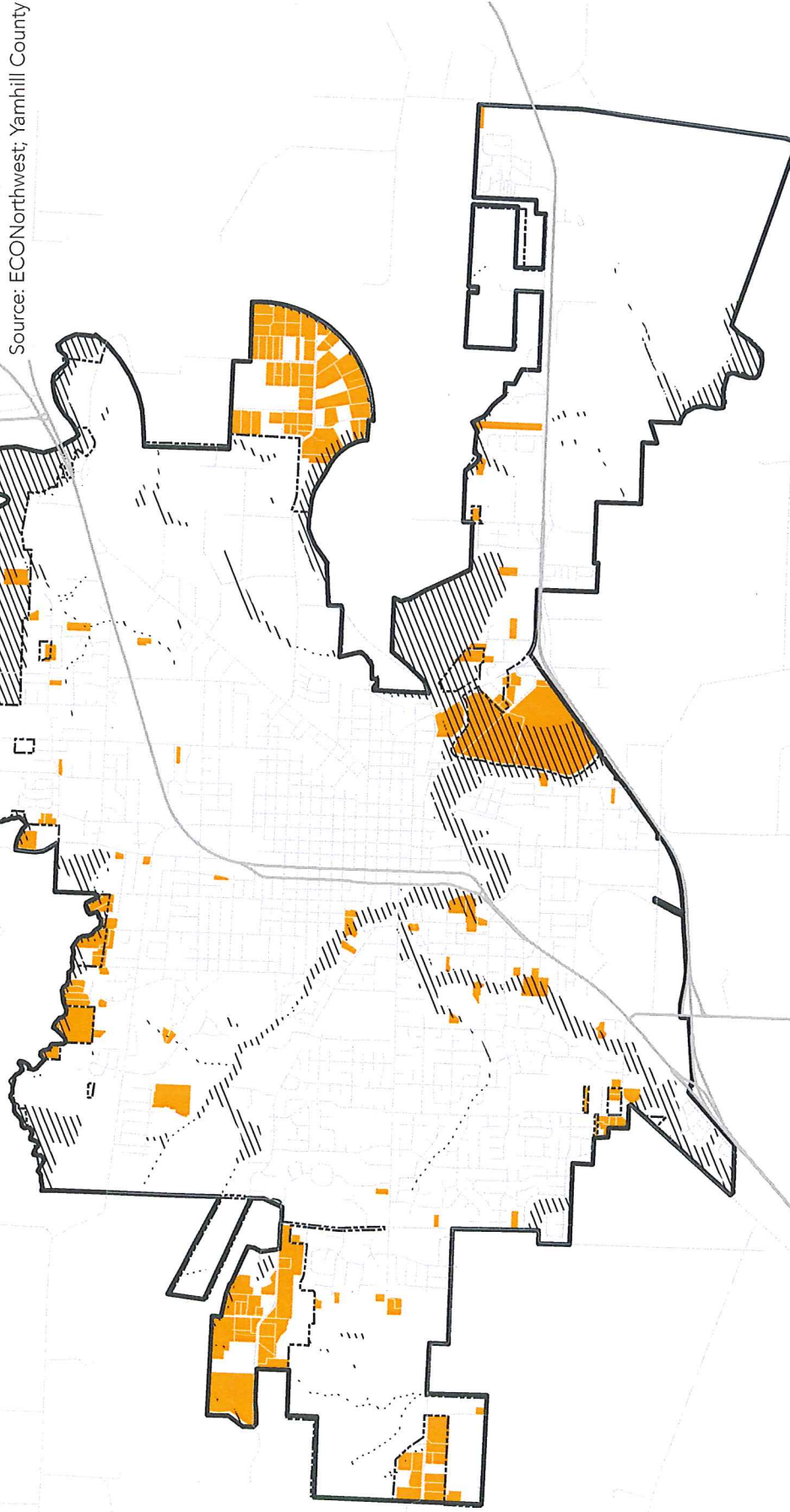
1 Miles

As of Date: Dec 10, 2018

Source: ECONorthwest; Yamhill County

# Partially Vacant Lots

N  
1 Miles  
As of Date: Dec 10, 2018  
Source: ECONorthwest; Yamhill County



**DRAFT**

- Urban Growth Boundary
- City Limits
- Constraints
- Partially Vacant Lots

| Zone/Plan Designation                   | Number of tax lots | Total acres | Committed acres | Constrained acres | Buildable acres |
|---|--------------------|-------------|-----------------|-------------------|-----------------|
| <b>City Limits, by Zone</b>             |                    |             |                 |                   |                 |
| R-1 Single Family Residential           | 32                 | 42          | 8               | 3                 | 31              |
| R-2 Single Family Residential           | 22                 | 46          | 6               | 19                | 22              |
| R-3 Two Family Residential              | 3                  | 3           | 1               | 1                 | 2               |
| R-4 Multiple-Family Residential         | 6                  | 18          | 4               | 7                 | 7               |
| C-3 General Commercial                  | 1                  | 1           | 0               | 0                 | 1               |
| <b>UGB, by County Zone or Plan Des.</b> |                    |             |                 |                   |                 |
| EF-80 (County Zone)                     | 1                  | 12          | 7               | 0                 | 5               |
| VLDR-1 (County Zone)                    | 2                  | 3           | 1               | 0                 | 2               |
| Residential Plan Des.                   | 108                | 432         | 27              | 105               | 300             |
| <b>Total</b>                            | <b>175</b>         | <b>559</b>  | <b>53</b>       | <b>134</b>        | <b>371</b>      |

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# City of McMinnville

## Housing Needs Analysis

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November 2018

Prepared for:  
City of McMinnville

*Draft* REPORT

**ECONorthwest**  
ECONOMICS • FINANCE • PLANNING

KOIN Center  
222 SW Columbia Street  
Suite 1600  
Portland, OR 97201  
503.222.6060

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# 1. Introduction

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This report presents a Housing Needs Analysis (HNA) for the City of McMinnville. It is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing), and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

Consistent with Statewide Planning Goal 10, the HNA documents McMinnville's housing needs for the 20-year period from 2021 through 2041<sup>1</sup>. It is more comprehensive than the state requires, looking at housing needs for a 5, 10, 20, and 50-year period. The shorter-term analyses are intended to identify immediate land need deficiencies, and the 50-year analysis can provide a basis for the establishment of Urban Reserve Areas (URAs).

## Background

The City of McMinnville initially adopted a UGB in January 1981, intended to meet needs for a 20-year period from 1980-2000. The City of McMinnville last initiated a Housing Needs Analysis in 2000 for a planning period of 2000-2020 as part of a comprehensive review of its 20-year needs.

In 2007-2008, the City submitted a UGB amendment to DLCD for inclusion of 1,188 gross acres resulting in a total inclusion request of 890 buildable acres (of which 537 buildable acres were designated to meet identified housing needs) in addition to adoption of a number of land use efficiency measures.

This UGB amendment was subsequently appealed on a number of issues inclusive of a lack of including additional exception areas in the expansion proposal, lack of utilization of more floodplain land for public park use, a claim that while cost of service estimates for some exception areas was demonstrably higher than others their non-inclusion was unwarranted, the City's decision to not designate residential land near the sewage treatment plant, steel mill and other industrial uses was unwarranted, distance from supportive public services relative to pedestrian accessibility was not sufficient to meet ORS 197.298(1) as is the evaluation of cost-effectiveness of public facilities, increased cost of residential development higher up into the west hills is not sufficient to non-inclusion of higher elevation steeply sloped land.

Final action on the appeal was a Court of Appeals remand in July 2011 approving inclusion of only 216.8 buildable acres of exception only land in the UGB, meeting a portion of the identified housing need, with the other 320.2 acres of identified buildable residential need remaining unmet. The city has approved some plan amendments and rezones since then that time from

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<sup>1</sup> ORS 197.296(2) requires cities to "demonstrate that its comprehensive plan or regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years. The 20-year period shall commence on the date initially scheduled for completion of the periodic or legislative review." McMinnville anticipates adopting the Housing Needs Analysis no earlier than 2020. As a result, this report presents housing needs for the 2020 to 2040 period.

lower to higher density residential designations. Other than some smaller non-residential to residential plan amendments and zone changes, no additional land has been added to the residential plan designation since land was added in 2007-2008.

Moreover, annexation of residentially designated land within the unincorporated UGB has been subject to voter approval since an initiative passed in May 1996 until the practice was overturned statewide. Annexations of land in McMinnville during that twenty-year timeframe total 468.4 acres with at least 189.9 of those acres designated for uses other than housing.

The city has changed considerably since then. Since 2000, McMinnville added nearly 15,800 residents, accounting for 40% of Yamhill County's growth over that period. Over the same period, McMinnville added about 2,950 new dwelling units. McMinnville's population has grown a little older on average and has become slightly more ethnically diverse since 2000, consistent with statewide trends.

This report provides McMinnville with a factual basis to update the Housing Element of the City's Comprehensive Plan, zoning code, and to support future planning efforts related to housing and options for addressing unmet housing needs in McMinnville. It provides information that will inform future planning efforts, including a review of the McMinnville UGB and establishment of URAs. It provides the City with information about the housing market in McMinnville and describes the factors that will affect future housing demand and need in McMinnville, such as changing demographics and housing preferences. This analysis will help decision makers understand whether McMinnville has enough land to accommodate growth over the next 5, 10, 20, and 50 years.

## Framework for a Housing Needs Analysis

Economists view housing as a bundle of services for which people are willing to pay: shelter certainly, but also proximity to other attractions (job, shopping, recreation), amenities (type and quality of fixtures and appliances, landscaping, views), prestige, and access to public services (quality of schools). Because it is impossible to maximize all these services and simultaneously minimize costs, households must, and do, make tradeoffs. What they can get for their money is influenced both by economic forces and government policy. Moreover, different households will value what they can get differently. They will have different preferences, which in turn are a function of many factors like income, age of household head, number of people and children in the household, number of workers and job locations, number of automobiles, and so on.

Thus, housing choices of individual households are influenced in complex ways by dozens of factors and the housing market in Yamhill County, and McMinnville are the result of the individual decisions of hundreds of thousands of households. These points help to underscore the complexity of projecting what types of housing will be built in McMinnville between 2020 and 2040.

The complex nature of the housing market was demonstrated by the unprecedented boom and bust during the past decade. This complexity does not eliminate the need for some type of forecast of future housing demand and need, with the resulting implications for land demand and consumption. Such forecasts are inherently uncertain. Their usefulness for public policy

often derives more from the explanation of their underlying assumptions about the dynamics of markets and policies than from the specific estimates of future demand and need. Thus, we start our housing analysis with a framework for thinking about housing and residential markets, and how public policy affects those markets.

## Statewide planning Goal 10

The passage of the Oregon Land Use Planning Act of 1974 (ORS Chapter 197) established the Land Conservation and Development Commission (LCDC) and the Department of Land Conservation and Development (DLCD). The Act required the Commission to develop and adopt a set of statewide planning goals. Goal 10 addresses housing in Oregon and provides guidelines for local governments to follow in developing their local comprehensive land use plans and implementing policies.

At a minimum, local housing policies must meet the requirements of Goal 10 and the statutes and administrative rules that implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008).<sup>2</sup> McMinnville is also subject to the requirements of ORS 197.296. Goal 10 requires incorporated cities to complete an inventory of buildable residential lands and to encourage the availability of adequate numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households.

Goal 10 defines needed housing types as “housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels.” ORS 197.303 defines needed housing types:

- (a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
- (b) Government assisted housing;<sup>3</sup>
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490; and
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.

DLCD provides guidance on conducting a housing needs analysis in the document *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, referred to as the Workbook. In addition, cities with a population of 25,000 or more (including McMinnville) are required to comply with ORS 197.296 and must conduct an analysis of housing need by housing type and density range to determine the number of needed dwelling units and amount of land needed for each needed housing type in the next 20-years (ORS 197.296(3)(b)).

McMinnville must identify needs for all of the housing types listed above as well as adopt policies that increase the likelihood that needed housing types will be developed. This housing

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<sup>2</sup> ORS 197.296 only applies to cities with populations over 25,000.

<sup>3</sup> Government assisted housing can be any housing type listed in ORS 197.303 (a), (c), or (d).

needs analysis was developed to meet the requirements of Goal 10 and its implementing administrative rules and statutes. This report references relevant state guidance in relation to various elements of the HNA.

## Organization of this Report

The rest of this document is organized as follows:

- **Chapter 2. Residential Buildable Lands Inventory** presents the methodology and results of McMinnville's inventory of residential land.
- **Chapter 3. Historical and Recent Development Trends** summarizes the state, regional, and local housing market trends affecting McMinnville's housing market.
- **Chapter 4. Demographic and Other Factors Affecting Residential Development in McMinnville** presents factors that affect housing need in McMinnville, focusing on the key determinants of housing need: age, income, and household composition. This chapter also describes housing affordability in McMinnville relative to the larger region.
- **Chapter 5. Housing Need in McMinnville** presents the forecast for housing growth in McMinnville, describing housing need by density ranges and income levels.
- **Chapter 6. Residential Land Sufficiency within McMinnville** estimates McMinnville's residential land sufficiency needed to accommodate expected growth over the planning period.
- **Appendix A. Residential Buildable Lands Inventory** provides details on the process and methods for conducting the analysis as well as findings.

We'll include more appendices as needed.

## 2. Residential Buildable Lands Inventory

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This chapter summarizes the residential buildable lands inventory (BLI) for the McMinnville UGB. The buildable lands inventory analysis (BLI) complies with statewide planning Goal 10, ORS 197.296(4), and OAR 660-008. A detailed discussion of methods and additional results is presented in Appendix A.

First, the analysis established the residential land base (parcels or portion of parcels with appropriate zoning), classified parcels by buildable status, identified/deducted environmental constraints, and lastly summarized total buildable area by Plan Designation.

City: We'll submit the draft under a separate cover.

### Definitions

### Development constraints

### Buildable Lands Inventory Results

#### Land Base

#### Vacant Buildable Land

#### Redevelopment Potential

### 3. Historical and Recent Development Trends

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Analysis of historical development trends in McMinnville provides insight into the functioning of the local housing market. Moreover, it is required by ORS 197.296(5)(a). The mix of housing types and densities, in particular, are key variables in forecasting future land need. The specific steps are described in Task 2 of the *DLCD Planning for Residential Lands Workbook* as:

1. Determine the time period for which the data will be analyzed
2. Identify types of housing to address (all needed housing types)
3. Evaluate permit/subdivision data to calculate the actual mix, average actual gross density, and average actual net density of all housing types

ORS 197.296 requires the analysis of housing mix and density to include the past five years or since the most recent periodic review, whichever time period is greater.<sup>4</sup> The City's last periodic review ended in 1999. As a result, this HNA examines changes in McMinnville's housing market from January 2000 to December 2017 for information about housing mix and density. For other information about McMinnville's housing market, we present information for 2000 through 2016 from the U.S. Census, as that is the most recently available data. We selected this time period both because it complies with ORS 197.296 and because it provides information about McMinnville's housing market before and after the national housing market bubble's growth and deflation. In addition, data about McMinnville's housing market during this period is readily available from sources such as the Census and the City building permit database.

This chapter presents information about residential development by housing type. There are multiple ways that housing types can be grouped. For example, they can be grouped by:

1. Structure type (e.g., single-family detached, apartments, etc.)
2. Tenure (e.g., distinguishing unit type by owner or renter units)
3. Housing affordability (e.g., units affordable at given income levels)
4. Some combination of these categories

For the purposes of this study, we grouped housing types based on: (1) whether the structure is stand-alone or attached to another structure and (2) the number of dwelling units in each structure. The housing types used in this analysis are:

- **Single-family detached** includes single-family detached units, manufactured homes on lots and in mobile home parks, and accessory dwelling units.

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<sup>4</sup> Specifically, ORS 197.296(5) (b) states: "A local government shall make the determination described in paragraph (a) of this subsection using a shorter time period than the time period described in paragraph (a) of this subsection if the local government finds that the shorter time period will provide more accurate and reliable data related to housing capacity and need. The shorter time period may not be less than three years."

- **Single-family attached** is all structures with a common wall where each dwelling unit occupies a separate lot, such as row houses or townhouses.
- **Multifamily** is all attached structures (e.g., duplexes, tri-plexes, quad-plexes, and structures with five or more units) other than single-family detached units, manufactured units, or single-family attached units.

## Data Used in this Analysis

Throughout this analysis, we use data from multiple sources, choosing data from well-recognized and reliable data sources. One of the key sources for data about housing and household data is the U.S. Census. This report primarily uses data from two Census sources:

- The **Decennial Census**, which is completed every ten years and is a survey of all households in the U.S. The Decennial Census is considered the best available data for information such as demographics (e.g., number of people, age distribution, or ethnic or racial composition), household characteristics (e.g., household size and composition), and housing occupancy characteristics. As of the 2010 Decennial Census, it does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information. Decennial Census data is available for 2000 and 2010.
- The **American Community Survey (ACS)**, which is completed every year and is a sample of households in the U.S. From 2012 through 2016, the ACS sampled an average of 3.5 million households per year, or about 2.6% of the households in the nation. The ACS collects detailed information about households, such as: demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics.

In general, this report uses data from the 2012-2016 ACS for McMinnville. Where information is available, we report information from the 2000 and 2010 Decennial Census.

The foundation of the housing needs analysis is the population forecast for McMinnville from the Oregon Population Forecast Program by the Portland State University Population Research Center.

## Trends in Housing Mix

This section provides an overview of changes in the mix of housing types in McMinnville and compares McMinnville to selected cities, Yamhill County, and Oregon. These trends demonstrate the types of housing developed in McMinnville historically. Unless otherwise noted, this chapter uses data from the 2000 and 2010 Decennial Census and the 2012-2016 American Community Survey 5-Year Estimates.

This section shows the following trends in housing mix in McMinnville:

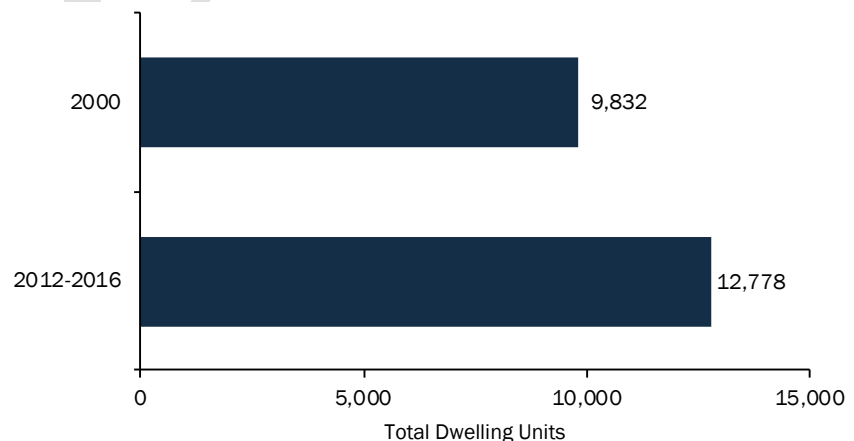
- **Since 2000, McMinnville's total housing stock was predominantly single-family detached housing units.** As of the 2012-2016 period, 66% of McMinnville's housing stock was single-family detached, 26% was multifamily, and 8% was single-family attached (e.g., townhouses). McMinnville has a proportionally smaller share of single-family housing compared to Yamhill County (78%) and the state (72%).
- **McMinnville's total housing stock grew by about 30% between 2000 and the 2012-2016 period.** McMinnville added 2,946 new dwelling units to their housing stock (see Exhibit 1).
- **Based on building permits issued in McMinnville, single-family detached housing accounted for the majority of new housing growth between 2000 and 2017.** Fifty-seven percent of new housing permitted between 2000 and 2017 was single-family detached housing.

### Housing Mix

The total number of dwelling units in McMinnville increased by 2,946 units from 2000 to 2016 (30% change).

**Exhibit 1. Total Dwelling Units, McMinnville, 2000 and 2012-16**

Source: Census Bureau, 2000 Decennial Census, SF3 Table and 2012-2016 ACS Table B25024.

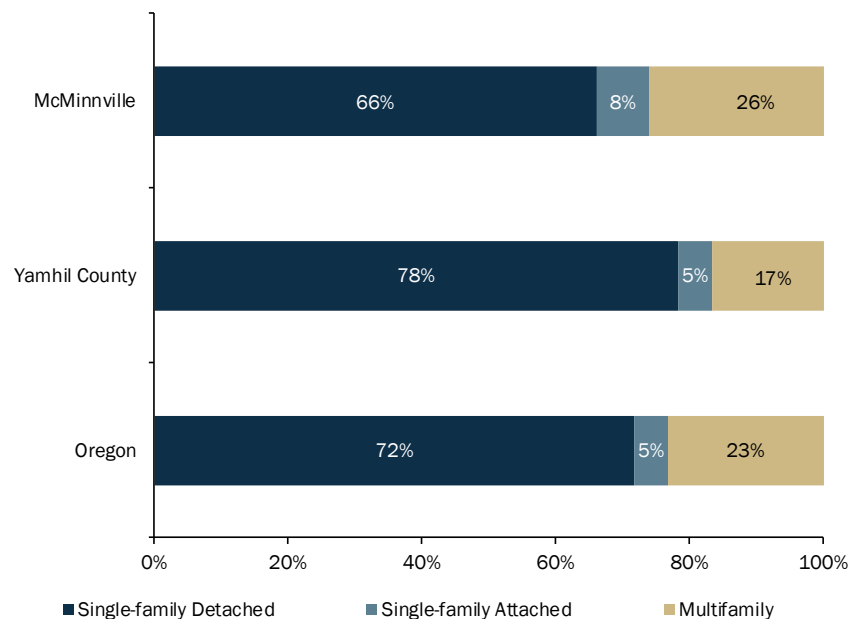


**About 66% of McMinnville's total housing stock is single-family detached.**

McMinnville has a larger share of multifamily housing than Yamhill County and the State.

**Exhibit 2. Housing Mix, 2012-2016**

Source: Census Bureau, 2012-2016 ACS Table B25024.

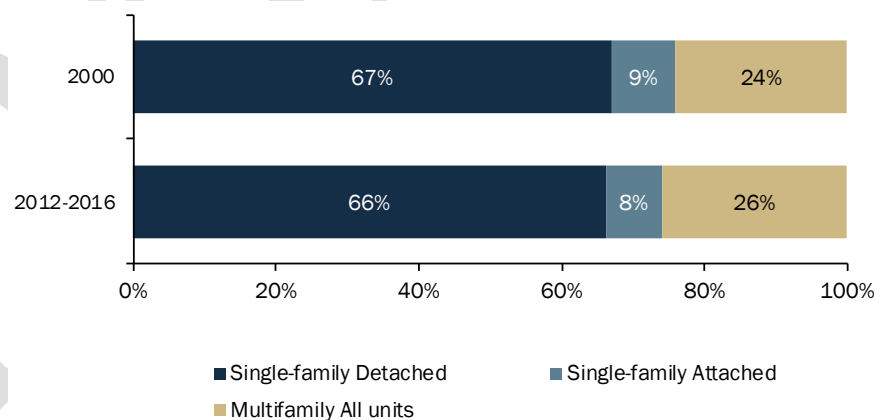


**The mix of housing in McMinnville stayed relatively static from 2000 to 2016.**

McMinnville had 12,778 dwelling units in the 2012-2016 period. About 8,445 were single-family detached, 1,009 were single-family attached, and 3,324 were multifamily.

**Exhibit 3. Change in Housing Mix, McMinnville, 2000 and 2012-16**

Source: Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2012-2016 ACS Table B25024.



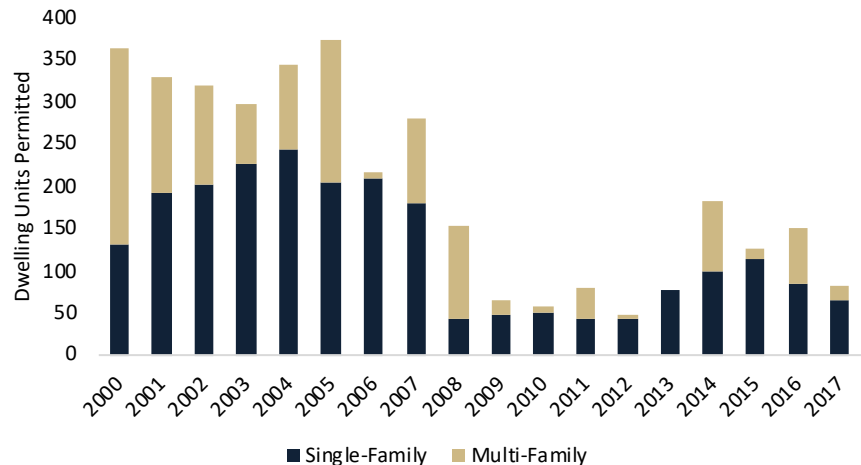
## Building Permits

**Over the 2000 to 2017 period, McMinnville issued permits for 3,561 dwelling units, with an average of 198 permits issued annually.**

Since 2000, McMinnville issued 57% of permits for single family dwelling units, 36% for multi-family dwelling units, and 7% for manufactured homes.

### Exhibit 4. Building Permits by Type of Unit, McMinnville, 2000 through 2017

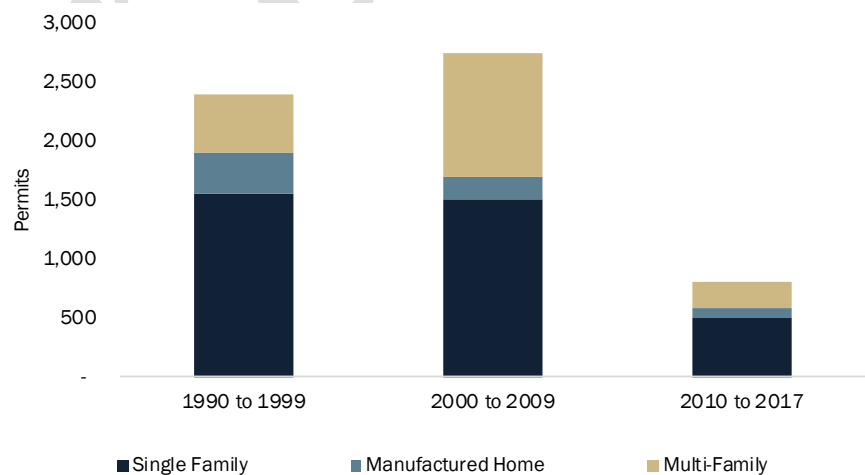
Source: City of McMinnville. Note 1: Single-Family includes detached and attached single family units as well as manufactured homes. Note 2: This chart shows a ~500 unit discrepancy from ACS data presented in Exhibit 1. The City may have permitted units that were not developed.



**In the current decade (2010-17), McMinnville permitted substantially fewer units than previous decades.**

### Exhibit 5. Building Permits by Type of Unit, McMinnville, 1990-1999, 2000-2009, and 2010-2017

Source: City of McMinnville. Note: DU is dwelling unit.



## Trends in Tenure

Housing tenure describes whether a dwelling is owner- or renter-occupied. This section shows:

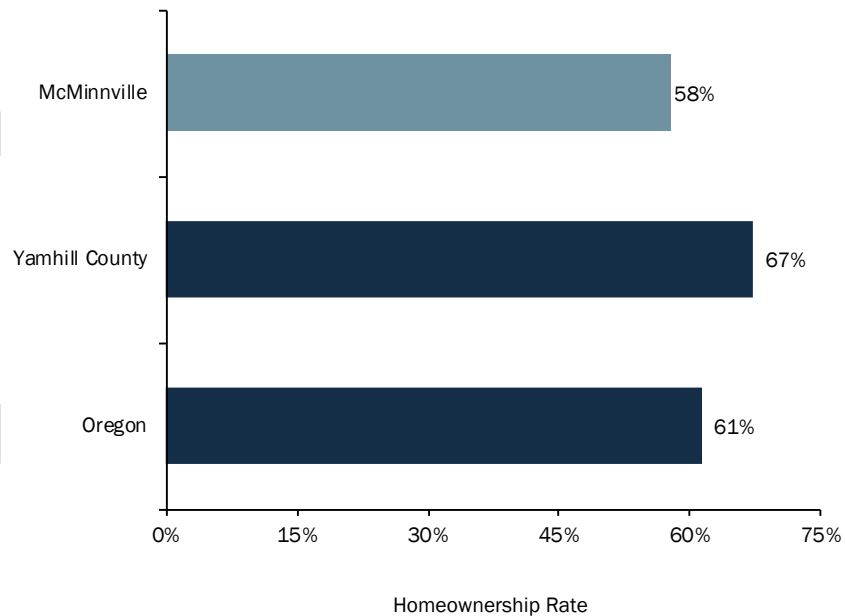
- **About 58% of McMinnville's households own their own home.** In comparison, 67% of Yamhill County households and 61% of Oregon households are homeowners.
- **Homeownership in McMinnville stayed relatively stable between 2000 and 2012-2016.** In 2000, 60% of McMinnville households were homeowners. In 2010 and 2012-2016, 58% of households were homeowners.
- **Nearly all McMinnville homeowners (95%) live in single-family detached housing, while many renters (58%) live in multifamily housing.**

The implications for the forecast of new housing are: (1) opportunities for rental housing in McMinnville are limited, given that over half of renters live in multi-family housing and limited multi-family housing has been built in McMinnville since 2000, and (2) there may be opportunities to encourage development of a wider variety of affordable attached housing types for homeownership, such as townhomes.

**McMinnville's homeownership rate is lower than that of the county.**

**Exhibit 6. Homeownership for Occupied Units, McMinnville, Yamhill County, and Oregon 2012-16**

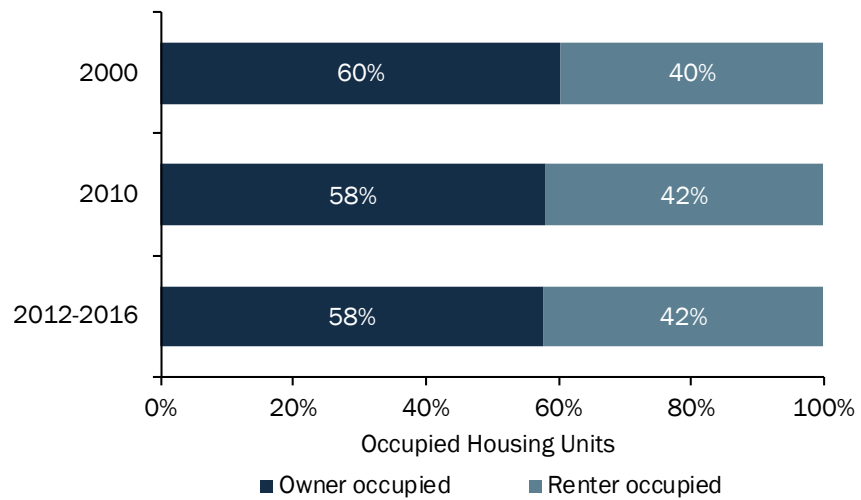
Source: Census Bureau, 2012-2016 ACS Table B24003.



**McMinnville's homeownership rate has remained steady since 2000 at about 60%.**

#### Exhibit 7. Tenure, Occupied Units, McMinnville 2012-2016

Source: Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2012-16 ACS Table B24003.

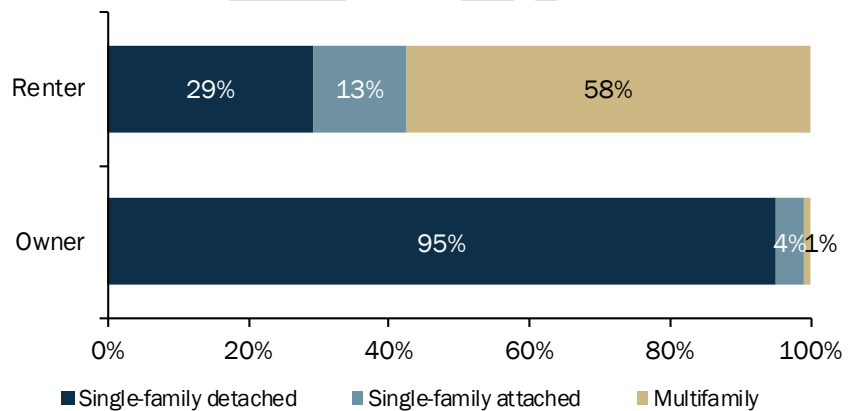


**Nearly all homeowners and about a third of all renters live in single-family detached housing.**

Over half of McMinnville's households that rent live in multifamily housing.

#### Exhibit 8. Housing Units by Type and Tenure, McMinnville, 2012-2016

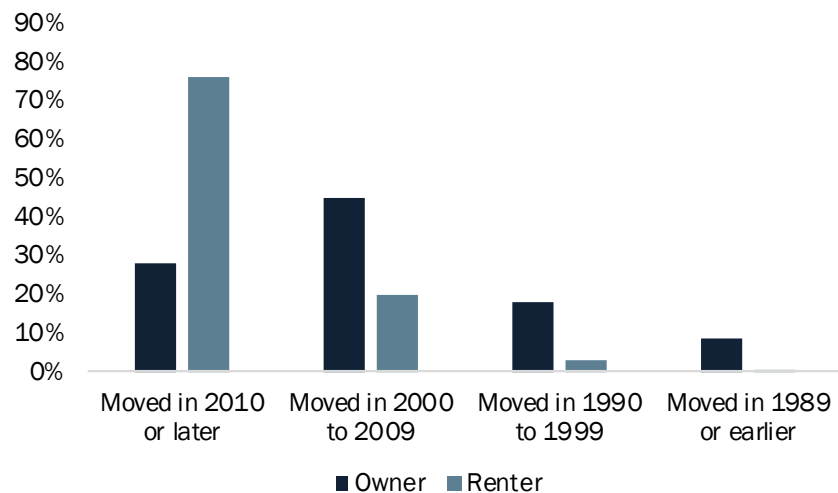
Source: Census Bureau, 2012-2016 ACS Table B25032.



**Twenty-eight percent of homeowners moved in 2010 or after – compared to 77% of renters that moved in 2010 or after.**

**Exhibit 9. Tenure by Year Householder Moved, McMinnville, 2012-2016**

Source: Census Bureau, 2012-2016 ACS Table B25026.



## Vacancy Rates

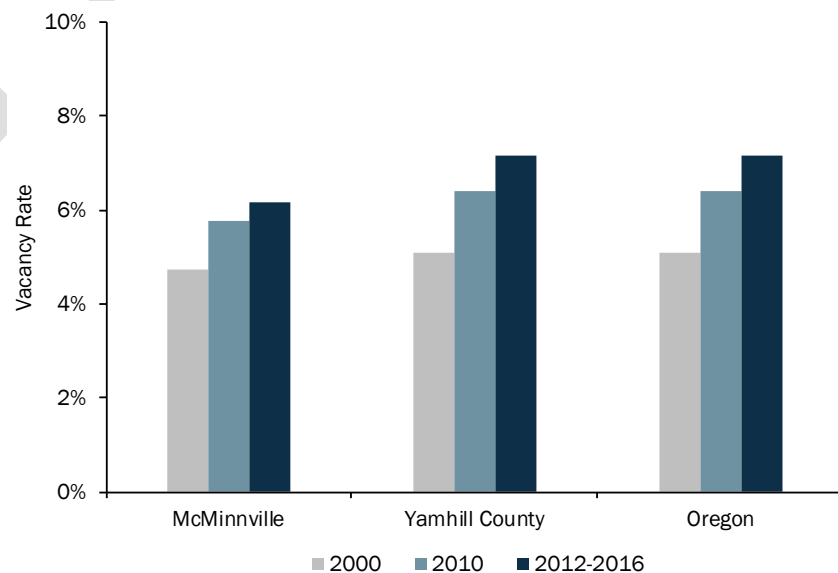
The Census defines vacancy as: "Unoccupied housing units are considered vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. The Census determines vacancy status and other characteristics of vacant units by enumerators obtaining information from property owners and managers, neighbors, rental agents, and others.

**Vacancy rate in McMinnville was 6.2% in 2016, up from 4.7% in 2000.**

As of 2016, McMinnville's vacancy rate was below that of Yamhill County and Oregon (7.2%).

**Exhibit 10. Percent of Housing Units that are Vacant, 2000, 2010, 2012-2016**

Source: Census Bureau, 2000 Decennial Census SF1 Table QT-H1, 2010 Decennial Census SF1 Table QT-H1, 2012-16 ACS Table B25002.



# Short-Term Rentals and Seasonal Housing

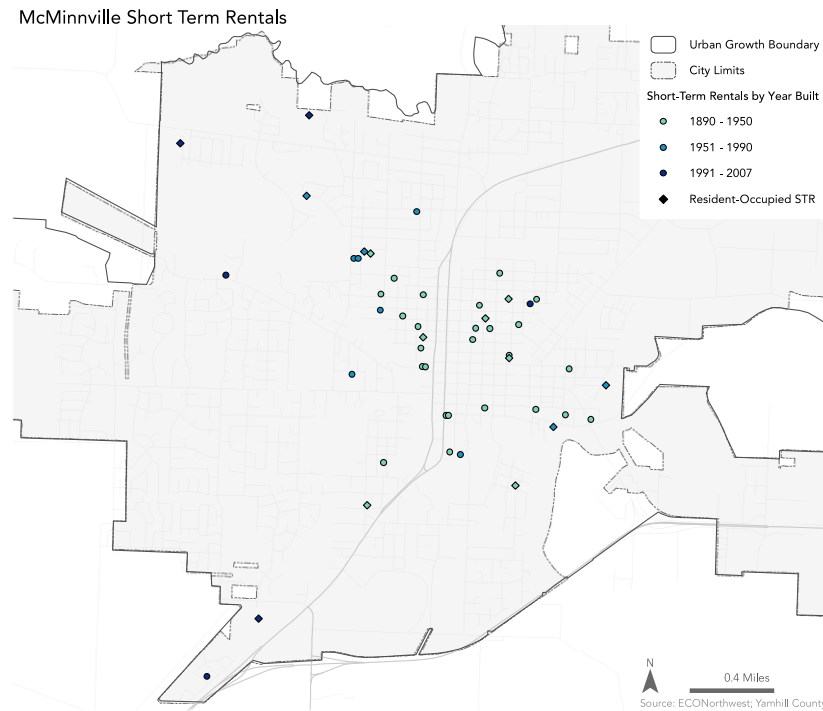
A short-term rental is an entire dwelling unit rented for a period of no more than 30 (thirty) consecutive days. Short-term rentals include vacation home rentals.

**McMinnville has about 53 short-term rentals, of which 15 rentals are occupied by a resident.**

Of these rentals, 60% are located in units built in 1950 or earlier, 19% in units built between 1951 and 1990, 13% in units built in 1991 or later, and 8% are unknown.

**Exhibit 11. Short-Term Rentals, McMinnville, 2018 Point in Time**

Source: City of McMinnville.

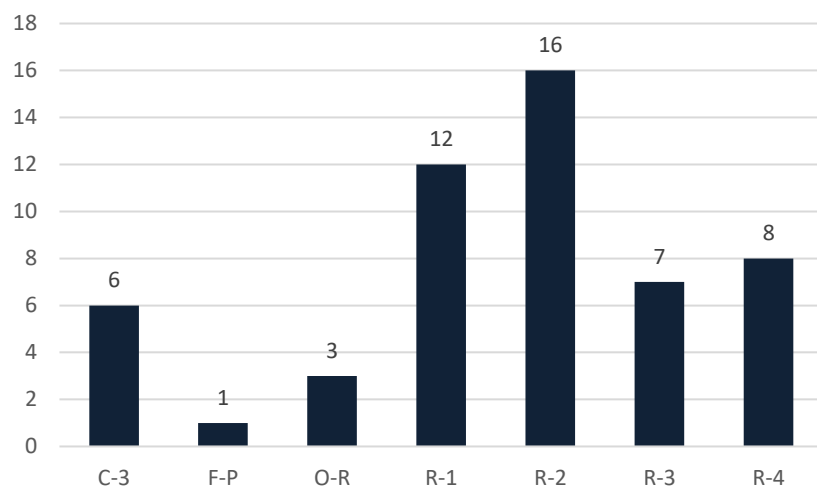


**About 87% of McMinnville's short-term rentals are located in a residential zone (O-R, R-1, R-2, R-3, and R-4).**

Another 11% of short-term rentals are located in a commercial zone (C-3) and the remaining 2% of short-term rentals are located in a flood plain (F-P).

**Exhibit 12. Short-Term Rental by Zone Classification, McMinnville, 2018 Point in Time**

Source: City of McMinnville.



**McMinnville has more seasonal housing units than it did in 2000.**

However, a smaller share of McMinnville’s vacant units is for seasonal, recreational, or occasional use (9% in 2000, 7% in 2010, and 5% in 2016).

**In 2017, property owners used 74 units or 0.6% of McMinnville’s housing stock as an Airbnb.**

This figure is in line with Census data for Seasonal, Recreational, or Occasional Use Vacancies.

**Exhibit 13. Vacancy of Seasonal, Recreational, or Occasional Use Housing, McMinnville 2000 to 2012-2016**

Source: Census Bureau, 2000 Decennial Census SF1 Table H005, 2010 Decennial Census SF1 Table H5, 2012-16 ACS Table B25004.

|                 |                 |                 |                          |
|-----------------|-----------------|-----------------|--------------------------|
| <b>23 Units</b> | <b>52 Units</b> | <b>74 units</b> | <b>222%</b>              |
| 2000            | 2010            | 2012-2016       | Change from 2000 to 2016 |

**Exhibit 14. Airbnb Prevalence, McMinnville, 2017**

Source: DiNatale, Sadie. (2017). Assessing and Responding to Short-Term Rentals in Oregon. Data source: Airdna, Property Data, US Census, ACS 2012-2016, Table B25024.

|   |                                 |  |                                   |   |
|---|---------------------------------|--|-----------------------------------|---|
| <b>0.6%</b>                               | <b>\$133</b>                    | <b>62%</b>   | <b>58%</b>                        | <b>42%</b>                                |
| Airbnbs as percent of total housing stock | Average Daily Rate per Property | Share of Properties Reserved >30 Days in Calendar Year | Share of Properties (Entire Home) | Share of Properties (Private/Shared Room) |

## Government-assisted Housing Projects

Governmental agencies and nonprofit organizations offer a range of housing assistance to low- and moderate-income households in renting or purchasing a home. There are 19 government-assisted housing developments in McMinnville:

**McMinnville has a total of 19 government assisted housing complexes, totaling 665 units.**

The majority of these spaces are for low-income families.

### **Exhibit 15. Inventory of Government-assisted Housing Projects, McMinnville, 2018**

Source: Oregon Department of Housing and Community Services, Affordable Housing Inventory, 2018.

| Development Name                   | Total Units | Population Served               |
|------------------------------------|-------------|---------------------------------|
| Bridges                            | 6           | Low-income residents            |
| Fresa Park B                       | 6           | Agricultural workers            |
| Hendricks Place                    | 8           | Persons with disabilities       |
| Heritage Place                     | 60          | Seniors                         |
| Homeport                           | 12          | Persons with Disabilities       |
| Jandina Park                       | 36          | Persons with Disabilities       |
| Low Rent Public Housing Conversion | 70          | IND                             |
| Orchards Plaza                     | 60          | Family and seniors              |
| Redwood Commons                    | 64          | Family                          |
| Sunflower Park                     | 33          | Family                          |
| Sunnyside Apts                     | 15          | Family                          |
| Third Street                       | 5           | Persons with disabilities       |
| Tice Park                          | 88          | Family                          |
| Villa Del Sol                      | 24          | Family and agricultural workers |
| Villa West                         | 48          | Family                          |
| Village Quarter                    | 50          | Family                          |
| Western Terraces                   | 32          | Seniors                         |
| Willamette Place I                 | 24          | Family                          |
| Willamette Place II                | 24          | Seniors                         |

## Manufactured Homes

Manufactured homes have provided a source of affordable housing in McMinnville. They provide a form of homeownership that can be made available to low- and moderate-income households. Cities are required to plan for manufactured homes—both on lots and in parks (ORS 197.475-492).

Generally, manufactured homes in parks are owned by the occupants who pay rent for the space. Monthly housing costs are typically lower for a homeowner in a manufactured home park for several reasons, including the fact that property taxes levied on the value of the land are paid by the property owner rather than the manufactured home owner. The value of the manufactured home generally does not appreciate in the way a conventional home would, however. Manufactured home homeowners in parks are also subject to the mercy of the property owner in terms of rent rates and increases. It is generally not within the means of a manufactured homeowner to relocate another manufactured home to escape rent increases. Living in a park is desirable to some because it can provide a more secure community with on-site managers and amenities, such as laundry and recreation facilities.

OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial or high-density residential development. This next exhibit presents the inventory of mobile and manufactured home parks within McMinnville as a 2018.

**McMinnville has three manufactured home parks within the UGB with a total of 229 spaces.**

### **Exhibit 16. Inventory of Mobile/Manufactured Home Parks, McMinnville UGB, 2018**

Source: Oregon Manufactured Dwelling Park Directory.

| Name                        | Location           | Type   | Total Spaces | Vacant Spaces | Zone or Plan Designation |
|-----------------------------|--------------------|--------|--------------|---------------|--------------------------|
| Flamingo Mobile Home Park   | 1338 E Quincy      | 55+    | 24           | 0             | R-4                      |
| Squires Estates             | 1557 N Pacific Hwy | Family | 103          | 0             | R-3                      |
| Squires Mobile West Estates | 1011 N 9th St      | Family | 102          | 2             | R-3                      |

## 4. Demographic and Other Factors Affecting Residential Development in McMinnville

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Demographic trends are important for a thorough understanding of the dynamics of the McMinnville housing market. McMinnville exists in a regional economy; trends in the region impact the local housing market. This chapter documents demographic, socioeconomic, and other trends relevant to McMinnville at the national, state, and regional levels.

Demographic trends provide a context for growth in a region; factors such as age, income, migration and other trends show how communities have grown and how they will shape future growth. To provide context, we compare McMinnville to Yamhill County. We also compare McMinnville to nearby cities with comparable populations and community attributes (Monmouth, Independence, Dallas, and Newberg) where appropriate. Characteristics such as age and ethnicity are indicators of how population has grown in the past and provide insight into factors that may affect future growth.

A recommended approach to conducting a housing needs analysis is described in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, the Department of Land Conservation and Development's guidebook on local housing needs studies. As described in the workbook, the specific steps in the housing needs analysis are:

1. Project the number of new housing units needed in the next 20 years.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix.
3. Describe the demographic characteristics of the population and, if possible, the housing trends that relate to demand for different types of housing.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Determine the needed housing mix and density ranges for each plan designation and the average needed net density for all structure types.
6. Estimate the number of additional needed units by structure type.

This chapter presents data to address steps 2, 3, and 4 in this list. Chapter 5 presents data to address steps 1, 5, and 6 in this list.

## Demographic and Socioeconomic Factors Affecting Housing Choice <sup>5</sup>

Analysts typically describe housing demand as the *preferences* for different types of housing (i.e., single-family detached or apartment), and *the ability to pay* for that housing (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income or wealth).

Many demographic and socioeconomic variables affect housing choice. However, the literature about housing markets finds that age of the householder, size of the household, and income are most strongly correlated with housing choice.

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. This chapter discusses generational trends, such as housing preferences of Baby Boomers, people born from about 1946 to 1964, and Millennials, people born from about 1980 to 2000.
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households. People in their middle years are more likely to live in multiple person households (often with children).
- **Income** is the household income. Income is probably the most important determinant of housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached, duplex, or a building with more than five units) and to household tenure (e.g., rent or own).

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<sup>5</sup> The research in this chapter is based on numerous articles and sources of information about housing, including:

Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

The American Planning Association, "Investing in Place; Two generations' view on the future of communities." 2014

"Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," Transportation for America.

"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

*The Case for Multi-family Housing*. Urban Land Institute. 2003

E. Zietz. *Multi-family Housing: A Review of Theory and Evidence*. Journal of Real Estate Research, Volume 25, Number 2. 2003.

C. Rombouts. *Changing Demographics of Homebuyers and Renters*. Multi-family Trends. Winter 2004.

J. McIlwain. *Housing in America: The New Decade*. Urban Land Institute. 2010.

D. Myers and S. Ryu. *Aging Baby Boomers and the Generational Housing Bubble*. Journal of the American Planning Association. Winter 2008.

M. Riche. *The Implications of Changing U.S. Demographics for Housing Choice and Location in Cities*. The Brookings Institution Center on Urban and Metropolitan Policy. March 2001.

L. Lachman and D. Brett. *Generation Y: America's New Housing Wave*. Urban Land Institute. 2010.

This chapter focuses on these factors, presenting data that suggests how changes to these factors may affect housing need in McMinnville over the next 20 years.

## National Trends<sup>6</sup>

This brief summary on national housing trends builds on previous work by ECONorthwest, the Urban Land Institute (ULI) reports, and conclusions from *The State of the Nation's Housing, 2018* report from the Joint Center for Housing Studies of Harvard University. The Harvard report summarizes the national housing outlook as follows:

“By many metrics, the housing market is on sound footing. With the economy near full employment, household incomes are increasing and boosting housing demand. On the supply side, a decade of historically low single-family construction has left room for expansion of this important sector of the economy. Although multifamily construction appears to be slowing, vacancy rates are still low enough to support additional rentals. In fact, to the extent that growth in supply outpaces demand, a slowdown in rent growth should help to ease affordability concerns.”

However, challenges to a strong domestic housing market remain. High mortgage rates make housing unaffordable for many Americans, especially younger Americans. In addition to rising housing costs, wages have also failed to keep pace, worsening affordability pressures. Single-family and multifamily housing supplies remain tight, which compound affordability issues. *The State of the Nation's Housing* report emphasizes the importance of government assistance and intervention to keep housing affordable moving forward. Several challenges and trends shaping the housing market are summarized below:

- **Moderate new construction and tight housing supply.** New construction experienced its eighth year of gains in 2017 with 1.2 million units added to the national stock. Despite gains in new construction, last year's increase marked the smallest annual percent gain since the Great Recession, and multifamily starts declined from 2016 to 2017, falling 9.7 percent. The State of the Nation's Housing report cites lack of skilled labor, higher building costs, scarce developable land, and the cost of local zoning and regulation as impediments to new construction.
- **Demand shift from renting to owning.** After twelve straight years of decline, the national homeownership rate increased slightly from around 63% to 64% as of 2017. Homeownership rates may be stabilizing around a new normal, similar to the rate in the early 1990s (before the housing boom and bust).
- **Housing affordability.** In 2016, almost one-third of American households spent more than 30% of their income on housing. This figure is down from the prior year, bolstered by a considerable drop in the owner share of cost-burdened households. Low-income households face an especially dire hurdle to afford housing. With such a large share of

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<sup>6</sup> These trends are based on information from: (1) The Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2016," (2) Urban Land Institute, "2014 Emerging Trends in Real Estate," and (3) the U.S. Census.

households exceeding the traditional standards for affordability, policymakers are focusing efforts on the severely cost-burdened. Among those earning less than \$15,000, more than 70% of households paid more than half of their income on housing.

- **Long-term growth and housing demand.** The Joint Center for Housing Studies forecasts that nationally, demand for new homes could total as many as 13.6 million units between 2015 and 2025. Much of the demand will come from Baby Boomers, Millennials,<sup>7</sup> and immigrants.
- **Changes in housing preference.** Housing preference will be affected by changes in demographics; most notably, the aging of the Baby Boomers, housing demand from Millennials, and growth of immigrants.
  - *Baby Boomers.* The housing market will be affected by continued aging of the Baby Boomers, the oldest of whom were in their seventies in 2018 and the youngest of whom were in their fifties in 2017. Baby Boomers' housing choices will affect housing preference and homeownership. Research shows that "older people in western countries prefer to live in their own familiar environment as long as possible," but aging in place does not only mean growing old in their own homes.<sup>8</sup> A broader definition exists which explains that aging in place also means "remaining in the current community and living in the residence of one's choice."<sup>9</sup> Therefore, some Boomers are likely to stay in their home as long as they are able, and some will prefer to move into other housing products, such as multifamily housing or age-restricted housing developments, before they move into to a dependent living facility or into a familial home. Moreover, "the aging of the U.S. population, [including] the continued growth in the percentage of single-person households, and the demand for a wider range of housing choices in communities across the country is fueling interest in new forms of residential development, including tiny houses."<sup>10</sup>
  - *Millennials.* Over the last several decades, young adults increasingly lived in multi-generational housing – and increasingly more so than older demographics.<sup>11</sup> Despite this trend, as Millennials age over the next 20 years, they will be forming households and families. In 2018, the oldest Millennials were in their mid-30s and the youngest were in their twenties. By 2035, Millennials will be between 39 and 54 years old.

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<sup>7</sup> According to the Pew Research Center, Millennials were born between the years of 1981 to 1996 (inclusive) and as of 2018, they were between the ages of 22-37. Read more about generations and their definitions here: <http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/>.

<sup>8</sup> Vanleerberghe, Patricia, et al. (2017). The quality of life of older people aging in place: a literature review.

<sup>9</sup> Ibid.

<sup>10</sup> American Planning Association. Making Space for Tiny Houses, Quick Notes.

<sup>11</sup> According to the Pew Research Center, in 1980, just 11% of adults aged 25 to 34 lived in a multi-generational family household and by 2008, 20% did (82% change). Comparatively, 17% of adults aged 65 and older lived in a multi-generational family household and by 2008, 20% did (18% change).

Millennials were in the early period of household formation at the beginning of the 2007-2009 recession. Across the nation, household formation fell to around 600,000 to 800,000 in the 2007-2013 period, well below the average rate of growth in previous decades. Despite recent sluggish growth, several demographic factors indicate increases in housing growth to come. The Millennial generation is the age group most likely to form the majority of new households. While low incomes have kept current homeownership rates among young adults below their potential, Millennials may represent pent-up demand that will release when the economy fully recovers. As Millennials age, they may increase the number of households in their 30s (through 2025) by 2.4 to 3.0 million.

- *Immigrants.* Research on foreign-born populations find that immigrants, more than native-born populations, prefer to live in multi-generational housing. Still, immigration and increased homeownership among minorities could also play a key role in accelerating household growth over the next 10 years. Current Population Survey estimates indicate that the number of foreign-born households rose by nearly 400,000 annually between 2001 and 2007, and they accounted for nearly 30% of overall household growth. Beginning in 2008, the influx of immigrants was stunted by the effects of the Great Recession. After a period of declines, however, the foreign born are again contributing to household growth. The Census Bureau's estimates of net immigration in 2015–2016 indicate an increase of 1.0 million persons over the previous year. This is a decrease from 1.04 million during 2014–2015, but higher than the average annual pace of 850,000 during the period of 2009–2011. However, if proposed policies are successful, growth in undocumented and documented immigration could slow and cause a drag on household growth in the coming years.
- *Diversity.* The growing diversity of American households will have a large impact on the domestic housing markets. Over the coming decade, minorities will make up a larger share of young households and constitute an important source of demand for both rental housing and small homes. The growing gap in homeownership rates between whites and blacks, as well as the larger share of minority households that are cost burdened warrants consideration. Since 1994, the difference in homeownership rates between whites and blacks rose by 1.9 percentage points to 29.2% in 2017. Alternatively, the gap between white and Hispanic homeownership rates, and white and Asian homeownership rates, both decreased during this period but remained sizable at 26.1 and 16.5 percentage points, respectively. Although homeownership rates are increasing for some minorities, large shares of minority households are more likely to live in high-cost metro areas. This, combined with lower incomes than white households, leads to higher rates of cost burden for minorities—47% for blacks, 44% for Hispanics, 37% for Asians/others, and 28% for whites in 2015.
- *Changes in housing characteristics.* The U.S. Census Bureau's Characteristics of New Housing Report (2017) presents data that show trends in the characteristics of new

housing for the nation, state, and local areas. Several long-term trends in the characteristics of housing are evident from the New Housing Report:<sup>12</sup>

- *Larger single-family units on smaller lots.* Between 1999 and 2017, the median size of new single-family dwellings increased by 20% nationally, from 2,028 sq. ft. to 2,426 sq. ft., and 20% in the western region from 2,001 sq. ft. in 1999 to 2,398 sq. ft. in 2017. Moreover, the percentage of new units smaller than 1,400 sq. ft. nationally, decreased by more than half, from 15% in 1999 to 6% in 2017. The percentage of units greater than 3,000 sq. ft. increased from 17% in 1999 to 25% of new one-family homes completed in 2017. In addition to larger homes, a move towards smaller lot sizes is seen nationally. Between 2009 and 2017, the percentage of lots less than 7,000 sq. ft. increased from 25% to 31% of lots.
- *Larger multifamily units.* Between 1999 and 2017, the median size of new multiple family dwelling units increased by 5.3% nationally and 2.4% in the Western region. Nationally, the percentage of new multifamily units with more than 1,200 sq. ft. increased from 28% in 1999 to 33% in 2017 and increased from 25% to 28% in the Western region.
- *Household amenities.* Across the U.S. and since 2013, an increasing number of new units had air-conditioning (fluctuating year by year at over 90% for both new single-family and multi-family units). In 2000, 93% of new single-family houses had two or more bathrooms, compared to 97% in 2017. The share of new multifamily units with two or more bathrooms decreased from 55% of new multifamily units to 45%. As of 2017, 65% of new single-family houses in the U.S. had one or more garage (from 69% in 2000).

## State Trends

Oregon's 2016-2020 Consolidated Plan includes a detailed housing needs analysis as well as strategies for addressing housing needs statewide. The plan concludes that "a growing gap between the number of Oregonians who need affordable housing and the availability of affordable homes has given rise to destabilizing rent increases, an alarming number of evictions of low- and fixed- income people, increasing homelessness, and serious housing instability throughout Oregon."

It identified the following issues that describe housing need statewide:<sup>13</sup>

- For housing to be considered affordable, a household should pay up to one-third of their income toward rent, leaving money left over for food, utilities, transportation, medicine, and other basic necessities. Today, one in two Oregon households pays more than one-

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<sup>12</sup> U.S. Census Bureau, Highlights of Annual 2017 Characteristics of New Housing. Retrieved from: <https://www.census.gov/construction/charts/highlights.html>.

<sup>13</sup> These conclusions are copied directly from the report: Oregon's 2016-2020 Consolidated Plan <http://www.oregon.gov/ohcs/docs/Consolidated-Plan/2016-2020-Consolidated-Plan-Amendment.pdf>.

third of their income toward rent, and one in three pays more than half of their income toward rent.

- More school children are experiencing housing instability and homelessness. The rate of K-12 homeless children increased by 12% from the 2013-2014 school year to the 2014–2015 school year.
- Oregon has 28,500 rental units that are affordable and available to renters with extremely low incomes. There are about 131,000 households that need those apartments, leaving a gap of 102,500 units.
- Housing instability is fueled by an unsteady, low-opportunity employment market. Over 400,000 Oregonians are employed in low-wage work. Low-wage work is a growing share of Oregon’s economy. When wages are set far below the cost needed to raise a family, the demand for public services grows to record heights.
- Women are more likely than men to end up in low-wage jobs. Low wages, irregular hours, and part-time work compound issues.
- People of color historically constitute a disproportionate share of the low-wage work force. About 45% of Latinos, and 50% of African Americans, are employed in low-wage industries.
- The majority of low-wage workers are adults over the age of 20, many of whom have earned a college degree, or some level of higher education.
- Minimum wage in Oregon is \$9.25. A minimum wage worker must work 72 hours a week, and 52 weeks a year, to afford a two-bedroom apartment at Fair Market Rents.

## Regional and Local Demographic Trends that may affect housing need in McMinnville

Demographic trends that might affect the key assumptions used in the baseline analysis of housing need are: (1) the aging population, (2) changes in household size and composition, and (3) increases in diversity.

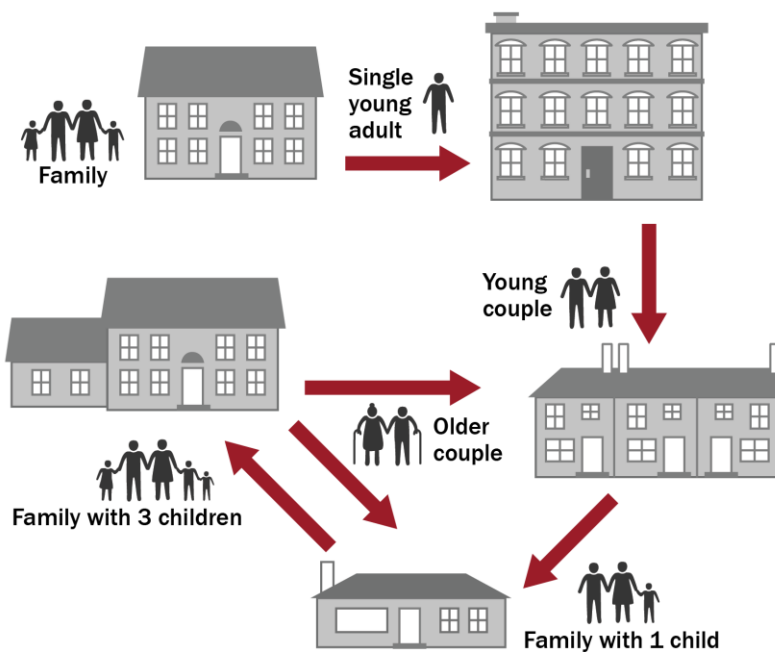
An individual's housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As McMinnville's population ages, different types of housing will be needed to accommodate older residents. The housing characteristics by age data below reveal this cycle in action in McMinnville.

### Housing needs and preferences change in predictable ways over time, with changes in marital status and size of family.

Families of different sizes need different types of housing.

#### Exhibit 17. Effect of demographic changes on housing need

Source: ECONorthwest, adapted from Clark, William A.V. and Frans M. Dieleman. 1996. *Households and Housing*. New Brunswick, NJ: Center for Urban Policy Research.



## Growing Population

McMinnville's population grew by 88% between 1990 and 2017, adding 15,771 new residents. Over this period, McMinnville's population grew at an average annual growth rate of 2.4%. **McMinnville's population growth will drive future demand for housing over the planning period.**

### Exhibit 18. Population, McMinnville, 1990 - 2017

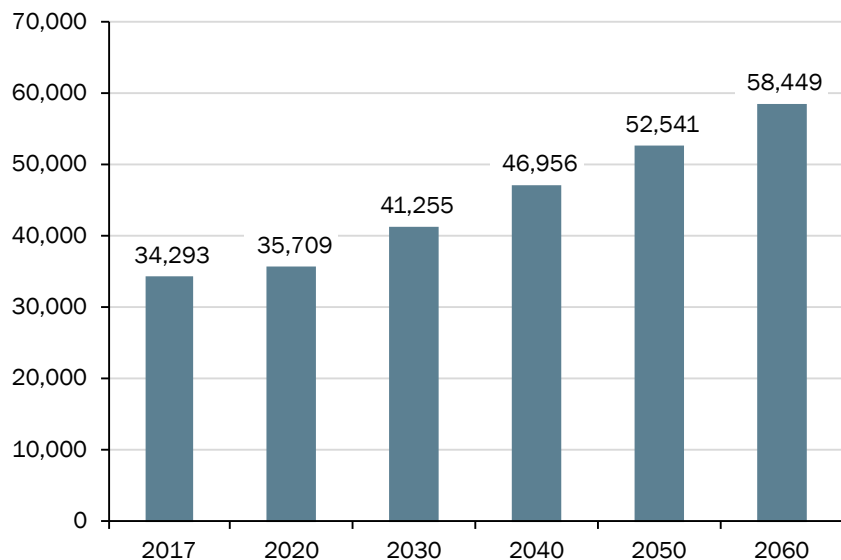
Source: U.S. Decennial Census 1990, 2000, and 2010. Portland State University Population Research Center, 2017 Estimate.

|                | 1990        | 2000        | 2010        | 2017        | Change 1990 to 2017 |         |      |
|----------------|-------------|-------------|-------------|-------------|---------------------|---------|------|
|                |             |             |             |             | Number              | Percent | AAGR |
| U.S.           | 248,709,873 | 281,421,906 | 308,745,538 | 325,719,178 | 77,009,305          | 31%     | 1.0% |
| Oregon         | 2,842,321   | 3,421,399   | 3,831,074   | 4,141,100   | 1,298,779           | 46%     | 1.4% |
| Yamhill County | 65,551      | 84,992      | 99,193      | 106,300     | 40,749              | 62%     | 1.8% |
| McMinnville    | 17,894      | 26,499      | 32,187      | 33,665      | 15,771              | 88%     | 2.4% |

**By 2040, McMinnville's population within its UGB is expected to surpass 60,000 people by 2067.**

### Exhibit 19. McMinnville Projected Population Growth in UGB 2017-67

Source: Portland State University Population Research Center, Population Estimates and Reports, <http://www.pdx.edu/prc/population-reports-estimates>.



**McMinnville's population within its UGB is expected to grow by around 75% between 2020 and 2067.**

### Exhibit 20. McMinnville Projected Population Growth in UGB, 2020 - 2067

Source: Portland State University Population Research Center, Population Estimates and Reports, <http://www.pdx.edu/prc/population-reports-estimates>.

|        |        |        |        |        |
|--------|--------|--------|--------|--------|
| 35,709 | 38,437 | 41,255 | 46,956 | 62,803 |
| 2020   | 2025   | 2030   | 2040   | 2067   |

A majority of new population growth in Yamhill County and Oregon is because of in-migration.

## Exhibit 21. Migrant Share of New Population, Yamhill County and Oregon, 2000 - 2016

Source: Portland State University Population Research Center.

|                |                                  |  |                                       |
|----------------|----------------------------------|--|---------------------------------------|
| Yamhill County | <b>19,998</b><br>New Population  | <b>13,477</b><br>New Migrant Population  | <b>67%</b><br>Migrant Share of Growth |
| Oregon         | <b>654,951</b><br>New Population | <b>420,150</b><br>New Migrant Population | <b>64%</b><br>Migrant Share of Growth |

## Aging Population

This section shows two key characteristics of McMinnville's population, with implications for future housing demand in McMinnville:

- **Seniors.** McMinnville and Yamhill County populations are increasingly getting older. As McMinnville's elderly population grows, it will have increasing demand for housing that is suitable for elderly residents. By 2040, McMinnville's residents aged 60 years and older will account for 28% of the population, compared to 20% in 2010.

The impact of growth in seniors in McMinnville will depend, in part, on whether older people already living in McMinnville continue to live there as they retire. National surveys show that, in general, most retirees prefer to age in place by continuing to live in their current home and community as long as possible.<sup>14</sup>

**Growth in the number of seniors will result in demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted living facilities, or age-restricted developments.** Senior households will make a variety of housing choices, including: remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted living facilities or nursing homes), as their health declines. The challenges aging seniors face in continuing to live in their community include: changes in healthcare needs, loss of mobility, the difficulty of home maintenance, financial concerns, and increases in property taxes.<sup>15</sup>

- **McMinnville has a larger proportion of younger people than the county and state.** About 30% of McMinnville's population is under 20 years old, compared to 28% of Yamhill County's population and 25% of the state's population. The forecast for population growth in McMinnville shows the number of people under 20 years will increase but the share of younger people will decline marginally from 29% of the population in 2017 to 27% of the population by 2040.

<sup>14</sup> A survey conducted by the AARP indicates that 90% of people 50 years and older want to stay in their current home and community as they age. See <http://www.aarp.org/research>.

<sup>15</sup> "Aging in Place: A toolkit for Local Governments" by M. Scott Ball.

People currently aged 15 to 35 are referred to as the Millennial generation and account for the largest share of population in Oregon. By 2040, they will be aged 40 to 60. The forecast for McMinnville shows a slight decline in the *share* of Millennials in 2040 – from 22% of the population in 2017 to 20% of the population in 2040. Millennials will make up the smallest share of the population by 2040.

McMinnville’s ability to attract people in this age group will depend, in large part, on whether the city has opportunities for housing that both appeals to and is affordable to Millennials. Retaining (or attracting) Millennials will depend on availability of housing types such as townhouses, cottages, duplexes and similarly scaled-multifamily housing and apartments.

In the near-term, Millennials may increase demand for rental units. The long-term housing preference of Millennials is uncertain. Research suggests that Millennials’ housing preferences may be similar to the Baby Boomers, with a preference for smaller, less costly units. Recent surveys about housing preference suggest that Millennials want affordable single-family homes in areas that offer transportation alternatives to cars, such as suburbs or small cities with walkable neighborhoods.<sup>16</sup>

A recent survey of people living in the Portland region shows that Millennials prefer single-family detached housing. The survey finds that housing price is the most important factor in choosing housing for younger residents.<sup>17</sup> The survey results suggest Millennials are more likely than other groups to prefer housing in an urban neighborhood or town center. While this survey is for the Portland region, it shows similar results as national surveys and studies about housing preference for Millennials.

**Growth in Millennials in McMinnville will result in increased demand for both affordable single-family detached housing (including cottages), as well as increased demand for affordable townhouses and multifamily housing.** Growth in this population will result in increased demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable.

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<sup>16</sup> The American Planning Association, “Investing in Place; Two generations’ view on the future of communities.” 2014.

“Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows,” Transportation for America.

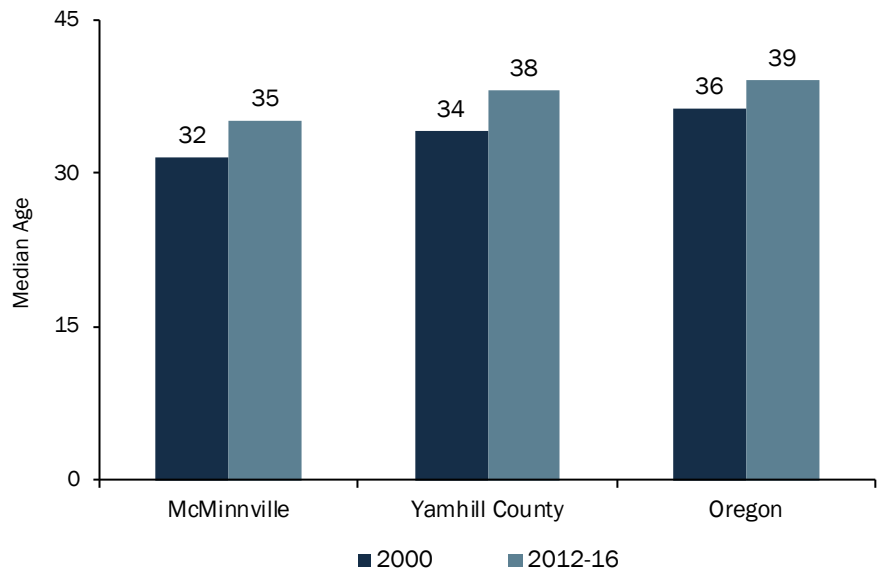
“Survey Says: Home Trends and Buyer Preferences,” National Association of Home Builders International Builders

<sup>17</sup> Davis, Hibbits, & Midghal Research, “Metro Residential Preference Survey,” May 2014.

From 2000 to 2012-2016, McMinnville's median age increased from 31.5 to 35.2 years. Larger regions experienced similar trends.

#### Exhibit 22. Median Age, Years, 2000 to 2012-2016

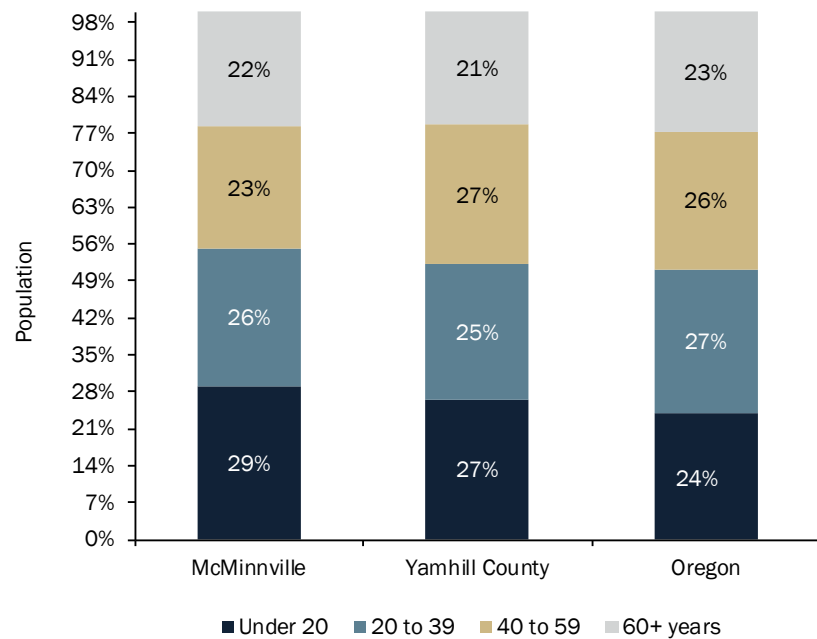
Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2012-2016 ACS, Table B01002.



Similar to larger regions, McMinnville's residents are relatively proportional by age. Comparatively however, McMinnville does have a slightly larger cohort under the age of 20.

#### Exhibit 23. Population Distribution by Age, 2012-2016

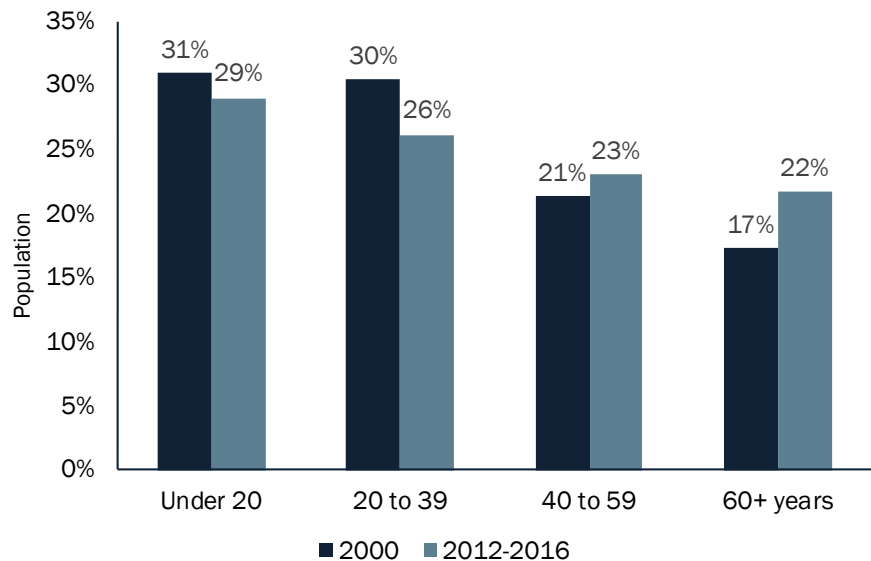
Source: U.S. Census Bureau, 2012-2016, ACS, Table B01001.



Between 2000 and 2016, McMinnville's population distribution shifted toward older age cohorts.

**Exhibit 24. Population Distribution by Age, McMinnville, 2000 to 2016**

Source: U.S. Census Bureau, 2000 Decennial Census Table P012, 2012-2016 ACS, Table B01001.



The share of Yamhill County's population, aged 60 years and older, will grow the fastest (56% from 2017 to 2040).

**Exhibit 25. Fastest-growing Age Groups, Yamhill County, 2017 to 2040**

Source: Portland State University, Population Research Center, Yamhill County Forecast, June 30, 2017.



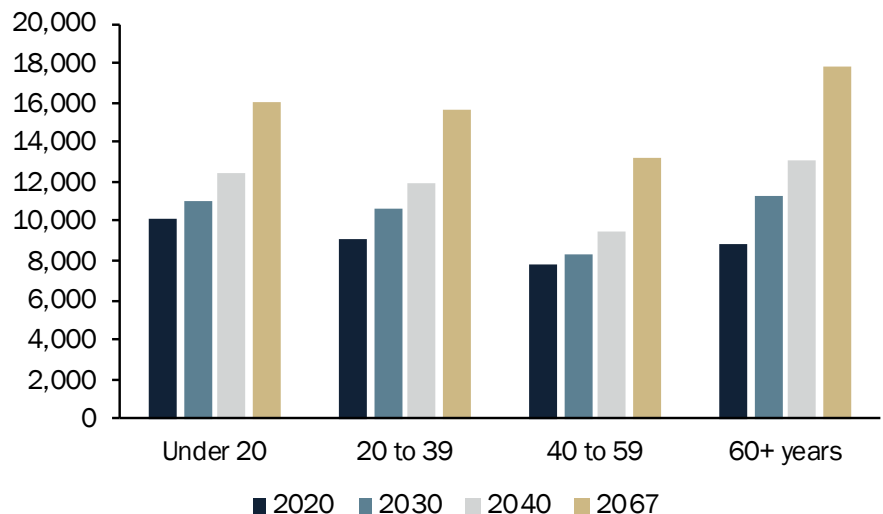
All age groups will grow in McMinnville from 2017 to 2040.

McMinnville's senior population will grow the most – 64% by 2040.

In this same time (2017 to 2040), the population less than 20 years old, 20 to 39 years old, and 40 to 59 years old will grow, but at a slower rate (26%, 36%, and 24%).

**Exhibit 26. Population Projection by Age Group, McMinnville, 2020, 2030, 2040, 2067**

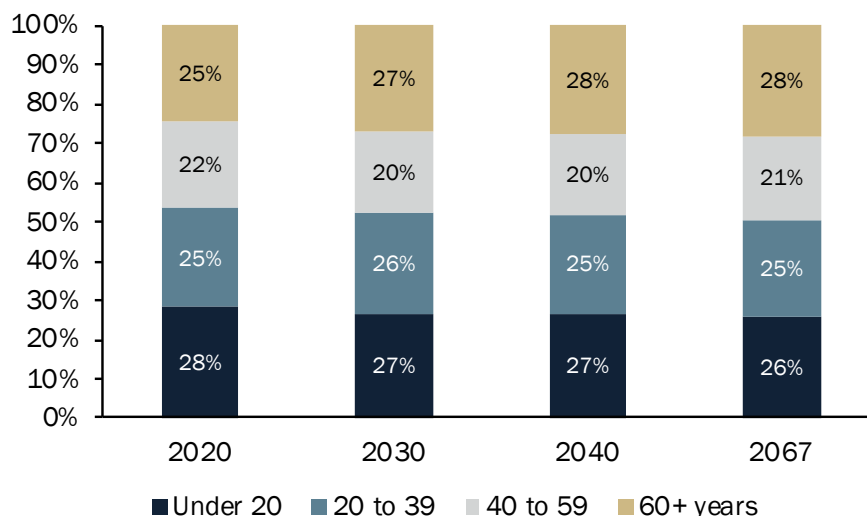
Source: Portland State University, Population Research Center.



By 2040, the share of McMinnville's senior population (aged 60+) will grow while the share of the population under 20 years of age and between 40 and 59 years of age will decline.

**Exhibit 27. Population Projection Distributed by Age Group, McMinnville, 2020, 2030, 2040, and 2067**

Source: Portland State University, Population Research Center.



## Increased Diversity

McMinnville is becoming more ethnically diverse. The Hispanic and Latino population grew from 15% of McMinnville's population in 2000 to 22% of the population in the 2012-2016 period, adding more than 3,426 new Hispanic and Latino residents. Much of this diversity is due to immigration, in which 14% of McMinnville's population is foreign born and, of that 14%, 82% have immigrated from Mexico.

The populations of McMinnville and Yamhill County are now and historically more ethnically diverse than Oregon. Continued growth in the Hispanic and Latino population will affect McMinnville's housing needs in a variety of ways.<sup>18</sup> Growth in first and, to a lesser extent, second and third generation Hispanic and Latino immigrants will increase demand for larger dwelling units to accommodate the, on average, larger household sizes for these households. Foreign-born households, including Hispanic and Latino immigrants, are more likely to comprise of multiple generations, requiring more space than smaller household sizes. As Hispanic and Latino households integrate over generations, household size typically decreases, and their housing needs become similar to housing needs for all households.

<sup>18</sup> The following articles describe housing preferences and household income trends for Hispanic and Latino families, including differences in income levels for first, second, and third generation households. In short, Hispanic and Latino households have lower median income than the national averages. First and second generation Hispanic and Latino households have median incomes below the average for all Hispanic and Latino households. Hispanic and Latino households have a strong preference for homeownership, but availability of mortgages and availability of affordable housing are key barriers to homeownership for this group.

Pew Research Center. *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*, February 7, 2012.

National Association of Hispanic Real Estate Professionals. *2014 State of Hispanic Homeownership Report*, 2014.

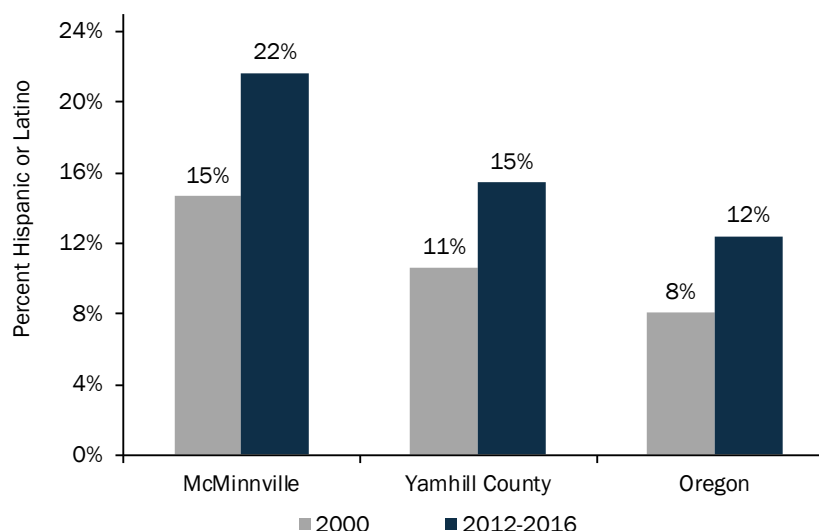
**Growth in Hispanic and Latino households will result in increased demand for housing of all types, both for ownership and rentals, with an emphasis on housing that is comparatively affordable and can accommodate multiple generations.**

**McMinnville is and has historically been more diverse than comparison regions.**

The share of McMinnville's population that is Hispanic/Latino increased by 7% from 2000 to 2016. In this same time, other regions saw an increase of 4%.

**Exhibit 28. Hispanic or Latino Population as a Percent of the Total Population, McMinnville and Comparison Regions, 2000 to 2012-2016**

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2012-2016 ACS Table B03002.

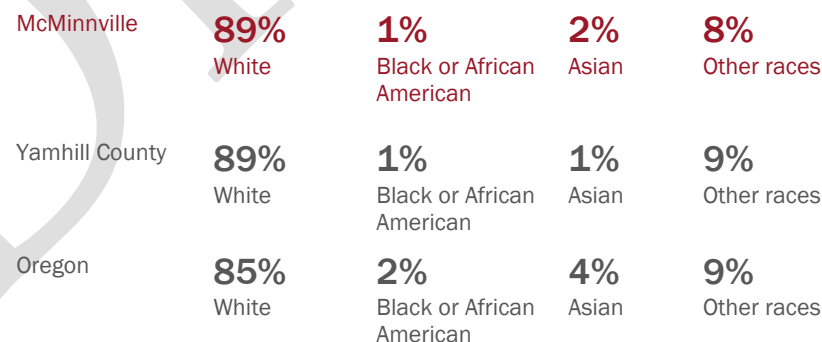


**McMinnville and Yamhill County are less racially diverse than the state. McMinnville's racial composition is similar to that of Yamhill County.**

Only about 10% of McMinnville's population is non-white, compared to 15% in Oregon.

**Exhibit 29. Race as a Percent of the Total Population, McMinnville and comparison regions, 2012-2016**

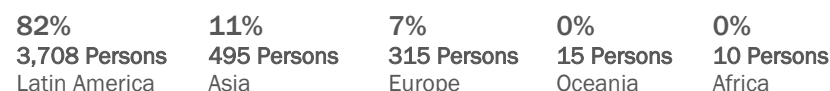
Source: U.S. Census Bureau, 2012-2016 ACS Table B03002.



**Fourteen percent of McMinnville's population is foreign-born. Of the foreign-born population, a majority are from Latin America (Mexico, 78%).**

**Exhibit 30. Distribution of Foreign-Born Population, McMinnville, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS Table B05006.



About 40% of students in the McMinnville School District identify as Latino or another ethnicity.

### Exhibit 31. Ethnicity of School Aged Children, McMinnville School District, 2017-2018

Source: McMinnville School District. Note: percentages do not sum to 100% due to rounding.

|            |            |                   |
|------------|------------|-------------------|
| <b>61%</b> | <b>35%</b> | <b>5%</b>         |
| White      | Latino     | Another Ethnicity |

Of the 2,588 students enrolled at Linfield College, about 42% are Latino or another ethnicity.

### Exhibit 32. Ethnicity of Linfield College Students, Linfield College, 2018

Source: Linfield College.

|            |           |                   |
|------------|-----------|-------------------|
| <b>58%</b> | <b>7%</b> | <b>35%</b>        |
| White      | Latino    | Another Ethnicity |

## Household Size and Composition

McMinnville's household size and composition show that households in McMinnville are somewhat different than averages across the state. McMinnville's and Yamhill's households are larger and possess fewer nonfamily households.

McMinnville's average household size is slightly smaller than Yamhill County's but larger than the state.

### Exhibit 33. Average Household Size, 2012-2016

Source: U.S. Census Bureau, 2012-2016 ACS Table B25010. U.S. Census Bureau, 2010 Decennial Census, Table H12H, H12.

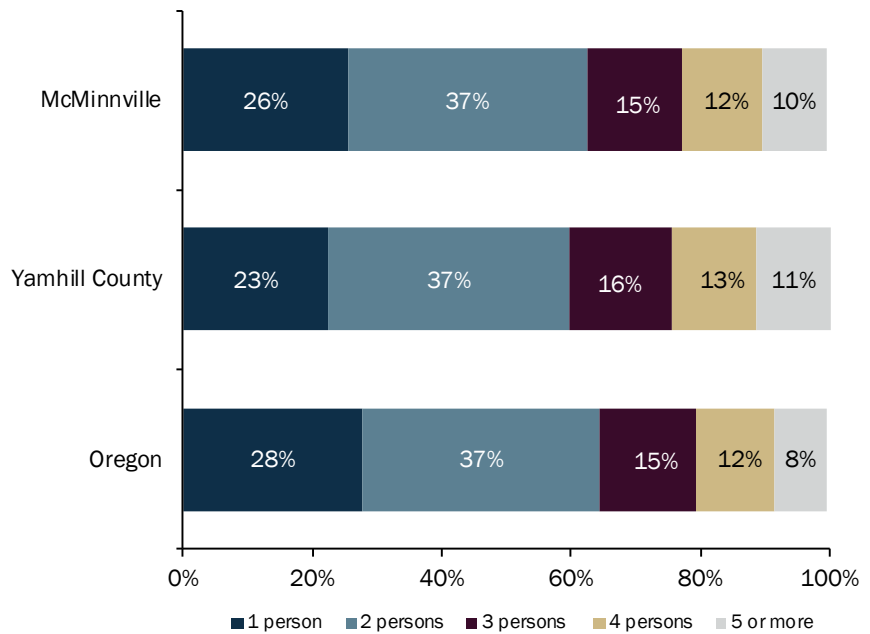
|  |  |   |   |
|--|--|---|---|
| (2012-2016) Total Occupied Housing Units                       | <b>2.67</b><br><b>Persons</b><br>McMinnville | <b>2.77</b><br><b>Persons</b><br>Yamhill County | <b>2.52</b><br><b>Persons</b><br>Oregon |
| (2010) Total Occupied Housing Units                            | <b>2.61</b><br><b>Persons</b><br>McMinnville | <b>2.70</b><br><b>Persons</b><br>Yamhill County | <b>2.47</b><br><b>Persons</b><br>Oregon |
| (2010) Occupied Housing Units with Latino/Hispanic Householder | <b>4.11</b><br><b>Persons</b><br>McMinnville | <b>4.08</b><br><b>Persons</b><br>Yamhill County | <b>3.68</b><br><b>Persons</b><br>Oregon |

**McMinnville and the county have similar household size compositions to the state.**

About 60% of households in all four regions are composed of one and two people. Compared to the state, McMinnville and Yamhill County have slightly larger household sizes overall.

**Exhibit 34. Household Size, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS, Table B25009

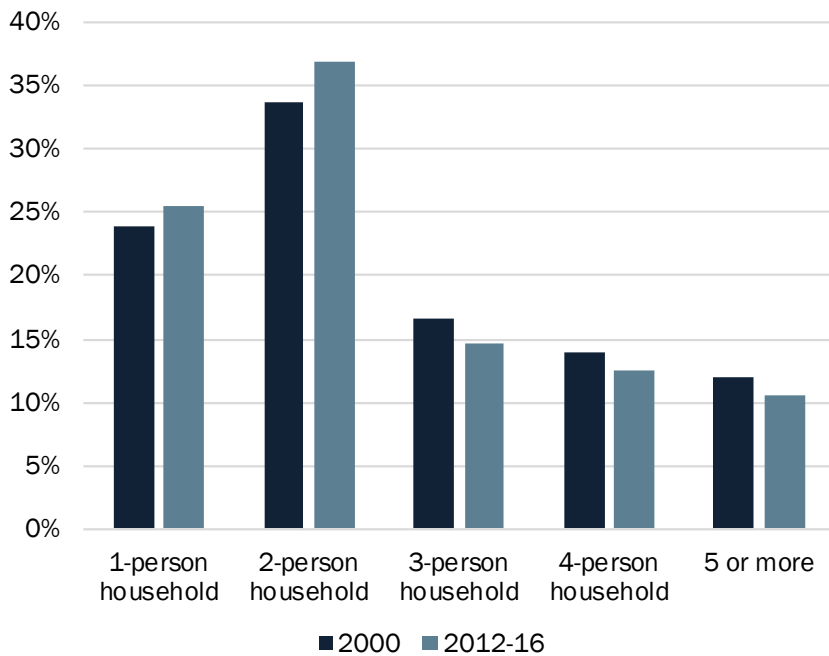


**McMinnville's household size composition stayed relatively constant from 2000 to 2012-16.**

The majority of McMinnville households are composed of one and two people.

**Exhibit 35. Household Size, McMinnville, 2000 to 2012-16**

Source: U.S. Census Bureau, 2012-2016 ACS, Table B25009.

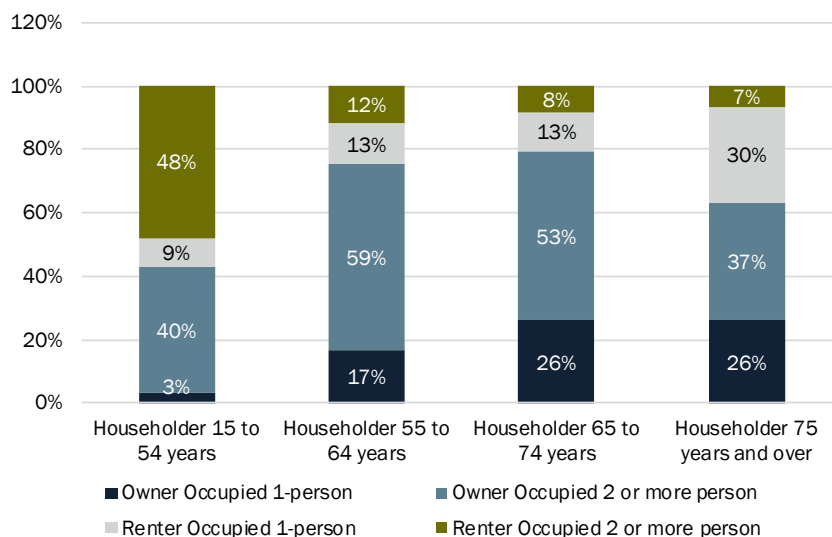


**About 63% of householders aged 75 and older reside in owner-occupied housing, of which 37% live in a household with two or more people.**

Comparatively, 43% of householders aged 15 to 54 reside in owner-occupied housing, most of which (40%) live in a household with two or more people.

**Exhibit 36. Household Size by Age of Householder, McMinnville, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS, Table B25116.

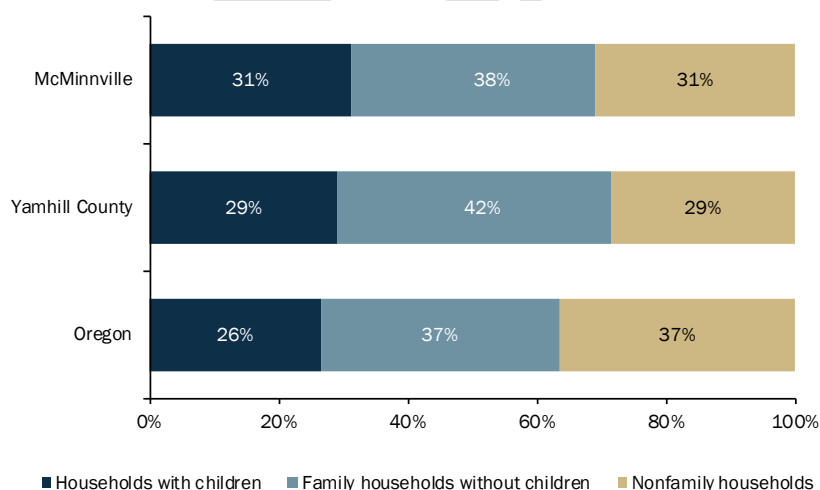


**McMinnville and the county have a smaller share of nonfamily households than the state.**

About 30% of McMinnville and Yamhill households are nonfamily households, compared to the state whose nonfamily households are closer to 40%.

**Exhibit 37. Household Composition, 2012-2016**

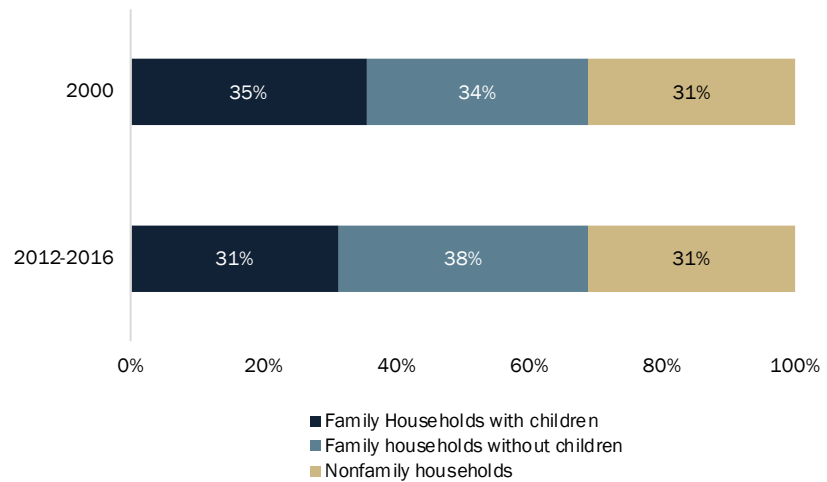
Source: U.S. Census Bureau, 2012-2016 ACS, Table DP02.



The share of family households without children increased in McMinnville from 2000 to 2016.

### Exhibit 38. Household Composition, McMinnville, 2000 to 2012-2016

Source: U.S. Census Bureau, 2000 Decennial Census and 2012-2016 ACS, Table DP02.



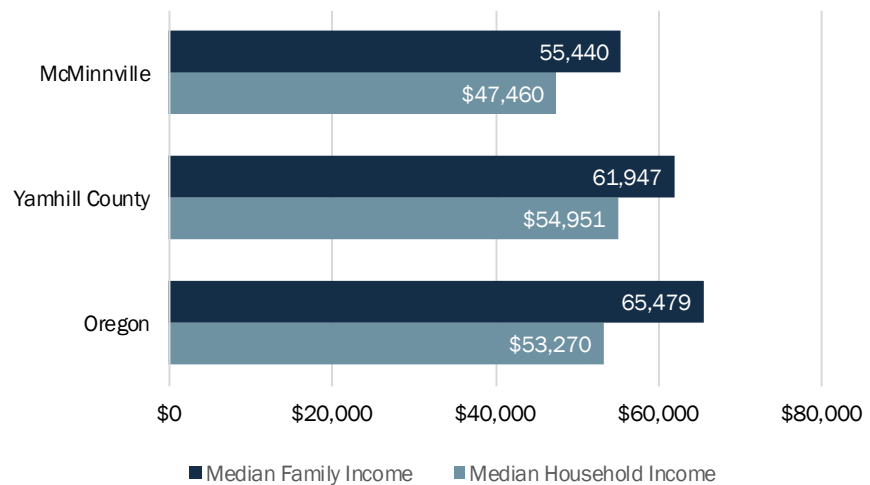
## Income of McMinnville Residents

Income is one of the key determinants in housing choice and households' ability to afford housing. Incomes for people living in McMinnville are lower than that of Yamhill County and Oregon.

**In the 2012-2016 period, McMinnville's median household income and median family income was below that of comparison regions.**

**Exhibit 39. Median Household Income and Median Family Income, McMinnville, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS Table B25119.

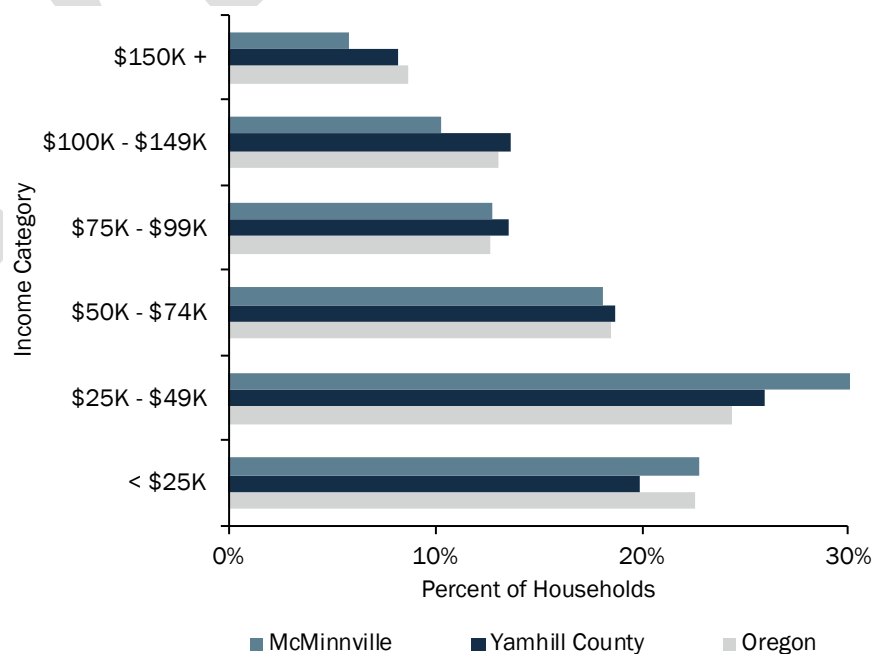


**Fifty-three percent of McMinnville households make \$50k or less per year.**

In comparison, 46% of Yamhill County and 47% of the state make \$50k or less per year.

**Exhibit 40. Household Income, McMinnville, Yamhill County, and Oregon, 2012-2016**

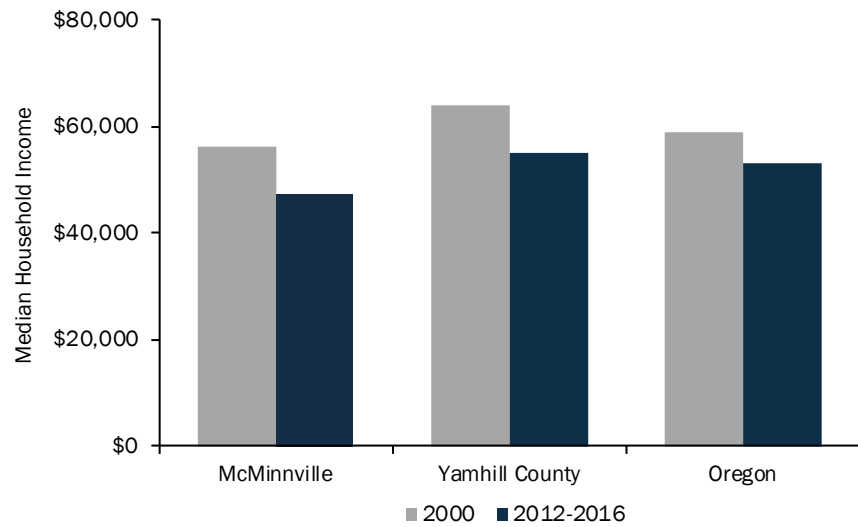
Source: U.S. Census Bureau, 2012-2016 ACS, Table B19001.



After adjusting for inflation, McMinnville's median household income decreased by 15% from 2000 to 2012-16, from \$56,046 to \$47,460 per year.

**Exhibit 41. Median Household Income (Inflation-adjusted), McMinnville, Yamhill County, Oregon, 2000 and 2012-2016**

Source: U.S. Census Bureau, 2000 Decennial Census, Table HCT012, 2012-2016 ACS Table B25119.



## Homelessness

The number of homeless persons in 2015 to 2017 remained unchanged. Still, the number of homeless veterans and homeless youth (unaccompanied by a parent) increased. About 525 students in Yamhill County experienced homelessness at some point in the 2016-17 school year.

**For Yamhill County, OHCS's point in time homeless estimate was 495 persons in 2015 and 493 persons in 2017.**

A larger share of the homeless population was unsheltered in 2017 than in 2015 (by 21 persons).

### Exhibit 42. Point in Time Homeless Counts, Sheltered vs. Unsheltered, Yamhill County, 2015 and 2017

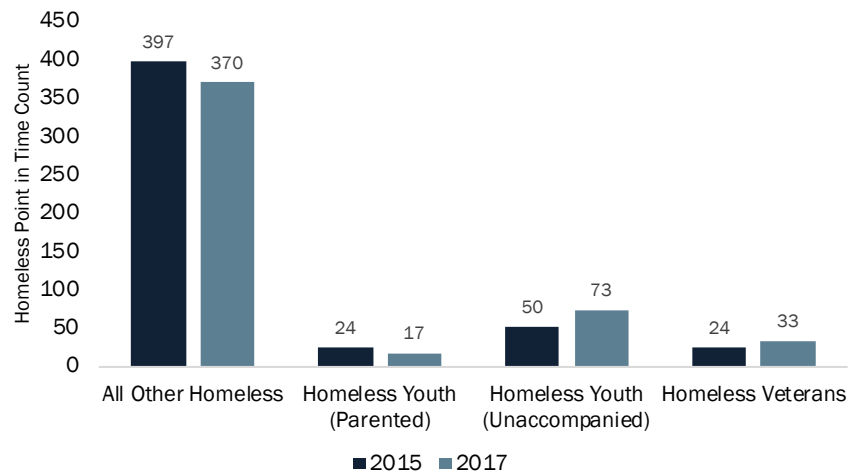
Source: Oregon Department of Housing and Community Services, Point-in-Time Estimates of Homelessness in Oregon.

|             |                                 |                                   |                                    |
|-------------|---------------------------------|-----------------------------------|------------------------------------|
| <b>2015</b> | <b>50%</b><br>Percent Sheltered | <b>50%</b><br>Percent Unsheltered | <b>495</b><br>Total Homeless (PIT) |
| <b>2017</b> | <b>45%</b><br>Percent Sheltered | <b>55%</b><br>Percent Unsheltered | <b>493</b><br>Total Homeless (PIT) |

**From 2015 to 2017, the number of veterans and homeless youth (unaccompanied by a parent) increased in Yamhill County, by 9 persons and 23 persons.**

### Exhibit 43. Point in Time Homeless Count by Sub-Population, Yamhill County, 2015 and 2017

Source: Oregon Department of Housing and Community Services, Point-in-Time Estimates of Homelessness in Oregon.



**In the 2016-2017 school year, 525 students experienced homelessness.**

### Exhibit 44. Students Experiencing Homelessness, Yamhill County and Oregon, 2016-2017 School Year

Source: Oregon Department of Housing and Community Services.

|                       |   |  |                                  |
|-----------------------|---|--|----------------------------------|
| <b>Yamhill County</b> | <b>3%</b><br>Percent of Homeless Students | <b>525</b><br>Total Homeless Students    | <b>16,791</b><br>Total Students  |
| <b>Oregon</b>         | <b>4%</b><br>Percent of Homeless Students | <b>25,088</b><br>Total Homeless Students | <b>578,947</b><br>Total Students |

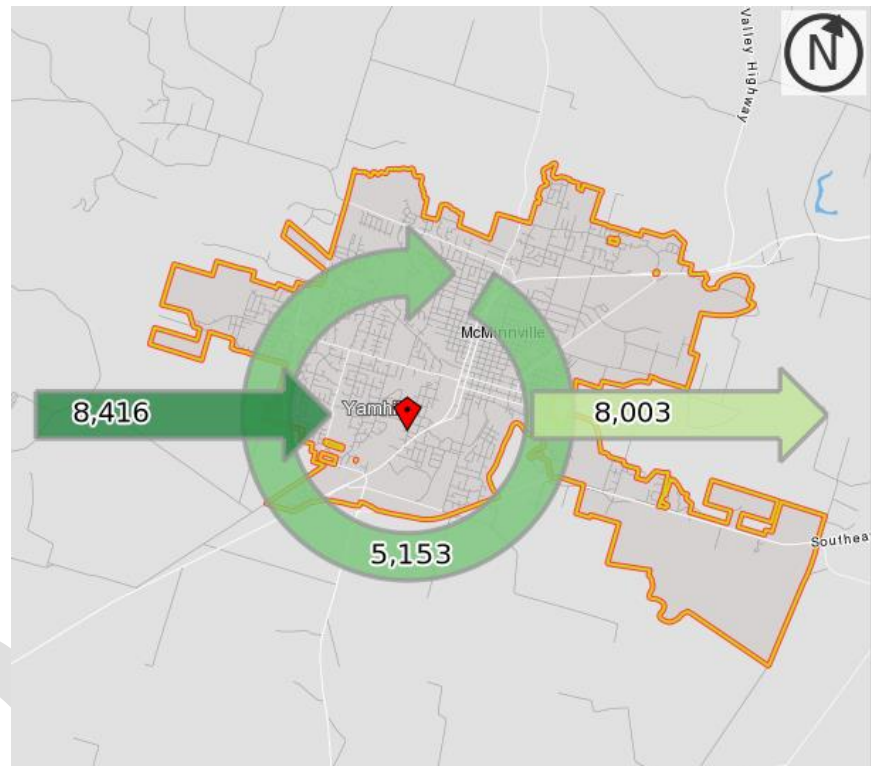
## Commuting Trends

McMinnville is part of the complex, interconnected economy of Yamhill County and the Portland region. Of the more than 13,500 people who work in McMinnville, more than 60% of workers commute into McMinnville from other areas, most notably Portland and Salem.

**About 8,400 people commute into McMinnville for work and just about an equal amount of people (8,000) commute out of McMinnville for work.**

**Exhibit 45. Commuting Flows, McMinnville 2015**

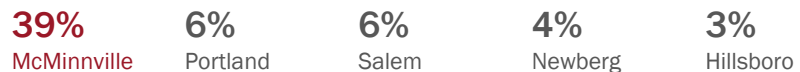
Source: U.S. Census Bureau, Census On the Map.



**Nearly 40% of people who live in McMinnville also work in McMinnville.**

**Exhibit 46. Places Where McMinnville Residents were Employed, 2015**

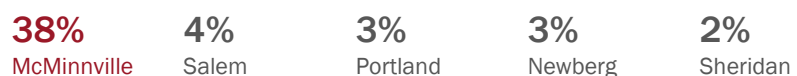
Source: U.S. Census Bureau, Census On the Map.



**More than 60% of McMinnville workers live somewhere else and commute into the city.**

**Exhibit 47. Places Where Workers who are Employed in McMinnville Live, 2015**

Source: U.S. Census Bureau, Census On the Map.

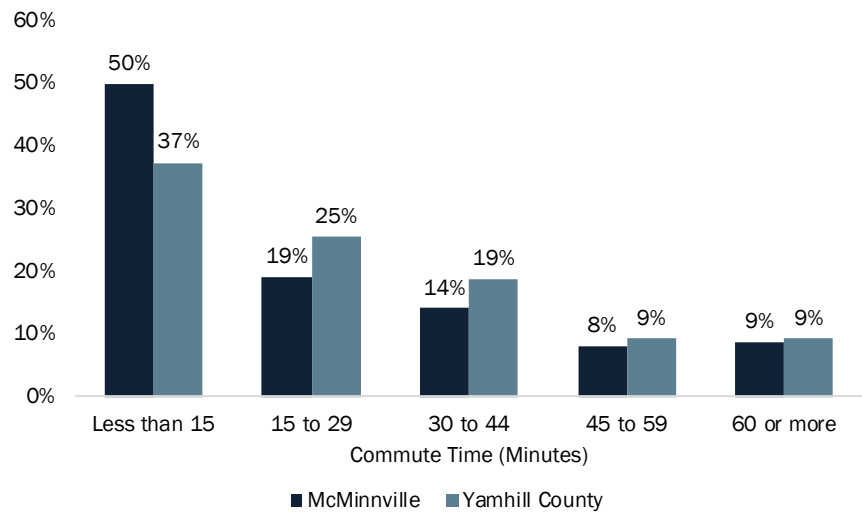


Half of McMinnville residents have a commute time that takes less than 15 minutes – compared to the 37% of Yamhill residents with commute times this short.

Just under 70% of McMinnville residents have a commute time of less than 30 minutes.

**Exhibit 48. Commute Time by Place of Residence, McMinnville and Yamhill County, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS Table B08303.



## Regional and Local Trends Affecting Affordability in McMinnville

This section describes changes in sales prices, rents, and housing affordability in McMinnville, Yamhill County, and comparison cities.

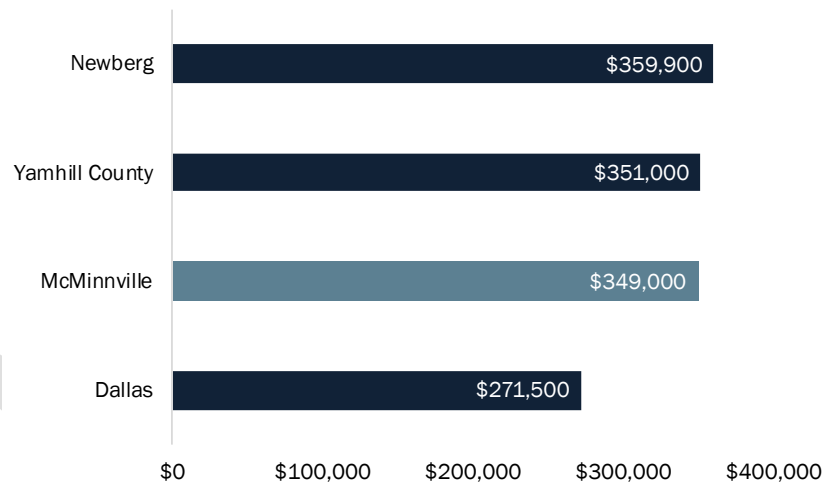
### Changes in Housing Costs

With a median sales price of \$349,000 in June of 2018, McMinnville's housing sales prices are slightly lower than that of the county. McMinnville's median housing prices are increasing, and they have outpaced median household incomes.

**McMinnville's median home sale price is similar to the County's.**

**Exhibit 49. Median Sales Price, McMinnville, Newberg, Dallas, and Yamhill County June 2018**

Source: Redfin.

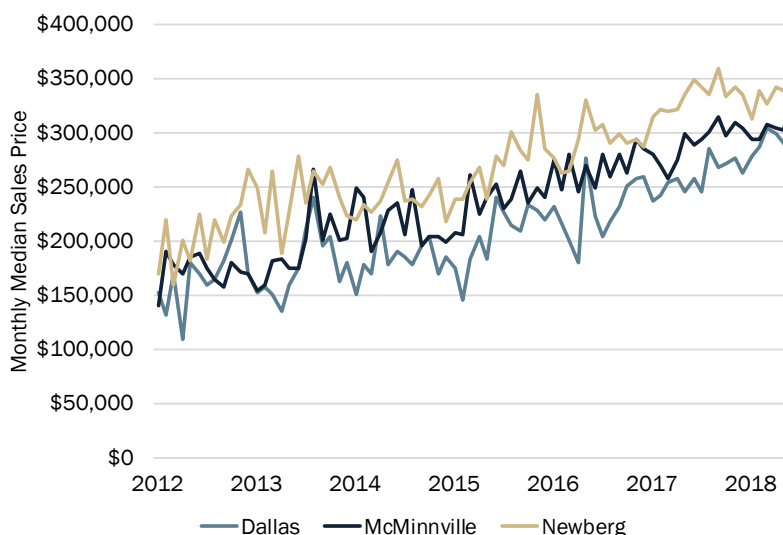


**Between January of 2012 and June of 2018, median home sales prices in McMinnville rose steadily, increasing from \$140,600 to \$349,000.**

In this same time, McMinnville's median home sale price increased by 148%. In comparison, Dallas' median home sale price increased by 78% and Newberg's by 126%.

**Exhibit 50. Monthly median Sales Price, McMinnville and comparison cities, January of 2012 to June of 2018**

Source: Redfin Median Sales Data 2018.

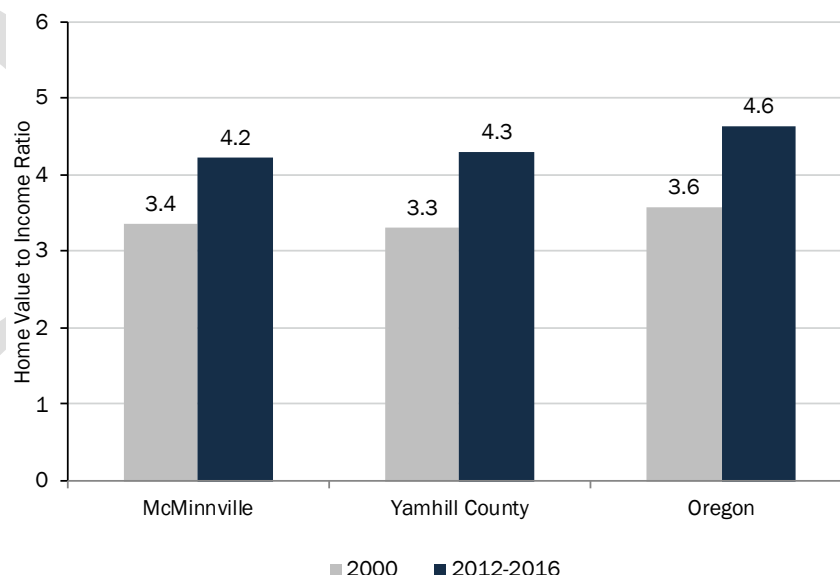


**Since 2000, housing costs in McMinnville, like comparison regions, have increased faster than incomes.**

The median value of a house in McMinnville was 3.4 times the median household income in 2000, and 4.2 times median household income in 2016.

**Exhibit 51. Ratio of Median Housing Value to Median Household Income, 2000 to 2012-16<sup>19</sup>**

Source: U.S. Census Bureau, 2000 Decennial Census, Tables HCT012 and H085, and 2012-2016 ACS, Tables B19013 and B25077.



<sup>19</sup> This ratio compares the median value of housing in McMinnville and other places to the median household income. Inflation-adjusted median owner values in McMinnville increased from \$187,469 in 2000 to \$200,800 in 2012-2016. Over the same period, median income decreased from \$55,930 to \$47,460.

## Changes in Rental Costs

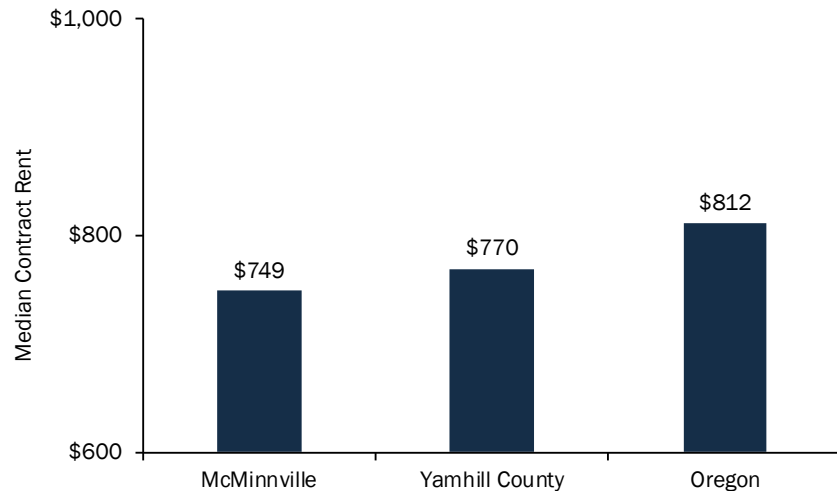
Rent costs in McMinnville are lower than the county's and larger regions. The following charts show gross rent (which includes the cost of rent plus utilities) for McMinnville in comparison to the county and state.

### The median gross rent in McMinnville is \$749.

Rent in McMinnville is lower than that of comparison regions, but close to Yamhill's median gross rent of \$770.

#### Exhibit 52. Median Gross Rent, 2012-2016

Source: U.S. Census Bureau, 2012-2016 ACS Table B25064.

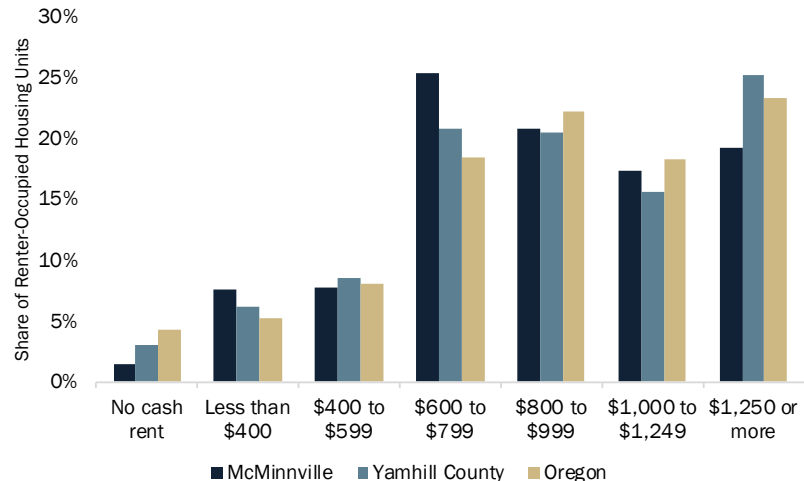


### Nearly 63% of renters in McMinnville pay less than \$1,000 per month.

About 19% of McMinnville's renters pay \$1,250 or more in gross rent per month, a smaller share than Yamhill County (25%) and the state (23%).

#### Exhibit 53. Gross Rent, McMinnville, 2012-2016

Source: U.S. Census Bureau, 2012-2016 ACS Table B25063.



## Housing Affordability

A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. HUD guidelines indicate that households paying more than 30% of their income on housing experience “cost burden,” and households paying more than 50% of their income on housing experience “severe cost burden.” Using cost burden as an indicator is consistent with the Goal 10 requirement to provide housing that is affordable to all households in a community.

About 36% of McMinnville’s households are cost burdened. About 52% of renter households are cost burdened, compared with 25% of homeowners. Overall, McMinnville has a similar share of cost-burdened households as Yamhill County and state. McMinnville also has a smaller share of cost-burdened households (total) and cost-burdened renter households than Newberg, Independence, and Monmouth (other cities in close proximity).

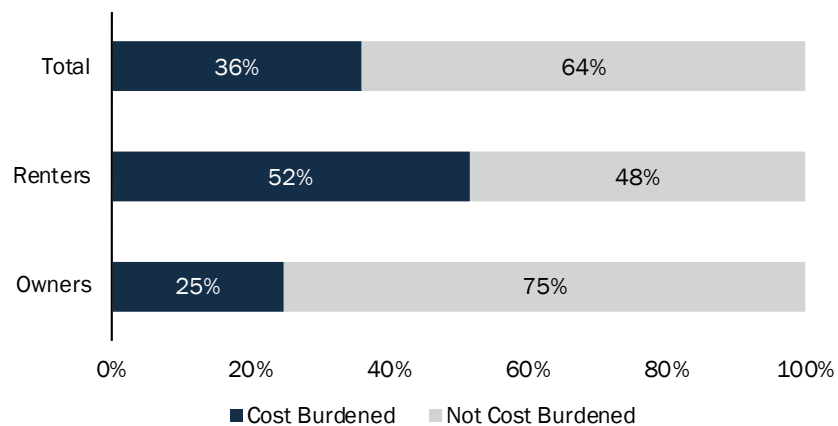
Per example, about 23% of McMinnville households have income of less than \$25,000 per year. These households can afford rent of less than \$625 per month, or a home with a value of less than \$62,500. Most, but not all, of these households are cost burdened.

### Renters are much more likely to be cost burdened than homeowners.

Cost burden rates are much higher among renters in McMinnville than among homeowners. In 2016, about 52% of renters were cost burdened, compared to 25% of homeowners.

#### Exhibit 54. Housing Cost Burden by Tenure, McMinnville, 2012-2016

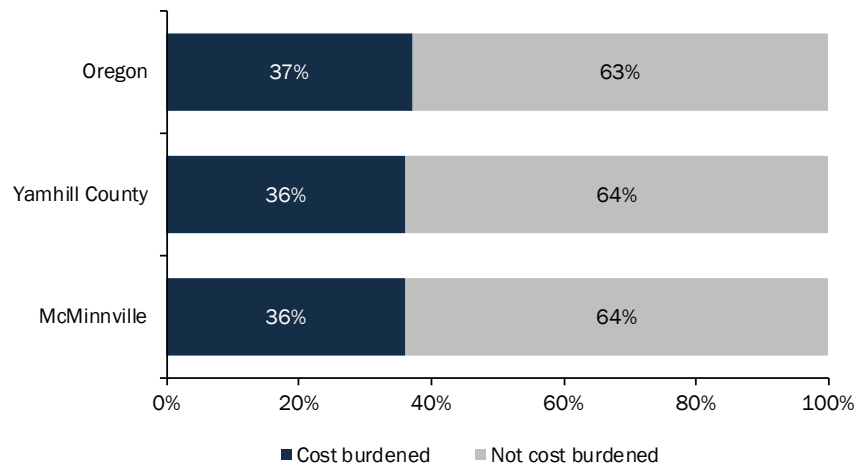
Source: U.S. Census Bureau, 2012-2016 ACS Tables B25091 and B25070.



The share of McMinnville households that are cost burdened is similar to the share of cost burdened households in the county and State.

**Exhibit 55. Housing Cost Burden, McMinnville and Comparison Regions, 2012-2016**

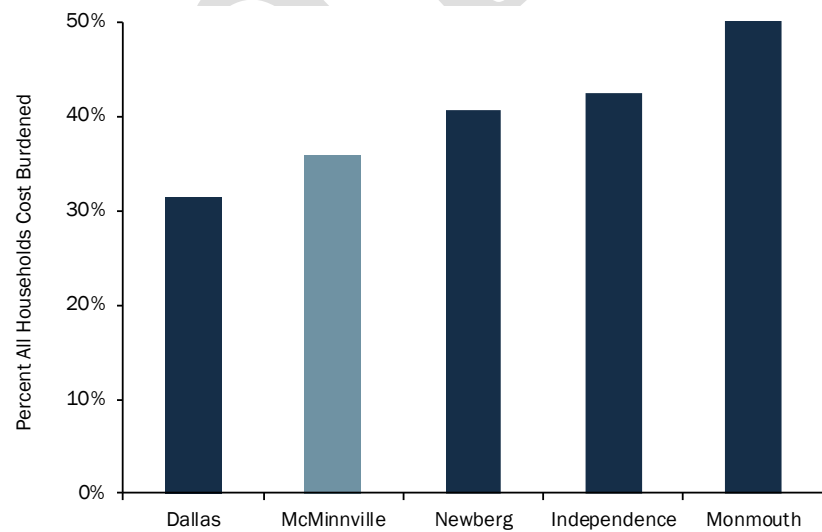
Source: U.S. Census Bureau, 2012-2016 ACS Tables B25091 and B25070.



Other communities in the greater region possess a larger share of cost-burdened households than McMinnville does.

**Exhibit 56. Cost Burden Households, McMinnville and Comparison Cities, 2012-2016**

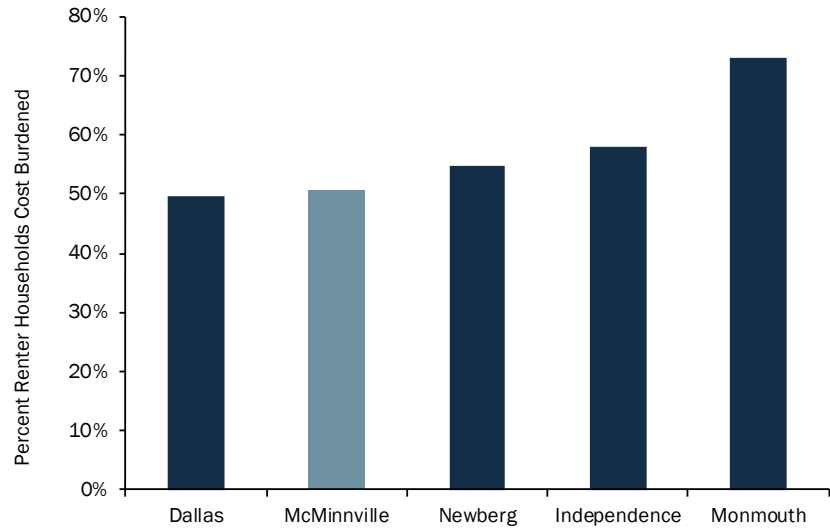
Source: U.S. Census Bureau, 2012-2016 ACS Tables B25091 and B25070.



The share of cost-burdened renter households in McMinnville is similar to that of other cities in the greater region.

**Exhibit 57. Cost Burden Renter Households, McMinnville and Comparison Cities, 2012-2016**

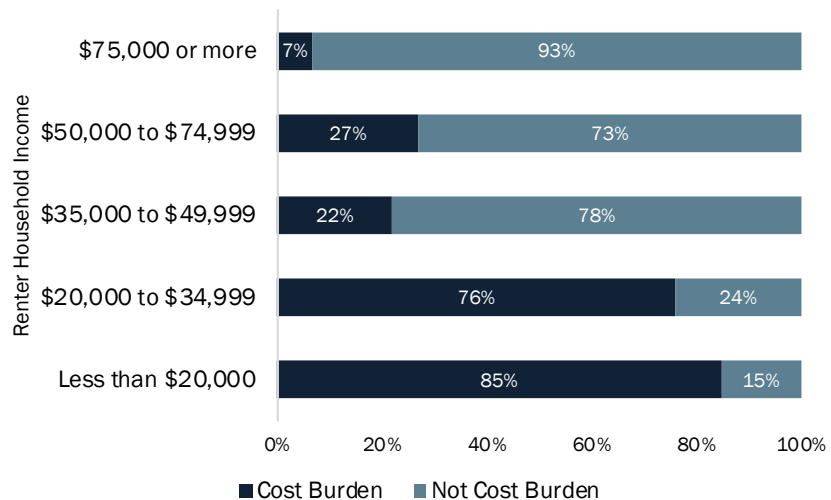
Source: U.S. Census Bureau, 2012-2016 ACS Table B25070.



In McMinnville as of 2016, 85% of renter households, making less than \$20K per year, were cost burden and 76% of renter households making between \$20K - \$35K were cost burden.

**Exhibit 58. Cost Burden Renter Households, by Household Income, McMinnville, 2012-2016**

Source: U.S. Census Bureau, 2012-2016 ACS Table B25074.



While cost burden is a common measure of housing affordability, it does have some limitations. Two important limitations are:

- A household is defined as cost burdened if the housing costs exceed 30% of their income, regardless of actual income. The remaining 70% of income is expected to be spent on non-discretionary expenses, such as food or medical care, and on discretionary expenses. Households with higher incomes may be able to pay more than 30% of their income on housing without impacting the household's ability to pay for necessary non-discretionary expenses.

- Cost burden compares income to housing costs and does not account for accumulated wealth. As a result, the estimate of how much a household can afford to pay for housing does not include the impact of a household's accumulated wealth. For example, a household with retired people may have relatively low income but may have accumulated assets (such as profits from selling another house) that allow them to purchase a house that would be considered unaffordable to them based on the cost burden indicator.

Cost burden is only one indicator of housing affordability. Another way of exploring the issue of financial need is to review housing affordability at varying levels of household income.

**Fair Market Rent for a 2-bedroom apartment in Yamhill County is \$1,330**

#### Exhibit 59. HUD Fair Market Rent (FMR) by Unit Type, Yamhill County, 2018

Source: U.S. Department of Housing and Urban Development.

|                |                |                |                |                |
|----------------|----------------|----------------|----------------|----------------|
| <b>\$1,026</b> | <b>\$1,132</b> | <b>\$1,330</b> | <b>\$1,935</b> | <b>\$2,343</b> |
| Studio         | 1-Bedroom      | 2-Bedroom      | 3-Bedroom      | 4-Bedroom      |

**A household must earn at least \$25.58 per hour to afford a two-bedroom unit in Yamhill County.**

#### Exhibit 60. Affordable Housing Wage, Yamhill County, 2018

Source: U.S. Department of Housing and Urban Development; Oregon Bureau of Labor and Industries.

**\$25.58/hour**

Affordable Housing Wage for two-bedroom Unit in Yamhill County

**Almost half of McMinnville households have incomes less than \$44,820 and cannot afford a two-bedroom apartment at Yamhill County's Fair Market Rent (FMR) of \$1,242.**

#### Exhibit 61. Financially Attainable Housing, by Median Family Income (MFI) for Yamhill County (\$81,400), McMinnville, 2016

Source: U.S. Department of Housing and Urban Development 2018; U.S. Census Bureau, 2012-2016, ACS Table B19001. Note: MFI is Median Family Income, determined by HUD for Yamhill County.

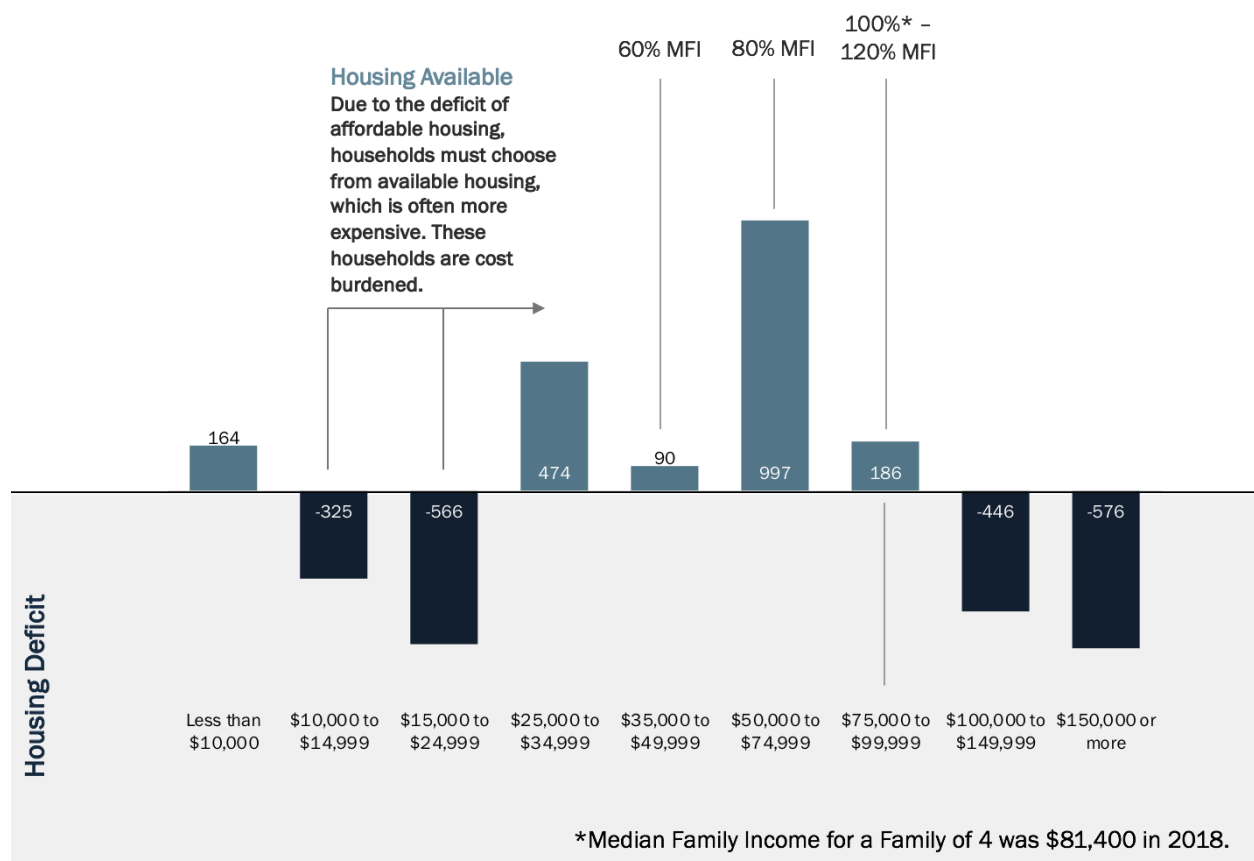
| % of Yamhill County MFI            | < 30%                                    | 30% to 60%                         | 60% to 80%   | 80% to 120%                       | > 120%                             |
|------------------------------------|--|------------------------------------|--|-----------------------------------|------------------------------------|
| Annual Income                      | < \$24,420                               | \$24,420 to \$48,840               | \$48,840 to \$65,120   | \$65,120 to \$97,680              | \$97,680 or more                   |
| Monthly Affordable Housing Cost    | < \$611                                  | \$611 to \$1,221                   | \$1,221 to \$1,628   | \$1,628 to \$2,442                | > \$2,442                          |
| Percent of McMinnville House-holds | 22%                                      | 30%                                | 13%  | 18%                               | 17%                                |
| Attainable Owner Housing Types     | None                                     | Manufctrd in parks                 | Single-family attached; Condos; Duplexes; Manufctrd on lots  | All housing types of lower values | All housing types of higher values |
| Attainable Renter Housing Types    | Apts; New and used govt-assisted housing | Apts; Manufctrd in parks; Duplexes | Single-family attached and detached; Manufctrd on lots; Apts | All housing types of lower values | All housing types of higher values |

Comparing the number of households by income with the number of units affordable to those households in McMinnville reflects a current deficit of housing affordable to households earning between \$10,000 and \$25,000 annually and households earning between \$100,000 annually or more. The deficit of housing for households earning between \$10,000 and \$25,000 (about 15% to 35% of MFI) results in these households living in housing that is more expensive than they can afford. Households in this income range are generally unable to afford market rate rents. When lower cost housing (such as government subsidized housing) is not available, these households pay more than they can afford in rent. This is consistent with the data about renter cost burden in McMinnville.

The housing types that McMinnville has a deficit of are government-assisted housing; more affordable housing types (such as manufactured housing in parks and lots, apartments, duplexes, and tri- and quad-plexes); as well housing types of higher values (such as high-amenity housing).

#### Exhibit 62. Affordable Housing Costs and Units by Income Level, McMinnville, 2016

Source: U.S. Department of Housing and Urban Development, Median Family Income 2018. U.S. Census Bureau, 2012-2016, ACS Table B19001, B25075, and B25063. Note: MFI is Median Family Income, determined by HUD for Yamhill County.



## Summary of the Factors Affecting McMinnville's Housing Needs

The purpose of the analysis thus far has been to provide background on the kinds of factors that influence housing choice, and in doing so, to convey why the number and interrelationships among those factors ensure that generalizations about housing choice are difficult to make and prone to inaccuracies.

There is no question that age affects housing type and tenure. Mobility is substantially higher for people aged 20 to 34. People in that age group will also have, on average, less income than people who are older. They are less likely to have children. These factors mean that younger households are much more likely to be renters, and renters are more likely to be in multifamily housing.

The data illustrate what more detailed research has shown and what most people understand intuitively: life cycle and housing choice interact in ways that are predictable in the aggregate; age of the household head is correlated with household size and income; household size and age of household head affect housing preferences; income affects the ability of a household to afford a preferred housing type. The connection between socioeconomic and demographic factors and housing choice is often described informally by giving names to households with certain combinations of characteristics: the "traditional family," the "never-marrieds," the "dinks" (dual-income, no kids), the "empty-nesters."<sup>20</sup> Thus, simply looking at the long wave of demographic trends can provide good information for estimating future housing demand.

Thus, one is ultimately left with the need to make a qualitative assessment of the future housing market. The following is a discussion of how demographic and housing trends are likely to affect housing in McMinnville over the next 20 years:

- **Growth in housing will be driven by growth in population.** Between 1990 and 2017 McMinnville's population grew by 15,771 people or 88%. The population in McMinnville's UGB is forecast to grow from 34,292 to 46,956, an increase of 12,664 people (37%) between 2017 and 2040.<sup>21</sup>
- **Housing affordability will be a growing challenge in McMinnville.** Housing affordability is a challenge in Oregon in general, and McMinnville is affected by this statewide trend. Housing prices are increasing faster than incomes in McMinnville and Yamhill County, consistent with state and national challenges. While 26% of McMinnville housing is multifamily housing, the county has a relatively small supply of multi-family housing (17%) which constrains the supply of affordable housing for the region – affecting the city. For instance, over half of renters in McMinnville are cost burdened indicative of a lack of affordable rental units, like apartments. McMinnville's

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<sup>20</sup> See *Planning for Residential Growth: A Workbook for Oregon's Urban Areas* (June 1997).

<sup>21</sup> This forecast is based on McMinnville's official forecast from the Oregon Population Forecast Program for the 2020 to 2040 period.

key challenge over the next 20 years is providing opportunities for development of relatively affordable housing of all types, from lower-cost single-family housing to market-rate multifamily housing.

- **Without substantial changes in housing policy (at all levels of government), on average, future housing will look a lot like past housing.** That is the assumption that underlies any trend forecast, and one that allows some quantification of the composition of demand for new housing.

The City's residential policies can impact the amount of change in McMinnville's housing market, to some degree. If the City adopts policies to increase opportunities to build smaller-scale single-family and multifamily housing types, especially multifamily that is affordable to low- and moderate-income households, a larger percentage of new housing developed over the next 20 years in McMinnville may be relatively affordable.

Examples of policies that the City could adopt to achieve this outcome include: allowing a wider range of housing types (e.g., duplex or townhouses) in single-family zones, ensuring that there is sufficient land zoned to allow single-family attached multifamily housing development, supporting development of government-subsidized affordable housing, and encouraging multifamily residential development in downtown. The degree of change in McMinnville's housing market, however, will depend on market demand for these types of housing in Yamhill County and the greater region.

- **If the future differs from the past, it is likely to move in the direction (on average) of smaller units and more diverse housing types.** Most of the evidence suggests that the bulk of the change will be in the direction of smaller average house and lot sizes for single-family housing. This includes providing opportunities for development of smaller single-family detached homes, townhomes, and multifamily housing.

Key demographic and economic trends that will affect McMinnville's future housing needs are: (1) the aging of the Baby Boomers, (2) aging of the Millennials, and (3) continued growth in Hispanic and Latino population.

- *The Baby Boomer's population is continuing to age.* By 2040, people 60 years and older will account for 28% of the population in McMinnville (up from 23% in 2017). The changes that affect McMinnville's housing demand as the population ages are that household sizes decrease, and homeownership rates decrease. The majority of Baby Boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing may grow in McMinnville, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care.
- *Millennials will continue to age.* By 2040, Millennials will be roughly between about 40 years old to 60 years old. As they age, generally speaking, their household sizes will increase, and homeownership rates will peak by about age 60. Between 2020 and 2040, Millennials will be a key driver in demand for housing for families with children. The ability to attract Millennials will depend

on availability of affordable renter and ownership housing. It will also depend on the location of housing as many Millennials prefer to live in more urban environments.<sup>22</sup> The decline in homeownership among the Millennial generation has more to do with financial barriers rather than the preference to rent.<sup>23</sup>

- *Hispanic and Latino population will continue to grow.* The U.S. Census projects that by about 2040, Hispanic and Latino population will account for one-quarter of the nation's population. The share of Hispanic and Latino population in the western U.S. is likely to be higher. Hispanic and Latino population currently accounts for about 22% of McMinnville's population. In addition, the Hispanic and Latino population is generally younger than the U.S. average, with many Hispanic and Latino people belonging to the Millennial generation.

Hispanic and Latino population growth will be an important driver in growth of housing demand, both for owner- and renter-occupied housing. Growth in Hispanic and Latino population will drive demand for housing for families with children. Given the lower income for Hispanic and Latino households, especially first-generation immigrants, growth in this group will also drive demand for affordable housing, both for ownership and renting.<sup>24</sup>

In summary, an aging population, increasing housing costs (although lower than the Region), housing affordability concerns for Millennials and the Hispanic and Latino populations, and other variables are factors that support the conclusion of need for smaller and less expensive units and a broader array of housing choices. Growth of retirees will drive demand for small single-family detached houses and townhomes for homeownership, townhome and multifamily rentals, age-restricted housing, and assisted-living facilities. Growth in Millennials and Hispanic and Latino populations will drive demand for affordable housing types, including demand for small, affordable single-family units (many of which may be ownership units) and for affordable multifamily units (many of which may be rental units).

- **No amount of analysis is likely to make the distant future completely certain: the purpose of the housing forecasting in this study is to get an approximate idea about**

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<sup>22</sup> Choi, Hyun June; Zhu, Jun; Goodman, Laurie; Ganesh, Bhargavi; Storchak, Sarah. (2018). Millennial Homeownership, Why is it So Low, and How Can We Increase It? Urban Institute. [https://www.urban.org/research/publication/millennial-homeownership/view/full\\_report](https://www.urban.org/research/publication/millennial-homeownership/view/full_report)

<sup>23</sup> Ibid.

<sup>24</sup> The following articles describe housing preferences and household income trends for Hispanic and Latino families, including differences in income levels for first, second, and third generation households. In short, Hispanic and Latino households have lower median income than the national averages. First and second generation Hispanic and Latino households have median incomes below the average for all Hispanic and Latino households. Hispanic and Latino households have a strong preference for homeownership, but availability of mortgages and availability of affordable housing are key barriers to homeownership for this group.

Pew Research Center. *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*, February 7, 2012.

National Association of Hispanic Real Estate Professionals. *2014 State of Hispanic Homeownership Report*, 2014.

**the future so policy choices can be made today.** Economic forecasters regard any economic forecast more than three (or at most five) years out as highly speculative. At one year, one is protected from being disastrously wrong by the sheer inertia of the economic machine. But a variety of factors or events could cause growth forecasts to be substantially different.

Draft

Draft



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

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

## WORK SESSION EXHIBIT 2 - STAFF REPORT

**DATE:** December 20, 2018  
**TO:** City of McMinnville Planning Commission  
**FROM:** Chuck Darnell, Senior Planner  
**SUBJECT:** Great Neighborhood Principles Survey Results

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### **Report in Brief:**

The purpose of this discussion item is to provide an update on the City of McMinnville Planning Department's Great Neighborhood Principles project. Staff will provide a detailed update during a presentation at the work session meeting, which will focus on the results of the survey completed during the public outreach period.

### **Background:**

The McMinnville Planning Commission's 2017-2019 Work Plan included the Great Neighborhood Principles (GNP) project as a long-range planning work product. The purpose of the GNP project is to define what makes a great neighborhood in McMinnville, and to identify and describe specific principles that should be achieved in every neighborhood. These principles, once identified, will be adopted into the City's Comprehensive Plan, and will then guide future development code updates establishing requirements for future development projects.

Staff initiated the GNP project in August 2018 by forming a Project Advisory Committee (PAC) and Technical Advisory Committee (TAC) to provide guidance for staff and oversee the completion of the project. During the months of October and November 2018, public outreach was completed, which included a survey to gather feedback.

### **Discussion:**

The survey was available both online, as well as in hard copy form at various locations around the city. Hard copies were provided at every city building, including the Library, Aquatic Center, Community Center, Senior Center, and City Hall. The survey was available in both versions (online and hard copies) in both English and Spanish.

Overall, 334 survey responses were provided. Of those, 292 were provided online in English, 5 were provided online in Spanish, and 37 were provided as hard copies in English.

Attached is a document that provides the results of the survey in a variety of ways. The document includes the following information:

- Pages 1 – 6: Overall Survey Results (Combined Results of all 334 Responses)

- Pages 7 – 9: “Ranking of Importance” Survey Questions Organized by Draft Great Neighborhood Principles (Combined Results of all 334 Responses)
- Pages 10 – 13: Cross-Tabulation of Responses by Gender, Income, and Age (Only for English Online Survey Responses)
- Pages 14 – 26: Comments Provided to Open-Ended Questions (Only for English Online Survey Responses)

Staff will provide a more detailed overview of the survey responses at the Work Session meeting.

**Fiscal Impact:**

None.

**Recommendation/Suggested Motion:**

No specific motion is required at this time.

CD:hr

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

|  | Yes   | No    | N/A  |
|--|-------|-------|------|
| Do you think walkability makes a neighborhood great?   | 325   | 8     | 1    |
|  | 97.3% | 2.4%  | 0.3% |
| Do you think easy bike access around and between places makes a neighborhood great?  | 294   | 39    | 1    |
|  | 88.0% | 11.7% | 0.3% |
| Do you think that an interconnected or “grid” street network makes a neighborhood great?   | 216   | 113   | 5    |
|  | 64.7% | 33.8% | 1.5% |
| Do you think that ADA (Americans with Disabilities Act) accessibility for people of all ages and abilities makes a neighborhood great?   | 302   | 30    | 2    |
|  | 90.4% | 9.0%  | 0.6% |
| Do you think that housing options for people with a wide range of incomes makes a neighborhood great?  | 247   | 84    | 3    |
|  | 74.0% | 25.1% | 0.9% |
| Do you think that housing options for all ages and generations (the ability to “age in place”) makes a neighborhood great?   | 305   | 27    | 2    |
|  | 91.3% | 8.1%  | 0.6% |
| Do you think that housing design variation, in terms of type, size, and style, makes a neighborhood great?   | 254   | 78    | 2    |
|  | 76.0% | 23.4% | 0.6% |
| Do you think that small commercial areas that provide shops, restaurants, and other local services make a neighborhood great?  | 276   | 55    | 3    |
|  | 82.6% | 16.5% | 0.9% |
| Do you think that parks or open spaces make a neighborhood great?  | 328   | 5     | 1    |
|  | 98.2% | 1.5%  | 0.3% |
| Do you think that opportunities for public art make a neighborhood great?  | 251   | 82    | 1    |
|  | 75.1% | 24.6% | 0.3% |
| Do you think that the preservation of significant natural features (waterways, wetlands, trees, views, etc.) makes a neighborhood great?   | 322   | 11    | 1    |
|  | 96.4% | 3.3%  | 0.3% |
| Do you think that preserving scenic views in areas that everyone can access makes a neighborhood great?  | 313   | 19    | 2    |
|  | 93.7% | 5.7%  | 0.6% |
| Do you think that environmental or “green” design and construction techniques make a neighborhood great?   | 256   | 77    | 1    |
|  | 76.6% | 23.1% | 0.3% |
| Do you think that providing a buffer between urban uses (such as housing and commercial areas) and surrounding rural uses (such as farming and agriculture) makes a neighborhood great?            | 215   | 111   | 8    |
|  | 64.4% | 33.2% | 2.4% |
| Do you think that specialized design elements make a neighborhood great?   | 151   | 172   | 11   |
|  | 45.2% | 51.5% | 3.3% |
| Do you think that buildings and places designed at a “human scale” (a design approach that prioritizes the pedestrian and human interaction with the built environment) make a neighborhood great? | 259   | 72    | 3    |
|  | 77.5% | 21.6% | 0.9% |

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

|   |     |       |
|---|-----|-------|
| <b>If you were picking a neighborhood to live in today, which of the following would influence your decision (select all that apply):</b> |     |       |
| Housing quality and architecture  | 212 | 63.5% |
| Tree lined streets and green spaces   | 254 | 76.0% |
| Housing affordability   | 239 | 71.6% |
| Sidewalks and places to take walks  | 268 | 80.2% |
| Safety  | 290 | 86.8% |
| Being within a short commute to work or other destinations  | 164 | 49.1% |
| Having activities nearby, such as shops, offices, restaurants, or parks   | 207 | 62.0% |
| Separated bike paths and trails   | 165 | 49.4% |
| Access to parks and open space  | 242 | 72.5% |
| Neighborhood character and design elements  | 160 | 47.9% |
| Access to public transit  | 94  | 28.1% |
| Preservation of natural features (waterways, trees, wetlands, etc.)   | 234 | 70.1% |
| Open spaces for recreation  | 184 | 55.1% |
| Location  | 229 | 68.6% |

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

| How important are the following in a neighborhood's transportation network? |                        |             |           |                |           |
|---|------------------------|-------------|-----------|----------------|-----------|
|   | Completely Unimportant | Unimportant | Important | Very Important | No Answer |
| Sidewalks Along Every Street  | 4                      | 17          | 126       | 185            | 3         |
|   | 1.2%                   | 5.1%        | 37.7%     | 55.4%          | 0.9%      |
| Multi-use Paths (for walking and biking)                                    | 7                      | 42          | 182       | 102            | 2         |
|   | 2.1%                   | 12.6%       | 54.5%     | 30.5%          | 0.6%      |
| Options for Alternative Travel Routes                                       | 6                      | 74          | 183       | 62             | 8         |
|   | 1.8%                   | 22.2%       | 54.8%     | 18.6%          | 2.4%      |
| Safe Street Crossings   | 2                      | 6           | 105       | 217            | 3         |
|   | 0.6%                   | 1.8%        | 31.4%     | 65.0%          | 0.9%      |
| Access to Public Transit  | 21                     | 98          | 154       | 55             | 6         |
|   | 6.3%                   | 29.3%       | 46.1%     | 16.5%          | 1.8%      |
| Bike Connections to Downtown  | 15                     | 82          | 162       | 69             | 6         |
|   | 4.5%                   | 24.6%       | 48.5%     | 20.7%          | 1.8%      |
| Safe Routes to Schools  | 1                      | 10          | 93        | 223            | 6         |
|   | 0.3%                   | 3.0%        | 27.8%     | 66.8%          | 1.8%      |
| ADA (Americans with Disabilities Act) Improvements                          | 5                      | 32          | 155       | 137            | 5         |
|   | 1.5%                   | 9.6%        | 46.4%     | 41.0%          | 1.5%      |
| Alleys for Houses on Small Lots   | 32                     | 160         | 98        | 34             | 10        |
|   | 9.6%                   | 47.9%       | 29.3%     | 10.2%          | 3.0%      |
| Traffic Calming/Slowing Features (roundabouts, landscaping, etc.)           | 11                     | 60          | 186       | 72             | 5         |
|   | 3.3%                   | 18.0%       | 55.7%     | 21.6%          | 1.5%      |
| Interconnected Streets (Grid Street Network)                                | 14                     | 105         | 157       | 46             | 12        |
|   | 4.2%                   | 31.4%       | 47.0%     | 13.8%          | 3.6%      |
| Safe, Well-Marked Pedestrian Crossings                                      | 1                      | 10          | 129       | 187            | 7         |
|   | 0.3%                   | 3.0%        | 38.6%     | 56.0%          | 2.1%      |
| Soft-Surfaced (crushed gravel, wood chips, etc.) Walking and Biking Trails  | 15                     | 107         | 157       | 47             | 8         |
|   | 4.5%                   | 32.0%       | 47.0%     | 14.1%          | 2.4%      |
| Slower Speeds on Certain Streets  | 3                      | 33          | 166       | 126            | 6         |
|   | 0.9%                   | 9.9%        | 49.7%     | 37.7%          | 1.8%      |
| Easy Access to Major Roads  | 8                      | 63          | 190       | 67             | 6         |
|   | 2.4%                   | 18.9%       | 56.9%     | 20.1%          | 1.8%      |
| Bike Lanes on Streets   | 8                      | 67          | 178       | 85             | 6         |
|   | 2.4%                   | 20.1%       | 53.3%     | 25.4%          | 1.8%      |
| Short Blocks and Street Lengths   | 34                     | 190         | 80        | 17             | 13        |
|   | 10.2%                  | 56.9%       | 24.0%     | 5.1%           | 3.9%      |
| Off-Street Bike Paths   | 13                     | 108         | 143       | 62             | 8         |
|   | 3.9%                   | 32.3%       | 42.8%     | 18.6%          | 2.4%      |
| More Intersections to Slow Auto Traffic                                     | 33                     | 139         | 119       | 34             | 9         |
|   | 9.9%                   | 41.6%       | 35.6%     | 10.2%          | 2.7%      |

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

| How important are the following in a neighborhood's housing and other activities?                  |                        |             |           |                |           |
|--|------------------------|-------------|-----------|----------------|-----------|
|  | Completely Unimportant | Unimportant | Important | Very Important | No Answer |
| Parks  | 2                      | 10          | 156       | 146            | 20        |
|  | 0.6%                   | 3.0%        | 46.7%     | 43.7%          | 6.0%      |
| Corner Stores  | 20                     | 133         | 143       | 28             | 10        |
|  | 6.0%                   | 39.8%       | 42.8%     | 8.4%           | 3.0%      |
| Variety of Housing Options   | 13                     | 54          | 160       | 94             | 14        |
|  | 3.9%                   | 16.2%       | 47.9%     | 28.1%          | 4.2%      |
| Integration of Other Uses (Shops, Offices, Schools, Entertainment, etc.) in Existing Neighborhoods | 20                     | 87          | 164       | 54             | 10        |
|  | 6.0%                   | 26.0%       | 49.1%     | 16.2%          | 3.0%      |
| Housing for Multi-Generational Families  | 9                      | 70          | 185       | 63             | 8         |
|  | 2.7%                   | 21.0%       | 55.4%     | 18.9%          | 2.4%      |
| Access to a Mix of Activities  | 5                      | 56          | 202       | 61             | 10        |
|  | 1.5%                   | 16.8%       | 60.5%     | 18.3%          | 3.0%      |
| Housing Affordability  | 5                      | 24          | 124       | 172            | 9         |
|  | 1.5%                   | 7.2%        | 37.1%     | 51.5%          | 2.7%      |
| Neighborhood Shops   | 15                     | 101         | 150       | 61             | 12        |
|  | 4.5%                   | 30.2%       | 44.9%     | 18.3%          | 3.6%      |
| Architectural Form   | 23                     | 114         | 147       | 39             | 11        |
|  | 6.9%                   | 34.1%       | 44.0%     | 11.7%          | 3.3%      |
| Open Areas for Recreation  | 2                      | 33          | 173       | 119            | 7         |
|  | 0.6%                   | 9.9%        | 51.8%     | 35.6%          | 2.1%      |
| Housing for All Income Levels  | 13                     | 66          | 128       | 120            | 7         |
|  | 3.9%                   | 19.8%       | 38.3%     | 35.9%          | 2.1%      |
| Commercial Uses Near Residential Areas   | 37                     | 151         | 109       | 26             | 11        |
|  | 11.1%                  | 45.2%       | 32.6%     | 7.8%           | 3.3%      |
| Housing for All Age Ranges   | 10                     | 34          | 157       | 121            | 12        |
|  | 3.0%                   | 10.2%       | 47.0%     | 36.2%          | 3.6%      |

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

| How important are the following factors in a neighborhood's design? |                        |             |           |                |           |
|---|------------------------|-------------|-----------|----------------|-----------|
|   | Completely Unimportant | Unimportant | Important | Very Important | No Answer |
| Public Art  | 28                     | 116         | 127       | 26             | 37        |
|   | 8.4%                   | 34.7%       | 38.0%     | 7.8%           | 11.1%     |
| Consistent Features in Neighborhoods (Fencing, Lighting, etc.)      | 23                     | 113         | 138       | 54             | 6         |
|   | 6.9%                   | 33.8%       | 41.3%     | 16.2%          | 1.8%      |
| Environmental/"Green" Construction                                  | 12                     | 75          | 158       | 82             | 7         |
|   | 3.6%                   | 22.5%       | 47.3%     | 24.6%          | 2.1%      |
| Landscaping   | 2                      | 54          | 201       | 70             | 7         |
|   | 0.6%                   | 16.2%       | 60.2%     | 21.0%          | 2.1%      |
| Maintaining Scenic Views for All                                    | 4                      | 50          | 185       | 86             | 9         |
|   | 1.2%                   | 15.0%       | 55.4%     | 25.7%          | 2.7%      |
| Buffers Between Farming and City Uses                               | 16                     | 109         | 141       | 57             | 11        |
|   | 4.8%                   | 32.6%       | 42.2%     | 17.1%          | 3.3%      |
| Maintaining Natural Features  | 2                      | 15          | 192       | 115            | 10        |
|   | 0.6%                   | 4.5%        | 57.5%     | 34.4%          | 3.0%      |
| Tree Lined Streets  | 6                      | 43          | 178       | 100            | 7         |
|   | 1.8%                   | 12.9%       | 53.3%     | 29.9%          | 2.1%      |
| Themed Street Names   | 138                    | 152         | 33        | 3              | 7         |
|   | 41.3%                  | 45.5%       | 9.9%      | 0.9%           | 2.1%      |
| Decorative Features   | 46                     | 170         | 96        | 10             | 12        |
|   | 13.8%                  | 50.9%       | 28.7%     | 3.0%           | 3.6%      |
| Community Gardens   | 19                     | 96          | 154       | 58             | 8         |
|   | 5.7%                   | 28.7%       | 46.1%     | 17.4%          | 2.4%      |
| Lighting in Public Spaces   | 1                      | 4           | 135       | 187            | 7         |
|   | 0.3%                   | 1.2%        | 40.4%     | 56.0%          | 2.1%      |
| Preservation of Trees   | 6                      | 16          | 133       | 173            | 6         |
|   | 1.8%                   | 4.8%        | 39.8%     | 51.8%          | 1.8%      |
| Neighborhood Character  | 5                      | 54          | 181       | 86             | 8         |
|   | 1.5%                   | 16.2%       | 54.2%     | 25.7%          | 2.4%      |
| Neighborhood Names  | 101                    | 162         | 50        | 13             | 9         |
|   | 30.2%                  | 48.5%       | 15.0%     | 3.9%           | 2.7%      |
| Designing Buildings Around Nature                                   | 9                      | 68          | 171       | 78             | 8         |
|   | 2.7%                   | 20.4%       | 51.2%     | 23.4%          | 2.4%      |
| Defined Neighborhood Gateways                                       | 62                     | 163         | 78        | 21             | 10        |
|   | 18.6%                  | 48.8%       | 23.4%     | 6.3%           | 3.0%      |

# Great Neighborhood Principles - Survey Results

Total Number of Responses: 334

| Optional Question: What is your age? |    |       |
|--------------------------------------|----|-------|
| 17 years or younger                  | 1  | 0.3%  |
| 18 to 24 years                       | 9  | 2.7%  |
| 25 to 34 years                       | 47 | 14.1% |
| 35 to 44 years                       | 97 | 29.0% |
| 45 to 54 years                       | 63 | 18.9% |
| 55 to 64 years                       | 46 | 13.8% |
| 65 to 74 years                       | 47 | 14.1% |
| 75 years or older                    | 13 | 3.9%  |
| No Answer                            | 11 | 3.3%  |

| Optional Question: What is your household income? |     |       |
|---|-----|-------|
| Less than \$25,000                                | 23  | 6.9%  |
| \$25,000 to \$49,999                              | 57  | 17.1% |
| \$50,000 to \$99,999                              | 117 | 35.0% |
| \$100,000 to \$149,999                            | 60  | 18.0% |
| \$150,000 or more                                 | 32  | 9.6%  |
| No Answer   | 45  | 13.5% |

| Optional Question: What is your sex? |     |       |
|--------------------------------------|-----|-------|
| Male                                 | 66  | 19.8% |
| Female                               | 244 | 73.1% |
| No Answer                            | 24  | 7.2%  |

| Optional Question: How many years have you lived in McMinnville? |    |       |
|--|----|-------|
| Less than 2 years  | 26 | 7.8%  |
| 2 to 5 years   | 72 | 21.6% |
| 6 to 10 years  | 49 | 14.7% |
| 11 to 20 years   | 82 | 24.6% |
| More than 20 years   | 93 | 27.8% |
| No Answer  | 12 | 3.6%  |

## Great Neighborhood Principles - Suvey Results

### Organized by Topic Area

| Walkability  |                        |              |              |                |           |                                   |
|--|------------------------|--------------|--------------|----------------|-----------|-----------------------------------|
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp or Very Imp   |
| Sidewalks Along Every Street   | 4                      | 17           | 126          | <b>185</b>     | 3         |                                   |
|  | 1.2%                   | 5.1%         | 37.7%        | <b>55.4%</b>   | 0.9%      | 93.1%                             |
| Multi-use Paths (for walking and biking)                                   | 7                      | 42           | <b>182</b>   | 102            | 2         |                                   |
|  | 2.1%                   | 12.6%        | <b>54.5%</b> | 30.5%          | 0.6%      | 85.0%                             |
| Safe Street Crossings  | 2                      | 6            | 105          | <b>217</b>     | 3         |                                   |
|  | 0.6%                   | 1.8%         | 31.4%        | <b>65.0%</b>   | 0.9%      | 96.4%                             |
| Safe Routes to Schools   | 1                      | 10           | 93           | <b>223</b>     | 6         |                                   |
|  | 0.3%                   | 3.0%         | 27.8%        | <b>66.8%</b>   | 1.8%      | 94.6%                             |
| Safe, Well-Marked Pedestrian Crossings                                     | 1                      | 10           | 129          | <b>187</b>     | 7         |                                   |
|  | 0.3%                   | 3.0%         | 38.6%        | <b>56.0%</b>   | 2.1%      | 94.6%                             |
| Soft-Surfaced (crushed gravel, wood chips, etc.) Walking and Biking Trails | 15                     | 107          | <b>157</b>   | 47             | 8         |                                   |
|  | 4.5%                   | 32.0%        | <b>47.0%</b> | 14.1%          | 2.4%      | 61.1%                             |
| Bikeability  |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp or Very Imp   |
| Multi-use Paths (for walking and biking)                                   | 7                      | 42           | <b>182</b>   | 102            | 2         |                                   |
|  | 2.1%                   | 12.6%        | <b>54.5%</b> | 30.5%          | 0.6%      | 85.0%                             |
| Bike Connections to Downtown   | 15                     | 82           | <b>162</b>   | 69             | 6         |                                   |
|  | 4.5%                   | 24.6%        | <b>48.5%</b> | 20.7%          | 1.8%      | 69.2%                             |
| Safe Routes to Schools   | 1                      | 10           | 93           | <b>223</b>     | 6         |                                   |
|  | 0.3%                   | 3.0%         | 27.8%        | <b>66.8%</b>   | 1.8%      | 94.6%                             |
| Soft-Surfaced (crushed gravel, wood chips, etc.) Walking and Biking Trails | 15                     | 107          | <b>157</b>   | 47             | 8         |                                   |
|  | 4.5%                   | 32.0%        | <b>47.0%</b> | 14.1%          | 2.4%      | 61.1%                             |
| Bike Lanes on Streets  | 8                      | 67           | <b>178</b>   | 85             | 6         |                                   |
|  | 2.4%                   | 20.1%        | <b>53.3%</b> | 25.4%          | 1.8%      | 78.7%                             |
| Off-Street Bike Paths  | 13                     | 108          | <b>143</b>   | 62             | 8         |                                   |
|  | 3.9%                   | 32.3%        | <b>42.8%</b> | 18.6%          | 2.4%      | 61.4%                             |
| Interconnected or "grid" street network                                    |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Options for Alternative Travel Routes                                      | 6                      | 74           | <b>183</b>   | 62             | 8         |                                   |
|  | 1.8%                   | 22.2%        | <b>54.8%</b> | 18.6%          | 2.4%      | 73.4%                             |
| Access to Public Transit   | 21                     | 98           | <b>154</b>   | 55             | 6         |                                   |
|  | 6.3%                   | 29.3%        | <b>46.1%</b> | 16.5%          | 1.8%      | 62.6%                             |
| Interconnected Streets (Grid Street Network)                               | 14                     | 105          | <b>157</b>   | 46             | 12        |                                   |
|  | 4.2%                   | 31.4%        | <b>47.0%</b> | 13.8%          | 3.6%      | 60.8%                             |
| Slower Speeds on Certain Streets   | 3                      | 33           | <b>166</b>   | 126            | 6         |                                   |
|  | 0.9%                   | 9.9%         | <b>49.7%</b> | 37.7%          | 1.8%      | 87.4%                             |
| Easy Access to Major Roads   | 8                      | 63           | <b>190</b>   | 67             | 6         |                                   |
|  | 2.4%                   | 18.9%        | <b>56.9%</b> | 20.1%          | 1.8%      | 76.9%                             |
| Short Blocks and Street Lengths  | 34                     | <b>190</b>   | 80           | 17             | 13        |                                   |
|  | 10.2%                  | <b>56.9%</b> | 24.0%        | 5.1%           | 3.9%      | 29.0%                             |
| More Intersections to Slow Auto Traffic                                    | 33                     | <b>139</b>   | 119          | 34             | 9         |                                   |
|  | 9.9%                   | <b>41.6%</b> | 35.6%        | 10.2%          | 2.7%      | 45.8%                             |
| ADA (Americans with Disabilities Act) accessibility                        |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| ADA (Americans with Disabilities Act) Improvements                         | 5                      | 32           | <b>155</b>   | 137            | 5         |                                   |
|  | 1.5%                   | 9.6%         | <b>46.4%</b> | 41.0%          | 1.5%      | 87.4%                             |

## Great Neighborhood Principles - Suvey Results

### Organized by Topic Area

| Housing options for range of incomes   |                        |              |              |                |           |                                   |
|--|------------------------|--------------|--------------|----------------|-----------|-----------------------------------|
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Housing Affordability  | 5                      | 24           | 124          | <b>172</b>     | 9         |                                   |
|  | 1.5%                   | 7.2%         | 37.1%        | <b>51.5%</b>   | 2.7%      | 88.6%                             |
| Housing for All Income Levels  | 13                     | 66           | <b>128</b>   | 120            | 7         |                                   |
|  | 3.9%                   | 19.8%        | <b>38.3%</b> | 35.9%          | 2.1%      | 74.3%                             |
| Housing options for all ages and generations   |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Housing for Multi-Generational Families  | 9                      | 70           | <b>185</b>   | 63             | 8         |                                   |
|  | 2.7%                   | 21.0%        | <b>55.4%</b> | 18.9%          | 2.4%      | 74.3%                             |
| Housing for All Age Ranges   | 10                     | 34           | <b>157</b>   | 121            | 12        |                                   |
|  | 3.0%                   | 10.2%        | <b>47.0%</b> | 36.2%          | 3.6%      | 83.2%                             |
| Housing design variation, in terms of type, size, and style  |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Variety of Housing Options   | 13                     | 54           | <b>160</b>   | 94             | 14        |                                   |
|  | 3.9%                   | 16.2%        | <b>47.9%</b> | 28.1%          | 4.2%      | 76.0%                             |
| Architectural Form   | 23                     | 114          | <b>147</b>   | 39             | 11        |                                   |
|  | 6.9%                   | 34.1%        | <b>44.0%</b> | 11.7%          | 3.3%      | 55.7%                             |
| Small commercial areas / Mix of activities   |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Corner Stores  | 20                     | 133          | <b>143</b>   | 28             | 10        |                                   |
|  | 6.0%                   | 39.8%        | <b>42.8%</b> | 8.4%           | 3.0%      | 51.2%                             |
| Integration of Other Uses (Shops, Offices, Schools, Entertainment, etc.) in Existing Neighborhoods | 20                     | 87           | <b>164</b>   | 54             | 10        |                                   |
|  | 6.0%                   | 26.0%        | <b>49.1%</b> | 16.2%          | 3.0%      | 65.3%                             |
| Access to a Mix of Activities  | 5                      | 56           | <b>202</b>   | 61             | 10        |                                   |
|  | 1.5%                   | 16.8%        | <b>60.5%</b> | 18.3%          | 3.0%      | 78.7%                             |
| Neighborhood Shops   | 15                     | 101          | <b>150</b>   | 61             | 12        |                                   |
|  | 4.5%                   | 30.2%        | <b>44.9%</b> | 18.3%          | 3.6%      | 63.2%                             |
| Commercial Uses Near Residential Areas   | 37                     | <b>151</b>   | 109          | 26             | 11        |                                   |
|  | 11.1%                  | <b>45.2%</b> | 32.6%        | 7.8%           | 3.3%      | 40.4%                             |
| Parks and Open Spaces  |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Parks  | 2                      | 10           | <b>156</b>   | 146            | 20        |                                   |
|  | 0.6%                   | 3.0%         | <b>46.7%</b> | 43.7%          | 6.0%      | 90.4%                             |
| Open Areas for Recreation  | 2                      | 33           | <b>173</b>   | 119            | 7         |                                   |
|  | 0.6%                   | 9.9%         | <b>51.8%</b> | 35.6%          | 2.1%      | 87.4%                             |
| Community Gardens  | 19                     | 96           | <b>154</b>   | 58             | 8         |                                   |
|  | 5.7%                   | 28.7%        | <b>46.1%</b> | 17.4%          | 2.4%      | 63.5%                             |
| Public Art   |                        |              |              |                |           |                                   |
|  | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Public Art   | 28                     | 116          | <b>127</b>   | 26             | 37        |                                   |
|  | 8.4%                   | 34.7%        | <b>38.0%</b> | 7.8%           | 11.1%     | 45.8%                             |

## Great Neighborhood Principles - Suvey Results

### Organized by Topic Area

| Preservation of significant natural features                      |                        |              |              |                |           |                                   |
|---|------------------------|--------------|--------------|----------------|-----------|-----------------------------------|
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Maintaining Natural Features                                      | 2                      | 15           | <b>192</b>   | 115            | 10        |                                   |
|   | 0.6%                   | 4.5%         | <b>57.5%</b> | 34.4%          | 3.0%      | 91.9%                             |
| Preservation of Trees   | 6                      | 16           | 133          | <b>173</b>     | 6         |                                   |
|   | 1.8%                   | 4.8%         | 39.8%        | <b>51.8%</b>   | 1.8%      | 91.6%                             |
| Designing Buildings Around Nature                                 | 9                      | 68           | <b>171</b>   | 78             | 8         |                                   |
|   | 2.7%                   | 20.4%        | <b>51.2%</b> | 23.4%          | 2.4%      | 74.6%                             |
| Preserving scenic views   |                        |              |              |                |           |                                   |
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Maintaining Scenic Views for All                                  | 4                      | 50           | <b>185</b>   | 86             | 9         |                                   |
|   | 1.2%                   | 15.0%        | <b>55.4%</b> | 25.7%          | 2.7%      | 81.1%                             |
| Environmental or "green" design and construction techniques       |                        |              |              |                |           |                                   |
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Environmental/"Green" Construction                                | 12                     | 75           | <b>158</b>   | 82             | 7         |                                   |
|   | 3.6%                   | 22.5%        | <b>47.3%</b> | 24.6%          | 2.1%      | 71.9%                             |
| Buffer between urban and rural uses                               |                        |              |              |                |           |                                   |
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Buffers Between Farming and City Uses                             | 16                     | 109          | <b>141</b>   | 57             | 11        |                                   |
|   | 4.8%                   | 32.6%        | <b>42.2%</b> | 17.1%          | 3.3%      | 59.3%                             |
| Specialized design elements                                       |                        |              |              |                |           |                                   |
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Consistent Features in Neighborhoods (Fencing, Lighting, etc.)    | 23                     | 113          | <b>138</b>   | 54             | 6         |                                   |
|   | 6.9%                   | 33.8%        | <b>41.3%</b> | 16.2%          | 1.8%      | 57.5%                             |
| Landscaping   | 2                      | 54           | <b>201</b>   | 70             | 7         |                                   |
|   | 0.6%                   | 16.2%        | <b>60.2%</b> | 21.0%          | 2.1%      | 81.1%                             |
| Tree Lined Streets  | 6                      | 43           | <b>178</b>   | 100            | 7         |                                   |
|   | 1.8%                   | 12.9%        | <b>53.3%</b> | 29.9%          | 2.1%      | 83.2%                             |
| Themed Street Names   | 138                    | <b>152</b>   | 33           | 3              | 7         |                                   |
|   | 41.3%                  | <b>45.5%</b> | 9.9%         | 0.9%           | 2.1%      | 10.8%                             |
| Decorative Features   | 46                     | <b>170</b>   | 96           | 10             | 12        |                                   |
|   | 13.8%                  | <b>50.9%</b> | 28.7%        | 3.0%           | 3.6%      | 31.7%                             |
| Neighborhood Character  | 5                      | 54           | <b>181</b>   | 86             | 8         |                                   |
|   | 1.5%                   | 16.2%        | <b>54.2%</b> | 25.7%          | 2.4%      | 79.9%                             |
| Neighborhood Names  | 101                    | <b>162</b>   | 50           | 13             | 9         |                                   |
|   | 30.2%                  | <b>48.5%</b> | 15.0%        | 3.9%           | 2.7%      | 18.9%                             |
| Defined Neighborhood Gateways                                     | 62                     | <b>163</b>   | 78           | 21             | 10        |                                   |
|   | 18.6%                  | <b>48.8%</b> | 23.4%        | 6.3%           | 3.0%      | 29.6%                             |
| Human Scale Design  |                        |              |              |                |           |                                   |
|   | Completely Unimportant | Unimportant  | Important    | Very Important | No Answer | % That Answered Imp. or Very Imp. |
| Traffic Calming/Slowing Features (roundabouts, landscaping, etc.) | 11                     | 60           | <b>186</b>   | 72             | 5         |                                   |
|   | 3.3%                   | 18.0%        | <b>55.7%</b> | 21.6%          | 1.5%      | 77.2%                             |
| Safe, Well-Marked Pedestrian Crossings                            | 1                      | 10           | 129          | <b>187</b>     | 7         |                                   |
|   | 0.3%                   | 3.0%         | 38.6%        | <b>56.0%</b>   | 2.1%      | 94.6%                             |
| Landscaping   | 2                      | 54           | <b>201</b>   | 70             | 7         |                                   |
|   | 0.6%                   | 16.2%        | <b>60.2%</b> | 21.0%          | 2.1%      | 81.1%                             |
| Lighting in Public Spaces   | 1                      | 4            | 135          | <b>187</b>     | 7         |                                   |
|   | 0.3%                   | 1.2%         | 40.4%        | <b>56.0%</b>   | 2.1%      | 96.4%                             |

## Great Neighborhood Principles - Survey Results

### Online English Survey Results - Cross-Tabbed by Gender, Income, and Age

|  | Male  |       | Female |       |
|--|-------|-------|--------|-------|
|  | Yes   | No    | Yes    | No    |
| Do you think walkability makes a neighborhood great?   | 96.8% | 3.2%  | 98.1%  | 1.9%  |
| Do you think easy bike access around and between places makes a neighborhood great?  | 96.8% | 3.2%  | 85.1%  | 14.9% |
| Do you think that an interconnected or “grid” street network makes a neighborhood great?   | 69.4% | 30.6% | 66.3%  | 33.7% |
| Do you think that ADA (Americans with Disabilities Act) accessibility for people of all ages and abilities makes a neighborhood great?   | 82.3% | 17.7% | 91.8%  | 8.2%  |
| Do you think that housing options for people with a wide range of incomes makes a neighborhood great?  | 74.2% | 25.8% | 75.0%  | 25.0% |
| Do you think that housing options for all ages and generations (the ability to “age in place”) makes a neighborhood great?   | 90.3% | 9.7%  | 91.3%  | 8.7%  |
| Do you think that housing design variation, in terms of type, size, and style, makes a neighborhood great?   | 77.4% | 22.6% | 74.5%  | 25.5% |
| Do you think that small commercial areas that provide shops, restaurants, and other local services make a neighborhood great?  | 88.7% | 11.3% | 82.7%  | 17.3% |
| Do you think that parks or open spaces make a neighborhood great?  | 98.4% | 1.6%  | 99.0%  | 1.0%  |
| Do you think that opportunities for public art make a neighborhood great?  | 74.2% | 25.8% | 75.0%  | 25.0% |
| Do you think that the preservation of significant natural features (waterways, wetlands, trees, views, etc.) makes a neighborhood great?   | 96.8% | 3.2%  | 96.6%  | 3.4%  |
| Do you think that preserving scenic views in areas that everyone can access makes a neighborhood great?  | 95.2% | 4.8%  | 94.7%  | 5.3%  |
| Do you think that environmental or “green” design and construction techniques make a neighborhood great?   | 77.4% | 22.6% | 76.9%  | 23.1% |
| Do you think that providing a buffer between urban uses (such as housing and commercial areas) and surrounding rural uses (such as farming and agriculture) makes a neighborhood great?            | 69.4% | 30.6% | 67.3%  | 32.7% |
| Do you think that specialized design elements make a neighborhood great?   | 54.8% | 45.2% | 44.2%  | 55.8% |
| Do you think that buildings and places designed at a “human scale” (a design approach that prioritizes the pedestrian and human interaction with the built environment) make a neighborhood great? | 83.9% | 16.1% | 77.4%  | 22.6% |
| Number of Responses  | 62    |       | 208    |       |

## Great Neighborhood Principles - Survey Results

### Online English Survey Results - Cross-Tabbed by Gender, Income, and Age

|  | Less than \$25K |       | \$25 to \$50K |       | \$50 to \$99K |       | \$100 to \$150K |       | Over \$150K |       |
|--|-----------------|-------|---------------|-------|---------------|-------|-----------------|-------|-------------|-------|
|  | Yes             | No    | Yes           | No    | Yes           | No    | Yes             | No    | Yes         | No    |
| Do you think walkability makes a neighborhood great?   | 100.0%          | 0.0%  | 98.0%         | 2.0%  | 98.1%         | 1.9%  | 98.3%           | 1.7%  | 93.8%       | 6.3%  |
| Do you think easy bike access around and between places makes a neighborhood great?  | 72.7%           | 27.3% | 83.7%         | 16.3% | 89.4%         | 10.6% | 94.8%           | 5.2%  | 81.3%       | 18.8% |
| Do you think that an interconnected or “grid” street network makes a neighborhood great?   | 63.6%           | 36.4% | 73.5%         | 26.5% | 67.3%         | 32.7% | 62.1%           | 37.9% | 59.4%       | 40.6% |
| Do you think that ADA (Americans with Disabilities Act) accessibility for people of all ages and abilities makes a neighborhood great?   | 90.9%           | 9.1%  | 95.9%         | 4.1%  | 89.4%         | 10.6% | 89.7%           | 10.3% | 81.3%       | 18.8% |
| Do you think that housing options for people with a wide range of incomes makes a neighborhood great?  | 90.9%           | 9.1%  | 85.7%         | 14.3% | 74.0%         | 26.0% | 74.1%           | 25.9% | 65.6%       | 34.4% |
| Do you think that housing options for all ages and generations (the ability to “age in place”) makes a neighborhood great?   | 100.0%          | 0.0%  | 91.8%         | 8.2%  | 92.3%         | 7.7%  | 93.1%           | 6.9%  | 81.3%       | 18.8% |
| Do you think that housing design variation, in terms of type, size, and style, makes a neighborhood great?   | 81.8%           | 18.2% | 69.4%         | 30.6% | 76.0%         | 24.0% | 79.3%           | 20.7% | 78.1%       | 21.9% |
| Do you think that small commercial areas that provide shops, restaurants, and other local services make a neighborhood great?  | 90.9%           | 9.1%  | 77.6%         | 22.4% | 90.4%         | 9.6%  | 79.3%           | 20.7% | 78.1%       | 21.9% |
| Do you think that parks or open spaces make a neighborhood great?  | 100.0%          | 0.0%  | 98.0%         | 2.0%  | 99.0%         | 1.0%  | 100.0%          | 0.0%  | 93.8%       | 6.3%  |
| Do you think that opportunities for public art make a neighborhood great?  | 90.9%           | 9.1%  | 77.6%         | 22.4% | 78.8%         | 21.2% | 70.7%           | 29.3% | 65.6%       | 34.4% |
| Do you think that the preservation of significant natural features (waterways, wetlands, trees, views, etc.) makes a neighborhood great?   | 100.0%          | 0.0%  | 95.9%         | 4.1%  | 97.1%         | 2.9%  | 100.0%          | 0.0%  | 93.8%       | 6.3%  |
| Do you think that preserving scenic views in areas that everyone can access makes a neighborhood great?  | 100.0%          | 0.0%  | 89.8%         | 10.2% | 95.2%         | 4.8%  | 96.6%           | 3.4%  | 90.6%       | 9.4%  |
| Do you think that environmental or “green” design and construction techniques make a neighborhood great?   | 81.8%           | 18.2% | 71.4%         | 28.6% | 76.0%         | 24.0% | 79.3%           | 20.7% | 81.3%       | 18.8% |
| Do you think that providing a buffer between urban uses (such as housing and commercial areas) and surrounding rural uses (such as farming and agriculture) makes a neighborhood great?            | 63.6%           | 36.4% | 61.2%         | 38.8% | 69.2%         | 30.8% | 69.0%           | 31.0% | 62.5%       | 37.5% |
| Do you think that specialized design elements make a neighborhood great?   | 36.4%           | 63.6% | 40.8%         | 59.2% | 48.1%         | 51.9% | 46.6%           | 53.4% | 34.4%       | 65.6% |
| Do you think that buildings and places designed at a “human scale” (a design approach that prioritizes the pedestrian and human interaction with the built environment) make a neighborhood great? | 45.5%           | 54.5% | 71.4%         | 28.6% | 79.8%         | 20.2% | 87.9%           | 12.1% | 81.3%       | 18.8% |
| Number of Responses  | 11              |       | 49            |       | 104           |       | 58              |       | 32          |       |

## Great Neighborhood Principles - Survey Results

### Online English Survey Results - Cross-Tabbed by Gender, Income, and Age

|  | 17 and Under |        | 18 to 24 |       | 25 to 34 |       | 35 to 44 |       | 45 to 54 |       |
|--|--------------|--------|----------|-------|----------|-------|----------|-------|----------|-------|
|  | Yes          | No     | Yes      | No    | Yes      | No    | Yes      | No    | Yes      | No    |
| Do you think walkability makes a neighborhood great?   | 100.0%       | 0.0%   | 95.5%    | 4.5%  | 95.5%    | 4.5%  | 100.0%   | 0.0%  | 98.3%    | 1.7%  |
| Do you think easy bike access around and between places makes a neighborhood great?  | 100.0%       | 0.0%   | 93.2%    | 6.8%  | 93.2%    | 6.8%  | 84.3%    | 15.7% | 87.9%    | 12.1% |
| Do you think that an interconnected or “grid” street network makes a neighborhood great?   | 100.0%       | 0.0%   | 75.0%    | 25.0% | 75.0%    | 25.0% | 64.0%    | 36.0% | 62.1%    | 37.9% |
| Do you think that ADA (Americans with Disabilities Act) accessibility for people of all ages and abilities makes a neighborhood great?   | 100.0%       | 0.0%   | 86.4%    | 13.6% | 86.4%    | 13.6% | 87.6%    | 12.4% | 94.8%    | 5.2%  |
| Do you think that housing options for people with a wide range of incomes makes a neighborhood great?  | 0.0%         | 100.0% | 84.1%    | 15.9% | 84.1%    | 15.9% | 80.9%    | 19.1% | 62.1%    | 37.9% |
| Do you think that housing options for all ages and generations (the ability to “age in place”) makes a neighborhood great?   | 100.0%       | 0.0%   | 90.9%    | 9.1%  | 90.9%    | 9.1%  | 93.3%    | 6.7%  | 93.1%    | 6.9%  |
| Do you think that housing design variation, in terms of type, size, and style, makes a neighborhood great?   | 0.0%         | 100.0% | 77.3%    | 22.7% | 77.3%    | 22.7% | 80.9%    | 19.1% | 70.7%    | 29.3% |
| Do you think that small commercial areas that provide shops, restaurants, and other local services make a neighborhood great?  | 0.0%         | 100.0% | 86.4%    | 13.6% | 86.4%    | 13.6% | 83.1%    | 16.9% | 84.5%    | 15.5% |
| Do you think that parks or open spaces make a neighborhood great?  | 100.0%       | 0.0%   | 100.0%   | 0.0%  | 100.0%   | 0.0%  | 100.0%   | 0.0%  | 98.3%    | 1.7%  |
| Do you think that opportunities for public art make a neighborhood great?  | 100.0%       | 0.0%   | 75.0%    | 25.0% | 75.0%    | 25.0% | 70.8%    | 29.2% | 77.6%    | 22.4% |
| Do you think that the preservation of significant natural features (waterways, wetlands, trees, views, etc.) makes a neighborhood great?   | 100.0%       | 0.0%   | 100.0%   | 0.0%  | 100.0%   | 0.0%  | 94.4%    | 5.6%  | 96.6%    | 3.4%  |
| Do you think that preserving scenic views in areas that everyone can access makes a neighborhood great?  | 100.0%       | 0.0%   | 100.0%   | 0.0%  | 100.0%   | 0.0%  | 94.4%    | 5.6%  | 96.6%    | 3.4%  |
| Do you think that environmental or “green” design and construction techniques make a neighborhood great?   | 100.0%       | 0.0%   | 72.7%    | 27.3% | 72.7%    | 27.3% | 80.9%    | 19.1% | 70.7%    | 29.3% |
| Do you think that providing a buffer between urban uses (such as housing and commercial areas) and surrounding rural uses (such as farming and agriculture) makes a neighborhood great?            | 0.0%         | 100.0% | 68.2%    | 31.8% | 68.2%    | 31.8% | 69.7%    | 30.3% | 63.8%    | 36.2% |
| Do you think that specialized design elements make a neighborhood great?   | 100.0%       | 0.0%   | 38.6%    | 61.4% | 38.6%    | 61.4% | 36.0%    | 64.0% | 48.3%    | 51.7% |
| Do you think that buildings and places designed at a “human scale” (a design approach that prioritizes the pedestrian and human interaction with the built environment) make a neighborhood great? | 100.0%       | 0      | 68.2%    | 31.8% | 68.2%    | 31.8% | 80.9%    | 19.1% | 81.0%    | 19.0% |
| Number of Responses  | 1            |        | 44       |       | 44       |       | 89       |       | 58       |       |

## Great Neighborhood Principles - Survey Results

### Online English Survey Results - Cross-Tabbed by Gender, Income, and Age

|  | 55 to 64 |       | 65 to 74 |       | 75 or Older |       |
|--|----------|-------|----------|-------|-------------|-------|
|  | Yes      | No    | Yes      | No    | Yes         | No    |
| Do you think walkability makes a neighborhood great?   | 100.0%   | 0.0%  | 91.7%    | 8.3%  | 100.0%      | 0.0%  |
| Do you think easy bike access around and between places makes a neighborhood great?  | 87.5%    | 12.5% | 94.4%    | 5.6%  | 83.3%       | 16.7% |
| Do you think that an interconnected or “grid” street network makes a neighborhood great?   | 65.0%    | 35.0% | 63.9%    | 36.1% | 83.3%       | 16.7% |
| Do you think that ADA (Americans with Disabilities Act) accessibility for people of all ages and abilities makes a neighborhood great?   | 90.0%    | 10.0% | 91.7%    | 8.3%  | 100.0%      | 0.0%  |
| Do you think that housing options for people with a wide range of incomes makes a neighborhood great?  | 62.5%    | 37.5% | 72.2%    | 27.8% | 66.7%       | 33.3% |
| Do you think that housing options for all ages and generations (the ability to “age in place”) makes a neighborhood great?   | 85.0%    | 15.0% | 88.9%    | 11.1% | 100.0%      | 0.0%  |
| Do you think that housing design variation, in terms of type, size, and style, makes a neighborhood great?   | 72.5%    | 27.5% | 66.7%    | 33.3% | 66.7%       | 33.3% |
| Do you think that small commercial areas that provide shops, restaurants, and other local services make a neighborhood great?  | 77.5%    | 22.5% | 83.3%    | 16.7% | 66.7%       | 33.3% |
| Do you think that parks or open spaces make a neighborhood great?  | 97.5%    | 2.5%  | 100.0%   | 0.0%  | 100.0%      | 0.0%  |
| Do you think that opportunities for public art make a neighborhood great?  | 70.0%    | 30.0% | 80.6%    | 19.4% | 83.3%       | 16.7% |
| Do you think that the preservation of significant natural features (waterways, wetlands, trees, views, etc.) makes a neighborhood great?   | 97.5%    | 2.5%  | 100.0%   | 0.0%  | 100.0%      | 0.0%  |
| Do you think that preserving scenic views in areas that everyone can access makes a neighborhood great?  | 90.0%    | 10.0% | 94.4%    | 5.6%  | 83.3%       | 16.7% |
| Do you think that environmental or “green” design and construction techniques make a neighborhood great?   | 67.5%    | 32.5% | 72.2%    | 27.8% | 100.0%      | 0.0%  |
| Do you think that providing a buffer between urban uses (such as housing and commercial areas) and surrounding rural uses (such as farming and agriculture) makes a neighborhood great?            | 62.5%    | 37.5% | 63.9%    | 36.1% | 100.0%      | 0.0%  |
| Do you think that specialized design elements make a neighborhood great?   | 52.5%    | 47.5% | 52.8%    | 47.2% | 83.3%       | 16.7% |
| Do you think that buildings and places designed at a “human scale” (a design approach that prioritizes the pedestrian and human interaction with the built environment) make a neighborhood great? | 77.5%    | 22.5% | 77.8%    | 22.2% | 100.0%      | 0.0%  |
| Number of Responses  | 40       |       | 36       |       | 6           |       |

## Q21 Optional Question: Do you have any other ideas about neighborhood characteristics, principles, or design that should be considered?

Answered: 126   Skipped: 166

| #  | RESPONSES  | DATE                |
|----|--|---------------------|
| 1  | An improvement of our current indoor recreation options Managing the homeless people roaming and camping out in the streets  | 11/21/2018 5:46 PM  |
| 2  | Every home or apartment should have more than one parking space for that place. Wider streets in neighborhoods for emergency vehicle access. Reduce on street parking!   | 11/21/2018 6:04 AM  |
| 3  | Special safety considerations for foot/bike traffic for food deserts (housing >3 miles away from groceries).   | 11/20/2018 11:29 PM |
| 4  | Perhaps limiting on street parking with permits in residential areas... especially for business vehicles and RVs.  | 11/20/2018 6:07 PM  |
| 5  | No   | 11/20/2018 5:55 PM  |
| 6  | Streets should be wide enough to accommodate two lanes of traffic, accommodate fire and emergency vehicles, etc.   | 11/20/2018 10:07 AM |
| 7  | Consistent prices of homes and quality of construction. I notice numerous neighborhoods that have a wide variety of homes that range from higher end to prefab to rentals. I am from the Midwest and neighborhoods were more consistent in home values. I am not a snob, I merely feel more comfortable when neighborhoods house values and lifestyles are similar. I would not purchase a home across the street from a rental duplex that has an unkempt lawn, junk lying about, etc. I realize that happens as well in higher end homes, but I don't feel it is as often. Baby-boomers like myself grew up with parents and family members who did tend to take care of their property. | 11/18/2018 4:51 PM  |
| 8  | Affordable housing!  | 11/15/2018 5:00 PM  |
| 9  | There is a distinct need to immediately address urban growth boundary and buildable land inventory and growth of city services to accommodate that growth  | 11/15/2018 6:55 AM  |
| 10 | No   | 11/14/2018 11:59 AM |
| 11 | Everyone hates roundabouts   | 11/13/2018 9:14 PM  |
| 12 | Find a way to ban leaf blowers, make McMinnville quieter by banning loud mufflers on cars and trucks, reroute traffic so at least the downtown area can be less noisy and more walkable. Have higher standards for how many cars and things people can have in their yards and on the streets. Make Mac bird and pollinator friendly - less or no chemical sprays in city limits. More nature!!  | 11/13/2018 1:01 PM  |
| 13 | Enforcement of zoning codes as relates to "zombie" houses. In other words quick foreclosure or or enforceable clean-up requirements for properties that are a blight on the neighborhood.  | 11/13/2018 10:45 AM |
| 14 | More attention to historic districts, historic buildings in non-historic districts, preservation of historic buildings.  | 11/13/2018 10:02 AM |
| 15 | Allowing tiny homes, secondary homes.  | 11/12/2018 9:12 PM  |
| 16 | None   | 11/12/2018 10:37 AM |
| 17 | Neighbourhoods and housing should be designed for people and families to live in throughout lives and generations, not to justify profitable rents. Streets should be designed for humans to move through not for cars to drive. The layout should encourage people to build trust and relationships with their neighbors through persistent interactions.   | 11/9/2018 3:50 PM   |
| 18 | Dog stations are nice.   | 11/9/2018 8:08 AM   |

## Great Neighborhood Principles Online Survey

|    |  |                    |
|----|--|--------------------|
| 19 | Neighborhood dog parks or off-leash areas, one with a water feature would be great. I don't think that trying to vary every neighborhood so it meets a wide range of people's need it necessary. The features that a single couple wants it's going to be very different from a single dad with 2 kids and a dog. Trying to meet everyone's need in one neighborhood, seems counterintuitive. For example, a single retired couple might want to live in a neighborhood not targeted to children, so it could be a quiet environment.        | 11/8/2018 1:24 PM  |
| 20 | Professional quality public artwork is a critical factor in building every city neighborhood's unique identity and character.  | 11/7/2018 11:55 PM |
| 21 | Buffers between agriculture/neighborhoods and Commercial/neighborhoods can easily be done with architectural design softening the transition- ie Pearl District and other city neighborhoods such as in Seattle/Chicago/NYC. It is harder to define an agriculture buffer-England uses Hedgerows and the Farmer with his Oak trees on the way to Sheridan is another good example.   | 11/7/2018 6:58 PM  |
| 22 | Good neighbors make good neighborhoods, so proper codes and enforcement when necessary are important. I do wish it was easier for kids to walk to school, but I don't suppose that's important.  | 11/7/2018 6:09 PM  |
| 23 | Housing for a wide range of income levels is important. However, Section 8 housing should be kept to a minimum. Our neighborhood has been steadily improving for 20+ years. However, we have a Section 8 duplex in this neighborhood that consistently has problem renters in one unit. Their loud fighting, loud swearing, drug use, and visits from the police detract from our neighborhood. Also, the building isn't well maintained.  | 11/6/2018 8:41 PM  |
| 24 | Get all the homeless out of the parks  | 11/6/2018 6:22 PM  |
| 25 | Safety and livability are number one for me. I want to live in a neighborhood where I don't have to worry about my house being broken into, neighborhood drug use as a whole is not a problem, and I feel safe walking around my neighborhood and into and out of my house at night. I also want to live in a neighborhood where we all take pride in keeping up our homes and landscaping-a neighborhood where pride of ownership is obvious and a shared community value. I want to live in a neighborhood where my children will be safe. | 11/6/2018 5:51 PM  |
| 26 | Have traffic control on busystreets. Stop signs on Baker Creek road so the traffic moves smoothly  | 11/6/2018 3:50 PM  |
| 27 | Size can overpower. Will a city's utilities handle the increase  | 11/6/2018 3:26 PM  |
| 28 | Affordability is key, so all income levels have housing.   | 11/6/2018 2:29 PM  |
| 29 | The west end of town has no shopping or gas available. The shaddon subdivision is going in and needs that service along with existing homes.   | 11/6/2018 12:44 PM |
| 30 | Beauty matters! Natural and native landscaping compliment areas wonderfully and should be a focus as opposed to a linear/everything matches approach.  | 11/6/2018 12:10 PM |
| 31 | None   | 11/6/2018 11:16 AM |
| 32 | I think that most questions asked are what make a neighborhood great. While not all as important as each other - they are all elements that make one great.  | 11/6/2018 10:42 AM |
| 33 | Neighborhoods with activities and interaction make it great. Ability to connect with the neighbors. :)   | 11/6/2018 8:59 AM  |
| 34 | Not packed like Sardines, home practically with not empty "McMansion" space and road or parking driveways large enough for parking, no cultsacs.   | 11/6/2018 7:20 AM  |
| 35 | No   | 11/6/2018 6:58 AM  |
| 36 | Ensuring homeowners/renters keep their property from looking like a dump site. Maintaining property appearance is an absolute must! Having an HOA/POA would be desirable especially within the city limits.  | 11/6/2018 6:36 AM  |
| 37 | No   | 11/6/2018 5:55 AM  |
| 38 | No   | 11/6/2018 5:27 AM  |
| 39 | Safe walking/biking trails to elementary schools. Community garden. Dog parks.   | 11/6/2018 5:20 AM  |
| 40 | None   | 11/6/2018 3:43 AM  |
| 41 | I am older and would like to be able to have my mail delivered to my house instead of a rusty group box three blocks away.   | 11/5/2018 11:41 PM |
| 42 | N/A  | 11/5/2018 11:35 PM |

## Great Neighborhood Principles Online Survey

|    |   |                    |
|----|---|--------------------|
| 43 | No  | 11/5/2018 10:36 PM |
| 44 | More shopping and restaurant options.   | 11/5/2018 10:24 PM |
| 45 | None  | 11/5/2018 10:22 PM |
| 46 | .   | 11/5/2018 10:04 PM |
| 47 | Street width should be wide enough to comfortably have cars parked on both sides of the street and still allow for two cars to drive through. Current streets are too narrow or should have no street parking.  | 11/5/2018 10:03 PM |
| 48 | Welcoming of diversity.   | 11/5/2018 9:55 PM  |
| 49 | No  | 11/5/2018 9:46 PM  |
| 50 | No.   | 11/5/2018 9:45 PM  |
| 51 | Look at examples of healthy environments/communities. It often happens that a neighborhood is just leveled and cookie cutter houses go up without regard to neighborhood dynamics. One feature of a great community is having garages accessed through alleys and front yards are the social spaces. Big community lawns and local shops/eateries.  | 11/5/2018 9:44 PM  |
| 52 | We should keep neighborhoods free of short-term vacation rentals. Ban them outright. Eliminate cookie-cutter housing in neighborhoods by implementing design review for every house and neighborhood that ever is constructed in McMinnville. Make more micro parks by requiring all developments to yield 10% of usable land to the City for parks and open spaces.  | 11/5/2018 8:17 AM  |
| 53 | na  | 11/4/2018 9:57 PM  |
| 54 | careful thought should be placed with mixed use and the city's desire to have a variety of priced homes within a small neighborhood. Often lower cost homes end up as rentals which can lower the value of surrounding homes.   | 11/4/2018 2:39 PM  |
| 55 | Firm required adherence to well defined codes and regulations for residential and commercial areas. With harsh penalties for violators. Currently code enforcing in McMinnville does not work well at all.  | 11/4/2018 12:03 PM |
| 56 | There should be speed bumps around schools. I live by Memorial and Seventh Day Adventist Schools and people fly down NW Elm ST, NW 13th to bypass 12th. There is far more traffic in this area the past year or so and there doesn't seem to be anyone monitoring the traffic, speed, and parking.  | 11/4/2018 6:05 AM  |
| 57 | Wider streets!! It's dangerous driving down the narrow streets when there are cars parked on the side and another car is coming in the opposite direction.  | 11/3/2018 5:47 PM  |
| 58 | Strong regulations for people that collect garbage into their backyards or front house space  | 11/2/2018 7:41 PM  |
| 59 | No  | 11/2/2018 4:11 PM  |
| 60 | Cul-de-sacs...love them! They define a small living space and encourage community among neighbors. They also provide safer places for kids and families to gather.  | 11/2/2018 8:57 AM  |
| 61 | Nothing I can think of that wasn't covered  | 11/2/2018 7:28 AM  |
| 62 | No  | 11/1/2018 8:55 PM  |
| 63 | Prevention from homeless/RVs overtaking neighborhoods.  | 11/1/2018 6:40 PM  |
| 64 | When I first moved to McMinnville I liked that the older neighborhoods (built in the 60s/70s) had more diverse housing options integrated into the neighborhoods, e.g. duplex on corners so that the income distribution was more spread out, so there wouldn't be pockets of wealthy and not. I would rather have 4 duplexes in view than an apartment complex of 180 looming over my backyard.  | 11/1/2018 5:40 PM  |
| 65 | neighborhood watch programs   | 11/1/2018 5:17 PM  |
| 66 | Retrofitting existing communities rather than building new communities around these "better neighborhoods" concepts should be a priority. Developers should be required to build a given percentage of affordable housing integrated into each development. Deed restrictions would hold affordability over time. Rezoning from multiple family to single family should be disallowed or economically discouraged. Walkable communities are desirable until you develop mobility problems. Multiple stories, limited parking, and closed streets are awesome when you're thirty but isolating when you are elderly or disabled. Think about it. | 11/1/2018 5:04 PM  |

## Great Neighborhood Principles Online Survey

|    |   |                    |
|----|---|--------------------|
| 67 | No  | 11/1/2018 4:23 PM  |
| 68 | I would really like to see more off-road running trails and options that are longer than a couple miles. It's nice to be able to run away from the traffic and not have to worry about anything else. We have a half marathon around town every year, and many bike races and events so I'd imagine this would be a heavily used feature. Also, better housing options for younger residents. It seems we go from run down apartments straight to very expensive, beautiful homes with seemingly nothing in between. It would be nice to have more options that fit young married couples with no kids, singles, and small families so we're not just deciding between a house that's way too big and way too expensive for us, or a tiny low-end apartment.  | 11/1/2018 3:02 PM  |
| 69 | No.   | 11/1/2018 1:42 PM  |
| 70 | none  | 11/1/2018 1:37 PM  |
| 71 | NA  | 11/1/2018 1:04 PM  |
| 72 | N/a   | 11/1/2018 12:49 PM |
| 73 | Neighborhoods thrive when they treat their residents with respect, dignity, and good sense, whether the person is a member of the Native plant society or be they homeless.   | 11/1/2018 12:30 PM |
| 74 | Make this survey in Spanish to increase representation of views in this community   | 11/1/2018 11:41 AM |
| 75 | Disenfranchise the Developer Mafia entirely and since when does government decide for The People what they may and may not have. What you have present here are only the options you and the Developer Mafia have decided for us that we may have. How white of you.  | 11/1/2018 11:14 AM |
| 76 | No  | 11/1/2018 11:05 AM |
| 77 | Nope  | 11/1/2018 10:48 AM |
| 78 | I love the idea of keeping trees, wetlands, etc... But they are only worth keeping if they are cared for and safe for the public to enjoy. ie: no homeless camps  | 11/1/2018 10:46 AM |
| 79 | We need to be able to embrace and appreciate our diverse community. Creating a neighborhood that is welcoming, inclusive and respectful are a must. We all benefit from living in neighborhoods that cares about everyone.  | 11/1/2018 8:57 AM  |
| 80 | I think it is very important for residents to feel closer to nature.  | 11/1/2018 8:12 AM  |
| 81 | Traffic control and livability. I think we have catered to wineries, pot shops and tourism but have forgotten about the livability for current residents. The traffic problems within McMinnville city limits should be your top priority. The lights on fifth street have made problems worse. I would like to know how many car accidents we have had from traffic back-ups since the lights were installed. Nobody can even cross at the swimming pool. As for Alpine the only people who sit at the nice picnic tables are the homeless who stop to drink a "half gallon" of Whiskey or sleep off a fix. The others are smoking pot or buying a fix for later. It has created a 4.5 million dollar trail for the homeless to the new shelter on 13th/14th st. The wine and art plans all sound great after a few glasses of wine or beer but I think we better stay clear headed and look at the problems we are facing with traffic, homelessness and drugs in our city. The individuals need detox and counseling. They have no desire at this point to buy into your affordable housing, jobs or being an upstanding community member. There are job listings everywhere. No one wants to work. We have a mental health and drug crisis on our hands. Individuals are walking around town loaded on who knows what and are not even coherent. I don't even know how to explain it to my kids. It's an every day thing now. I live two blocks from shelter and I worry about what's about to happen in my neighborhood when they open up to 30 more residents. I have already had one shove a gun in his pants in my driveway and be apprehended by police as we were leaving for school one morning. Long story short, tourism is great it makes you money, but for people who live here we need you to address some safety issues first and foremost. Thank you | 11/1/2018 7:57 AM  |
| 82 | There should be less empty houses left to be just sitting there falling apart and then neighbors parking their broken down vehicles in the empty broken down houses driveways!!! It then becomes an eye sore for our neighborhood and unsafe for children playing around that!! Definitely need more pathways for bike traffic!! Also we live on Fellows street and we need better speed control as people get hit and animals from cats& dogs to deer get killed!! WE NEED SIGNS OR SPEED BUMPS BADLY!!!!  | 11/1/2018 7:03 AM  |
| 83 | Feeling safe and being a safe place for our children should be our biggest concern  | 10/31/2018 9:18 PM |
| 84 | Wide enough streets to park on.   | 10/31/2018 8:48 PM |

## Great Neighborhood Principles Online Survey

|     |   |                     |
|-----|---|---------------------|
| 85  | NA  | 10/31/2018 8:22 PM  |
| 86  | Storage for RVs, boats, trailers would enhance neighborhoods greatly.   | 10/31/2018 6:43 PM  |
| 87  | The town has turned into a dump. It's disgusting and unsafe. Purchasing a home here was a mistake.  | 10/31/2018 5:24 PM  |
| 88  | larger lots in urban areas  | 10/31/2018 3:34 PM  |
| 89  | More public transportation from all neighborhoods..   | 10/31/2018 3:29 PM  |
| 90  | Stop with the fancy stuff and maybe focus on the fact that there is trash and homeless people all over the newly designed parts of town. I dont want to be portland.  | 10/31/2018 2:56 PM  |
| 91  | no  | 10/31/2018 2:48 PM  |
| 92  | Curbside appeal should display a clean and tidy appearance.   | 10/31/2018 2:47 PM  |
| 93  | no  | 10/31/2018 2:35 PM  |
| 94  | Not other ideas really, but I think I felt like I had to put important on a lot of things that I didn't feel were important because I didn't feel they were unimportant either. I think there should have been a "Nice, but not essential" also, on #13, although I am a great advocate for green construction, I would put mixed price levels in as more important than that, so if the green construction was cost prohibitive (it doesn't have to be) I would choose to keep more variability in the economic make up of the community.  | 10/31/2018 11:46 AM |
| 95  | Na  | 10/31/2018 11:27 AM |
| 96  | Benches for little people and older ones too. Garbage cans near schools. Better traffic planning near schools.  | 10/31/2018 11:25 AM |
| 97  | Sadly, much of this comes too late... The beautiful trees on Hill Road were cut down, views will be blocked by cheap new construction on the walking path, garbage everywhere from the builders, traffic in existing neighborhoods and speed are out of control. The stop light down by the aquatic center has made it impossible to access 99 from the pool, stop light at Baker and 99 needs a left turn arrow now, often takes 3-4 light changes to be able to get onto 99 and adding almost 600 homes and mixed development out towards Baker and Hill will only make it worse. | 10/31/2018 11:18 AM |
| 98  | Existing neighborhoods should not be degraded by traffic cutting through to new neighborhoods. That needs to be addressed before adding any other design elements.  | 10/30/2018 3:38 PM  |
| 99  | Enforcement of vagrancy laws. No overnight parking.   | 10/28/2018 8:01 AM  |
| 100 | I'd like to see more visual and audio buffers with landscaping and appropriate construction.  | 10/25/2018 7:51 AM  |
| 101 | right now affordability is a very big issue on my mind. So many young families cannot begin to place a toe on the ownership ladder.   | 10/21/2018 8:50 AM  |
| 102 | Neighborhood parking areas maintained by the city to ease parking disputes. Neighborhood HOA's or committees to better involve residents.   | 10/20/2018 11:09 AM |
| 103 | Preserve nature, eco-lawns (low water, minimal mowing, pollinator habitat--see ptlawnseed.com Portland) grey water systems, solar panels, protect and promote native trees and plants, use native ground cover vs mulch, bring nature to homes, plant yards and trees for habitat --birds need insects to live, plant host trees and shrubs instead of mass produced non-native in developments   | 10/20/2018 8:16 AM  |
| 104 | Our current neighborhoods reflect the priorities of the people that live there. Good luck with changing anyone's priorities.  | 10/19/2018 1:36 PM  |
| 105 | No  | 10/19/2018 9:13 AM  |
| 106 | No junky front areas of homes or places that junk can be seen by public, no junk cars in driveways and decent landscaping   | 10/18/2018 9:54 PM  |
| 107 | Preserve heritage sectors   | 10/18/2018 7:16 PM  |
| 108 | I really don't think we need any more high density housing  | 10/18/2018 6:00 PM  |
| 109 | No  | 10/18/2018 5:05 PM  |
| 110 | no  | 10/18/2018 3:30 PM  |
| 111 | Open up business on the west side of town. Not everything needs to be congested onto one road!  | 10/18/2018 2:42 PM  |

## Great Neighborhood Principles Online Survey

|     |   |                     |
|-----|---|---------------------|
| 112 | As housing increases, services need to increase (restaurants, shopping, medical...., ). So far, we don't see this happening.  | 10/18/2018 8:25 AM  |
| 113 | Larger lots! Please! 1/2 acres would be nice - or a little bigger   | 10/17/2018 8:03 PM  |
| 114 | Consult the book: A Pattern Language: Towns, Buildings, Construction (Center for Environmental Structure Series) to guide you.  | 10/17/2018 6:48 PM  |
| 115 | Width of streets. If parking is allowed on both sides can a firetruck still get thru? Many newer neighborhoods should be parking on one side only. We had this issue with an ambulance on our street...   | 10/17/2018 3:11 PM  |
| 116 | I want to acknowledge my privilege in having reliable transportation. I don't need to worry about shops being close or bike paths through town. I may have answered some questions differently, if that weren't the case.   | 10/17/2018 2:40 PM  |
| 117 | The ADA questions were interesting. I'm supportive of ADA access, but City implementation be had been dubious. After the street bond was passed perfectly good ADA ramps were "upgraded" throughout our part of town, and places where no ramps existed were left unserved. It made me lose confidence in city planning and spending, I will be reluctant to support the City on similar proposals again. | 10/17/2018 2:11 PM  |
| 118 | Allow "Big box" stores but keep them located on the perimeter of the city. They will be required to have the city be attractive to new companies coming here.   | 10/17/2018 1:56 PM  |
| 119 | I think home owners should maintain the standards of cleanliness and clutter free on their front yards regardless of the neighborhood in town. This should be reinforce by the City   | 10/17/2018 1:50 PM  |
| 120 | Places for kids to play are important   | 10/17/2018 1:12 PM  |
| 121 | No  | 10/17/2018 1:09 PM  |
| 122 | Housing that is not high density.   | 10/17/2018 1:04 PM  |
| 123 | No other ideas  | 10/17/2018 12:58 PM |
| 124 | Dense population designs should stay within an area where roads can handle the traffic walkers and bikers alike, with safety in mind.   | 10/17/2018 12:50 PM |
| 125 | Accessible areas zoned for dog parks or dog walking. Public trash cans along walking paths.   | 10/17/2018 12:45 PM |
| 126 | private lending libraries help keep a neighborhood friendly feeling   | 10/17/2018 12:01 PM |

## Q22 Optional Question: Do you feel your neighborhood is a Great Neighborhood? If so, which neighborhood is it and why?

Answered: 140 Skipped: 152

| #  | RESPONSES  | DATE                |
|----|--|---------------------|
| 1  | Yes I don't know the name but 13th and Galloway kinda downtown I guess? A mix of incomes and age including different ways of life. Access to downtown via biking and walking. It's fairly quiet. I wish someone would turn the train station into public transport to Portland and that would really elevate the small town living and being close to a major city. The homeless people are a downfall however as there are shelters nearby and they are constantly walking IN the streets.  | 11/21/2018 5:46 PM  |
| 2  | It is a good neighborhood but not wide streets at all! Most of us know each other and we don't need tree lined streets. The area I live in is behind Vineyard Heights.   | 11/21/2018 6:04 AM  |
| 3  | Yes, the people. Neighbors have to make an effort not expect a "neighborhood" to just happen. We communicate and create a culture of safety.   | 11/20/2018 11:29 PM |
| 4  | Off Davis behind Sue Buell. Love my little street. Would like some cleanup of neighborhood stuff kept in driveways. Also one abandoned house on Davis, across from school needs attention.   | 11/20/2018 6:07 PM  |
| 5  | Acorn Ct, McMinnville . affordable, safe, clean , close to country   | 11/20/2018 5:55 PM  |
| 6  | Yes. West Hills Drive, west McMinnville. It is a good neighborhood because our lots are large, plenty of trees, wide streets, good neighbors, etc.   | 11/20/2018 10:07 AM |
| 7  | Yes, I do feel the current neighborhood I am living in is a Great Neighborhood. We have a strong HOA, people maintain their homes and yards, you do not see campers, RV's, on driveways and cars crammed on streets. I would be concerned living on streets lined with cars on both sides. Could an emergency vehicle get through? Do I sound snobby? Perhaps. My area in the Midwest was like my current neighborhood. I looked a long time before finding my recent home. Does it cost more to live in this neighborhood? Yes. But I feel the money is well spent. | 11/18/2018 4:51 PM  |
| 8  | Yes I live in McMinnville  | 11/15/2018 5:00 PM  |
| 9  | Yes! Diverse socio-economic culture. Unique architecture. Great sidewalks. Close to downtown. Neighbors know each other and look out for one another. Ford dip, baby!  | 11/15/2018 4:59 PM  |
| 10 | No the street lighting is insufficient for safety  | 11/15/2018 6:55 AM  |
| 11 | Yes - Shadowood Greenways  | 11/14/2018 11:59 AM |
| 12 | Not great- too much unregulated traffic- speeding industrial trucks tearing down a old narrow road in our little rural farming neighborhood -Riverbend Briedwell Neighborhood.   | 11/13/2018 9:14 PM  |
| 13 | We live of hill and Wallace We love our neighborhood   | 11/13/2018 3:14 PM  |
| 14 | No. Expensive rent. Mixed with renters who don't care and trash their yards. Everyone has four or more beater cars on their lawns etc, loud traffic loud leaf blowers and no sidewalks.  | 11/13/2018 1:01 PM  |
| 15 | It's a good downtown neighborhood.   | 11/13/2018 10:45 AM |
| 16 | Yes. South Downtown is in the process of a rejuvenation and we have a lot of community support for the preservation of our historic buildings.   | 11/13/2018 10:02 AM |
| 17 | SoDAN because we are working together to preserve the historic nature and safety of our neighborhood. We help each other in times of need and care about maintaining the single family household models.   | 11/13/2018 9:42 AM  |
| 18 | No.  | 11/12/2018 10:37 AM |

## Great Neighborhood Principles Online Survey

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|----|--|--------------------|
| 19 | I live at 3800 NE Harvest Ct in a neighborhood near Grandhaven elementary. I feel that my neighborhood has positive elements such as houses being within walking distance of parks and schools, and it's adjacency to agricultural areas. There's a hazelnut orchard that I think is a great neighborhood feature. However the blocks are long and hard to navigate, the houses are monolithic and poorly constructed without multi-generational living in mind, and the streets are too wide to promote safe driving and walkability. I wouldn't say that it is a great neighborhood but I'm grateful to live there.  | 11/9/2018 3:50 PM  |
| 20 | The West Hills area is nice because commercial amenities like a coffee shop are available. It also has a park, lots of trees and you can walk to see land being farmed around it. Many different housing designs. However it is not affordable for many.   | 11/9/2018 8:08 AM  |
| 21 | It has benefits, but I wouldn't call it great. What makes a neighborhood great is simple. GOOD NEIGHBORS. Problems I see in my neighborhood, I hear about from friends about their own neighborhoods. Trash in the streets, junk in the yards, getting a new pet and abandoning the old one outside, unsupervised children playing in the street, lack of enforcement of the noise ordinance, speeding down residential streets (I live in a cul de sac and they floor it until they get to their driveway at the end, so no roundabout or traffic calming feature is going to fix that) too many people living in one house so no parking on the street for guests or to get mail delivery. | 11/8/2018 1:24 PM  |
| 22 | Yes- Saylor's Addition. Ease of walking, mature trees, mixed architecture, mixed income.   | 11/7/2018 6:58 PM  |
| 23 | West Hills, we love it. Great house, wonderful views, friendly neighbors.  | 11/7/2018 6:09 PM  |
| 24 | Yes. It is the Willis neighborhood.  | 11/7/2018 4:54 PM  |
| 25 | Yes! Address is NE 9th street between Davis and Cowles. My neighborhood is great because of the accessibility, diversity, close to open space near tennis court, and safety  | 11/6/2018 8:48 PM  |
| 26 | In spite of my answer to question 21, our neighborhood is a great neighborhood. It is an older neighborhood with a lot of character and good neighbors. It is within walking distance of Third Street with a lot of trees. In the 20+ years I have lived here, many of the houses have been improved along with the landscaping.   | 11/6/2018 8:41 PM  |
| 27 | New development by grand haven. I like the park is close and it's a safe neighborhood for my kids  | 11/6/2018 6:22 PM  |
| 28 | Absolutely!! My neighborhood is The Bungalows at Chegwyn Village and it's a Great neighborhood because it meets all the criteria I listed in the last question. It's safe, there is pride of ownership, and I don't have to worry about my safety at night.  | 11/6/2018 5:51 PM  |
| 29 | 12 th nd Evans. Established, easy walking to town, schools   | 11/6/2018 3:26 PM  |
| 30 | No. Too much property crime.   | 11/6/2018 2:29 PM  |
| 31 | Yes. Quiet, not a lot of traffic, kind neighbors.  | 11/6/2018 12:44 PM |
| 32 | Yes! Mixed income area, easy walk to school and downtown, not too busy of a street, lots of established trees, most neighbors will talk with one another, show interest in property (care for it), and we actively communicate about neighborhood issues via a facebook page. Also, many people live and work here in McMinnville.   | 11/6/2018 12:10 PM |
| 33 | no not yet   | 11/6/2018 11:16 AM |
| 34 | Yes and no. Traffic is a little too fast, being right off 99 (15th between Birch and 99). Folks rarely go 25 and 20 during school. Animals have been hit and there is concern for our kids. The neighbors you have can very much so influence whether it's a better neighborhood or not as well and this can be directly tied to income at times, though not always. Wide streets are nice, especially when there's no sidewalk.   | 11/6/2018 10:42 AM |
| 35 | No, speed and no sidewalks down Morgan in McMinnville make it difficult for children to play safely and hinder the connection of the neighbors.  | 11/6/2018 8:59 AM  |
| 36 | Yes, West Hills is a nice neighborhood. Though there are too many new homes going up to the west of us and not enough room for the flow of traffic, causing congestion. Also, crosswalks at Hill and 2nd would make it much safer for our children.  | 11/6/2018 8:43 AM  |
| 37 | Yes, Redwood Commons is great- local is prime and the neighborhood is older, making it quiet. Next door to a park and in walking to shopping people don't want to move!  | 11/6/2018 7:20 AM  |
| 38 | Yes  | 11/6/2018 6:58 AM  |

## Great Neighborhood Principles Online Survey

|    |   |                    |
|----|---|--------------------|
| 39 | Not really. I live on Bills Street within the city limits. A beautiful historic home with constant transient traffic along the roads and homes with trash and debris lying in the front yard. Houses barely standing or in complete disrepair and falling down. Abandoned cars dumped or parked for extended periods of time and "homelessness" trash/debris that clutter our greenspace/wooded areas is disgusting.  | 11/6/2018 6:36 AM  |
| 40 | Yes, my house backs up to the greenway.   | 11/6/2018 5:55 AM  |
| 41 | Yes! I live on Kelly Ann Court, and I think it is great that the streets are safe, with not a lot of traffic. There is a wide range of ages on the street, and we all regularly interact with each other. Kids play with each other, and they can easily walk to school or the bus stop. It is also nice to be within walking distance of Winco and Wilco.  | 11/6/2018 5:37 AM  |
| 42 | My neighborhood is ok. People drive too fast and the children's park needs an upgrade.  | 11/6/2018 5:20 AM  |
| 43 | No.   | 11/6/2018 3:43 AM  |
| 44 | It will be great once we get a park in: Cottonwood.   | 11/6/2018 2:28 AM  |
| 45 | No. No sidewalks, above ground cables, no local parks.  | 11/5/2018 11:35 PM |
| 46 | I   | 11/5/2018 10:54 PM |
| 47 | Yes. We just moved to gibbs circle. Its beautiful! Hidden, lots of mature trees, wortman park, sidewalks. And yet close to town.  | 11/5/2018 10:36 PM |
| 48 | It's ok   | 11/5/2018 10:24 PM |
| 49 | Na  | 11/5/2018 10:22 PM |
| 50 | .   | 11/5/2018 10:04 PM |
| 51 | No, current street is not wide enough for street parking but still allows it. Head on collision happen almost daily.  | 11/5/2018 10:03 PM |
| 52 | Yes. Townhomes West...quiet, clean, good neighbors, wildlife, close but removed.  | 11/5/2018 9:55 PM  |
| 53 | No.   | 11/5/2018 9:54 PM  |
| 54 | Yes. Grand haven. Lots of sidewalks, close to everything.   | 11/5/2018 9:46 PM  |
| 55 | NW near Memorial S hool   | 11/5/2018 9:45 PM  |
| 56 | We are in a great neighborhood as far as aesthetics. 8th street between Meadows and Cypress. I love our street because of the trees, quietness. I have been able to get to know my neighbors! We are close to walking/bike paths. We are about a mile away from downtown. No real services offered in our neighborhood. Just houses. I know there are communities in Eugene and Corvallis and wilsonville that are based on unique housing, community minded and get people out of their homes and I Tom the community. | 11/5/2018 9:44 PM  |
| 57 | Friendly community of neighbors. Bike path easily accessibly  | 11/4/2018 9:57 PM  |
| 58 | Yes, we live in the Hillcrest area, and the people make the neighborhood great. Because of similar social-economic values there tends to be common sense of what is good for the general community. Diversity is welcome and desired. The area has a mix of retired and professional folks who have pride in home ownership.  | 11/4/2018 2:39 PM  |
| 59 | My neighborhood used to be a great neighborhood, but that has changed with the lack of code enforcement, several homes turned into rentals, lack of property upkeep and maintance.(212 NW 18th Street)  | 11/4/2018 12:03 PM |
| 60 | I don't know the name, maybe Saylor's Addition? Easy walk to 3rd ST, Roth's, Grocery Outlet, parks, Sandwich Express, dispensaries, Michelbook, WINCO, Senior Center. I don't feel comfortable walking to Loews because there are so many accidents at that intersection.   | 11/4/2018 6:05 AM  |
| 61 | Yes, it's safe and nice neighbors.  | 11/3/2018 5:47 PM  |
| 62 | NO  | 11/2/2018 7:41 PM  |
| 63 | I think it is ok. There are limited activities for middle and high school kids  | 11/2/2018 4:11 PM  |
| 64 | Almost. We need a NW neighborhood park that has a place for small children and teens to play.   | 11/2/2018 12:04 PM |

## Great Neighborhood Principles Online Survey

|    |   |                    |
|----|---|--------------------|
| 65 | Yes! Vista Ct. We have neighbors and families of all ages. We've had summer BBQs together, 4th of July in the cul-de-sac, and participated in National Night Out. Our kids of varying ages play outside together and have for years. We help each other with projects and share our skills, tools, and last minute cooking ingredients. We are tucked away, a little off the beaten path, and we love it!   | 11/2/2018 8:57 AM  |
| 66 | Blank   | 11/2/2018 7:28 AM  |
| 67 | Yes. Not sure of the name, but the neighborhood has limited access from Ford street across the railroad tracks, and is bounded by Cozine creek, limiting traffic (no where to go other than for residents). There are all sizes and ages of houses, and both Linfield College and Thompson Park are within walking distance. Also within walking distance of downtown.  | 11/1/2018 8:55 PM  |
| 68 | Yes! West Hills Estates.  | 11/1/2018 6:40 PM  |
| 69 | My neighborhood has a good public school, variety of housing options, safe sidewalks, easy access to main roads and a few parks. These are important to me as I have younger children.  | 11/1/2018 5:40 PM  |
| 70 | yes, i think it is decent. We live close to Discovery meadows park and Columbus school. Being near the park and schools has been really great for walking and recreation- also for getting to know our neighbors better. i also enjoy the access to more natural scenery. We also have little libraries which is a nice way for neighbors to share books with neighbors:)   | 11/1/2018 5:17 PM  |
| 71 | No. I'm currently living in Kathleen Manor. We have no sidewalks or even curb cuts allowing mobility impaired people to get their mail.   | 11/1/2018 5:04 PM  |
| 72 | I'm renting currently, but not particularly. I live NEAR some nice neighborhoods, but I don't consider mine "great" per say. Aesthetically, it looks nice and the place is pretty good, but we're right by a very busy street so we hear everything outside when we're trying to go to bed. We're also in a row of townhomes so it's not really a "homey-neighborhood" feel where people socialize with each other and there are amenities nearby. I think the surrounding neighborhoods, however, do this well.  | 11/1/2018 3:02 PM  |
| 73 | I have great neighbors but I do not live in a neighborhood. I live at the intersection of Michelbook and 2nd Street. My house is along a busy street. I don't mind it but I don't feel I am part of a neighborhood.   | 11/1/2018 1:42 PM  |
| 74 | it's ok - over behind Cook school but sort of starting to be run down   | 11/1/2018 1:37 PM  |
| 75 | NO. Don;t get me wrong...I LOVE living in McMinnville! However, I live close to the high school and do not feel safe. Some homes are not taken care of so can create issues at all levels. There is a lot of people walking the streets (at night), and some appears to be on drugs, digging through garbage can looks for cans, etc. I do NOT feel safe and don't allow my kids to go outside after dark and/or walk on the sidewalks. In my short 1 year living in my home, I've had 2 instances where people trying to get into my home. I had to install an alarm system. Needless to say I've recently bought a home that has an bigger price tag so I can be in a nicer, safer neighborhood. McMinnville definitely is focusing on newer areas (where houses are wayyyy to expensive) and forgetting about the side of town where some homes need some TLC, or neighborhoods need some updates, green space, local parks, newer trees, updated and wider side roads, etc. | 11/1/2018 1:04 PM  |
| 76 | Ok  | 11/1/2018 12:49 PM |
| 77 | My neighborhood had great potential, but until we stop talking past one another it will continue to squander an opportunity.  | 11/1/2018 12:30 PM |
| 78 | Yes. Close-in SW. can walk to town, park near, mostly, tho, it is mixed income, people, styles. The occasional annoyance is part of it all.   | 11/1/2018 12:01 PM |
| 79 | Yes, we assist one another  | 11/1/2018 11:41 AM |
| 80 | No  | 11/1/2018 11:05 AM |
| 81 | Sure  | 11/1/2018 10:48 AM |
| 82 | Yes! We live on McDonald Lane between 27th and Grandhaven school  | 11/1/2018 10:46 AM |
| 83 | I think there is a lot of work that needs to be done on Westvale and Sitka Dr. The untended trees obscure the streets for pleasant walks at night and create easier opportunities for thieves to break into cars. The unattended line trees damage sidewalks which sometimes makes them unsafe for night walks.   | 11/1/2018 8:57 AM  |

## Great Neighborhood Principles Online Survey

|     |  |                     |
|-----|--|---------------------|
| 84  | Yes - lots of trees, unique houses, kind and thoughtful neighbors. It is always nice to take a walk in our neighborhood.   | 11/1/2018 8:12 AM   |
| 85  | No, safety is an issue. Traffic and drugs a huge concern.  | 11/1/2018 7:57 AM   |
| 86  | No... because it has a big generational gap and we have renters & home owners that does not mix... because of homeowners wanting a better look and renters who don't care and the younger generation with kids does not have same value as the older generation! Not a good mix!! I would like to be living in a 55 plus age neighborhood... with homeowners with same values! And less speeding cars that are killing the deer!!! We need DEER CROSSING SIGNS ON FELLOWS OR SPEED BUMPS!!! PLEASE HURRY!!!! | 11/1/2018 7:03 AM   |
| 87  | Yes I do. My neighborhood is Hillcrest. I feel safe and the children can play and ride their bikes, scooters etc. and be children.   | 10/31/2018 9:18 PM  |
| 88  | I love my neighborhood. It's the West Hills Neighborhood. I love our park & walking trails, the lots sizes of the homes & how well planned out this community is.  | 10/31/2018 9:02 PM  |
| 89  | Yes, we have easy, safe access and houses are not so close together.   | 10/31/2018 8:48 PM  |
| 90  | No   | 10/31/2018 8:22 PM  |
| 91  | It used to be. becoming unsafe   | 10/31/2018 6:55 PM  |
| 92  | I live next to Wortman Park where there's room to walk, ride bikes, enjoy people and nature. A big point is the Second Winds band concert each summer. We have a range of home sizes and terrific neighbors who help one another.  | 10/31/2018 6:43 PM  |
| 93  | No   | 10/31/2018 5:24 PM  |
| 94  | No, run down homes on many lots with no HOA  | 10/31/2018 3:34 PM  |
| 95  | No..Parking is to tight in the area..  | 10/31/2018 3:29 PM  |
| 96  | I live by First Christian church. I have easy walking access to downtown 3rd street and Joe Dancer park.   | 10/31/2018 2:49 PM  |
| 97  | Yes - used to be better, but it's still great. People are courteous and respectful. It's usually quiet in the evenings and through the night. There is a park, a small convenience store and a coffee shop nearby. Lots of trees. People keep things picked up and nicely landscaped for the most part. People of all ages, races, capabilities, and beliefs. I think our neighborhood is called Hillsdale.  | 10/31/2018 2:48 PM  |
| 98  | Not so much as 15 years ago. It's becoming rundown and showing signs of age. Homeowners and Renters should be more prideful of how they keep house inside and out. Derby and Brockwood area.   | 10/31/2018 2:47 PM  |
| 99  | In some ways: close proximity to schools, paths, and parks is great. Close to some busy streets is not. Large apartment complexes that have police activity is not.  | 10/31/2018 2:35 PM  |
| 100 | Yes near West Hills Park.  | 10/31/2018 2:26 PM  |
| 101 | Friendly, caring people who watch out for each other.  | 10/31/2018 1:58 PM  |
| 102 | Yes, and no. I live in the neighborhood that all of the churches who do outreach to the homeless communities are in. Lots of vagrancy. Sidewalks in disrepair, and seniors who live here don't feel safe. I do think we have great variety in income levels, and architectural types/era's. Lots of great trees. Close to (in) downtown. Great allowance for people to landscape how they want. I like not having a neighborhood ordinance by which to live in regards to lawn maintenance, etc.             | 10/31/2018 11:46 AM |
| 103 | Na   | 10/31/2018 11:27 AM |
| 104 | Yes. Chegwyn. Park nearby. Meandering sidewalk. Neighborhood little libraries. Trees.  | 10/31/2018 11:25 AM |
| 105 | Our neighborhood was great until the Hill Road construction and development. It is now completely unsafe as too many cars spend through the neighborhoods taking the detours and have devalued our neighborhood and made it unsafe for kids and pets.  | 10/31/2018 11:18 AM |
| 106 | South Evans and Washinton St.  | 10/30/2018 10:10 PM |
| 107 | It was and now, it feels like its future is uncertain. Since adding the large developments off West 2nd, Michelbook Lane has become essentially a parkway between there and Baker Creek Rd as those residents try to drive north through town and avoid Baker/99W. Our neighborhood is being sliced in two.  | 10/30/2018 3:38 PM  |

## Great Neighborhood Principles Online Survey

|     |   |                     |
|-----|---|---------------------|
| 108 | Yes. My immediate neighborhood is great. Gibbs Circle. Vagrants in Wortman park is not great. It is a safety and health risk.   | 10/28/2018 8:01 AM  |
| 109 | Not really. Upcoming smaller lots with insufficient on-street parking, increased traffic with limited ingress/egress options.   | 10/25/2018 7:51 AM  |
| 110 | Not so great, given the affordable Baker Creek housing project and proposed affordable housing south of us. Westwind Country Estates.   | 10/24/2018 7:06 AM  |
| 111 | yes -safety   | 10/22/2018 10:54 AM |
| 112 | I like Saylor's addition for accessibility, friendliness, trees and character of homes.   | 10/21/2018 8:50 AM  |
| 113 | It is safe, and most neighbors are motivated to keep it nice.   | 10/20/2018 11:09 AM |
| 114 | NW McMinnville---LOTS of stands of Oak Trees, large yards, many old established trees, walkable, mixed housing--generational, different eras, variety of incomes can afford it, people are out in their front yards, kids play in the streets, deer/raccoon/possum, huge variety of birds and pollinators supported by the old trees and gardens. I would like to see Memorial School have pollinator and vegetable gardens and way more native trees, maybe a nursery of new oak trees to study the 320 types of food and diversity hosted by them | 10/20/2018 8:16 AM  |
| 115 | Say lots Additon has many of the attributes I have just designated as important. I love it here   | 10/19/2018 2:49 PM  |
| 116 | no  | 10/19/2018 1:36 PM  |
| 117 | Yes. Saylor's addition. It has historic homes, mature trees and a great school for my kids. We can also walk to the park, library or downtown.  | 10/19/2018 9:13 AM  |
| 118 | Yes. Kathleen Manor mobile home park. Tree lined streets on main streets. Clean area, no trashy homes for the most part. near walking path, and seems pretty safe area. Close to downtown but wish there were more shopping areas for clothes. Ross and Walmart are the only real affordable places.  | 10/18/2018 9:54 PM  |
| 119 | Yes, Saylor's Addition. Tree-lined, tons of character, walkability to downtown, shops and public transit.   | 10/18/2018 7:31 PM  |
| 120 | Saylor's addition. Old home well-kept, walkable, green.   | 10/18/2018 7:16 PM  |
| 121 | West wind because of all the land and the beautiful houses  | 10/18/2018 6:00 PM  |
| 122 | Yes. 5th and Birch. Sailors addition. We all watch over each other. Even have our fb page   | 10/18/2018 5:05 PM  |
| 123 | No, I live in the Kingwood area, I hate that we have to drive all the way out to get home.  | 10/18/2018 3:30 PM  |
| 124 | yes   | 10/18/2018 8:25 AM  |
| 125 | We are in temporary housing now but staying in McMinnville.   | 10/17/2018 8:03 PM  |
| 126 | What is a great neighborhood? Please read.<br><a href="http://www.livingneighborhoods.org/library/generativecodesv10.pdf">http://www.livingneighborhoods.org/library/generativecodesv10.pdf</a>   | 10/17/2018 6:48 PM  |
| 127 | I love my Lucy Belle St. neighborhood. It is new enough to have good lighting and maintained streets, but old enough to have maturing trees that are beautiful in every season. It is also close to an elementary school (Grandhaven) and a neighborhood park (Chegwyn Farm).   | 10/17/2018 2:40 PM  |
| 128 | It's an adequate neighborhood. It would be great if the city did a better job of curtailing commercial activities within our residential neighborhood.  | 10/17/2018 2:11 PM  |
| 129 | I live in Saylor's Addition and I think it is a Great Neighborhood. I love it because the neighbors are multi-generational and we often have "front lawn visits" with others (our version of visiting on the front porch). We have tree named streets, which is not a high priority, but I do appreciate the orderliness of the alphabetization. We have a grid layout (yay!), trees (hooray!), ease of walking access to many places (the best!), and we could bike to most places easily (wheel!).  | 10/17/2018 2:07 PM  |
| 130 | Yes, West Wind Estates because there is plenty of space between neighbors.  | 10/17/2018 1:56 PM  |
| 131 | Yes, my neighborhood is very calm, mature trees, and overall standards of cleanliness and landscaping by home owners  | 10/17/2018 1:50 PM  |
| 132 | Westwinds -I like it has a larger lot, and it's very quiet, but am little concerned that a (very) few neighbors seem overly worried about their status and their home value.  | 10/17/2018 1:12 PM  |
| 133 | No, West Wind Estates. Can't seem to get the original developer to finish the project and hand control over to an elected HOA Board   | 10/17/2018 1:09 PM  |

## Great Neighborhood Principles Online Survey

|     |  |                     |
|-----|--|---------------------|
| 134 | Yes! West Wind Development. Houses are half or acre lots. Plus we are surrounded by farm land which I love.  | 10/17/2018 1:04 PM  |
| 135 | We do not live in a traditional neighborhood.  | 10/17/2018 12:58 PM |
| 136 | Not in McMinnville so that doesn't apply   | 10/17/2018 12:50 PM |
| 137 | My current neighborhood has many elements of a Great Neighborhood, although one of the drawbacks is a lack of green space in between housing areas. It's just one housing lot butted up against another. I live in the West Hills area on a 1/2 acre lot, which is lovely, but most of the lots consist of really large homes on very small footprints. We have two choices for open spaces. One is West Hills Neighborhood Park, which serves a great purpose, but is a longer walking distance from someone living on Horizon Drive. My favorite open space is the hill at the top of Horizon Drive. It's private property, but I take my dogs running up there and I believe that it is the best view in McMinnville. Breathtaking on a clear day with views of Mt. Hood and Jefferson. It breaks my heart to think of it being covered in homes in the not so distant future. Part of it (at least) should be set aside as a park. | 10/17/2018 12:45 PM |
| 138 | No. I think all of Mac is a great place to live. Mac isn't big enough for me to consider distinct neighborhoods with distinct personalities/identities. There are areas, but not neighborhoods as I think of them.   | 10/17/2018 12:37 PM |
| 139 | Yes! West Wind is a group of people who share my appreciation for comfortable living, frequent travel and shared life experiences.   | 10/17/2018 12:35 PM |
| 140 | yes, we live in tall oaks, where we have many trees, sidewalks and landscaping. it is a great neighborhood   | 10/17/2018 12:01 PM |



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

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

# MINUTES – Exhibit 1a

**August 16, 2018**  
**Planning Commission**  
**Regular Meeting**

**6:30 pm**  
**McMinnville Civic Hall, 200 NE 2<sup>nd</sup> Street**  
**McMinnville, Oregon**

**Members Present:** Chair Roger Hall, Commissioners: Martin Chroust-Masin, Roger Lizut, Gary Langenwalter, Lori Schanche, Susan Dirks, Erin Butler, and Erica Thomas

**Members Absent:** Zack Geary

**Staff Present:** Chuck Darnell – Senior Planner, Jamie Fleckenstein – Associate Planner, Heather Richards – Planning Director, Tom Schauer – Senior Planner, and David Koch – City Attorney

## 1. Call to Order

Chair Hall called the meeting to order at 6:30 p.m.

## 2. Citizen Comments

None

## 3. Approval of Minutes

- **June 21, 2018 Work Session Minutes**
- **June 21, 2018 Planning Commission Minutes**
- **July 19, 2018 Work Session Minutes**
- **July 19, 2018 Planning Commission Minutes**

Chair Hall called for action on the Planning Commission minutes from the June 21, 2018 work session and regular meeting and from the July 19, 2018 work session and regular meeting. Commissioner Chroust-Masin MOVED to APPROVE the minutes as presented; SECONDED by Commissioner Langenwalter. Motion CARRIED 7-0, with Commissioner Lizut abstaining.

## 4. Public Hearing

### A. Comprehensive Plan Map Amendment & Zone Change

1601 NE McDaniel Lane (CPA 1-18 & ZC 1-18) – Continued from the July 19, 2018 Meeting (Exhibit 2)

**Request:** Approval to amend the Comprehensive Plan Map designation of a property from Industrial to Residential, and to rezone the property from M-1 (Light Industrial) to R-4 (Multiple-Family Residential) to allow for development of residential uses that are permitted in the R-4 (Multiple-Family Residential) zone.

**Location:** The subject site is zoned M-1 (Light Industrial) and is located at 1601 NE McDaniel Lane and is more specifically described as Tax Lot 7100, Section 16DB, T.4 S., R.4 W., W.M.

**Applicant:** Daniel Danicic

Chair Hall opened the public hearing and read the hearing statement. He asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. He asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none.

Senior Planner Darnell presented the staff report. This was a request for a Comprehensive Plan map amendment from the existing industrial designation to a residential designation and zone change from M-1 to R-4 for property on NE McDaniel Lane. He described the subject site. A concept plan was provided with the application which showed construction of apartments on the site. He reviewed the Comprehensive Plan Map amendment criteria and how the request met the goals and policies for developing affordable and quality housing for residents and providing a variety of different housing types and densities. Previous analysis was completed in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan and the 2013 Economic Opportunities Analysis that compared residential and industrial land in the City. Those analyses showed a surplus of industrial land and a need for additional residential land. The change in comprehensive plan map designation would not be inconsistent with the surrounding area as there was residential adjacent to the site. The area was not committed to low density development, was not subject to any development limitations, and there were no issues with utilities serving the site with the new comprehensive plan map designation.

Regarding the zone change criteria, Senior Planner Darnell explained there was a need for additional R-4 land, based on the needs identified in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. The property was a quarter mile from transit service and shopping centers, however there was no park adjacent to the site. NE McDaniel was a minor collector and the applicant had provided a traffic impact analysis. This location was near low density residential, and staff recommended conditions of approval to provide a landscape buffer on the west property line and to increase setbacks based on the proposed building height. Regarding the railroad corridor, staff recommended a condition for a landscape buffer on the south property line. One additional condition was suggested, that because there was no adjacent open space, a dedicated contiguous space within the site be provided at a minimum of 10% of the site. The property was surrounded by a mixture of zones, both low and high density residential. He explained the traffic analysis that was done which showed minimal increases in delay and no increases in levels of service. Based on the traffic analysis, engineering staff found that McDaniel was a suitable access to the site. The Transportation Planning Rule analysis showed the existing zoning could produce more traffic more than the proposed zoning. It assumed the development of 24 apartments, which was less than the maximum allowable density of the property, so staff suggested a condition of approval for a trip cap. The cap would be 176 maximum average daily trips, which is the number of trips generated by the development of 24 apartments, unless an updated traffic impact analysis was provided. Testimony had been received last month. Some of the concerns were the building height, loss of privacy, increased

traffic, and noise. Staff recommended approval of the application with the conditions of approval, which addressed the comments and concerns provided during previous public testimony.

Applicant: Dan Danicic, representing the applicant, requested modification to two of the conditions. The first was to Condition #3, dedication of the 20 foot landscaping area to the south to prevent any encroachments. The concern was the trash enclosure would be within the buffer and it would have to be pulled into the site. He thought the trash enclosure in the buffer would not be a detriment as it would help with the buffering from the railroad. They currently had 45 parking spaces planned, which was more than the 36 required. Moving the trash enclosure would require removing some of the parking spaces. He wanted to provide as much parking as possible so people would not park in the nearby neighborhoods. He asked that the words, "No improvement shall encroach in the dedicated landscape area" be stricken from the condition. The second was Condition #5, the additional open space area. The code provision that spoke to having proximity to open space was one of the criteria that they should consider, but they did not have to meet. There was no open space within a quarter mile, but there was within half a mile. He was concerned about providing contiguous open space, especially since they were providing buffers on the west and south sides. This condition would be difficult to meet, and he did not think it should be required.

Commissioner Langenwaller suggested changing Condition #3 to only allow the trash enclosure in the buffer. Mr. Danicic changed the recommended language to, "No improvements shall encroach on the dedicated landscape area, with the exception of a trash enclosure."

Commissioner Dirks asked what type of apartments these would be. Mr. Danicic said there would be one bedroom apartments to accommodate college students, but the majority would be two bedroom apartments. There would be ADA accessible apartments as well. They had looked at alternatives for the configuration of the buildings to accommodate neighborhood concerns, but found that the current layout was the most efficient.

Commissioner Schanche said regarding Condition #5, they had a lot of extra parking and she asked if they would be willing to lose some of the parking in order to provide more green space. Mr. Danicic thought the current layout provided green space already. As a compromise, he suggested requiring 5% contiguous open space instead of 10%.

Commissioner Langenwaller asked if there would be low-income housing as part of the project.

There was discussion regarding changing the configuration of the site to allow for the open space.

Proponents: None

Opponents: Don Navarra, McMinnville resident, asked if this would be a two or three story apartment building. Chair Hall stated it would be a three story.

Mr. Navarra said he and his wife were opposed to the application due to the impact that the apartment buildings would have on the neighborhood. For him, it would mean the loss of morning sun and problems with a denser population, and for those abutting the property it would mean a lack of privacy. The property was located close to a commercial marijuana processing plant and railroad tracks. A one story apartment building would be more homogenous to the neighborhood.

Steve Kaer, McMinnville resident, was also concerned about losing the sun and he asked if staff could speak to that issue. He was concerned about the materials that would be used and setbacks as well.

Senior Planner Darnell stated there was nothing in the code to apply a condition to address solar access to surrounding properties. There was a policy in the Comprehensive Plan to review the design to ensure site orientation preserved the potential future utilization of solar energy. This was not a design review, but a zone change, and staff could not provide a condition related to that. The setbacks were to provide spacing between the buildings and other properties. The current zoning would allow for a maximum building height of 80 feet and the maximum building height for the proposed zone allowed for a maximum of 60 feet. There was also a condition that increased the setbacks based on the building height.

Rebuttal: Charlie Parr bought this property as an investment 20 years ago. He planned to do something with it, whether it would be an apartment complex or commercial building. This proposal was the most feasible and the best use of the property.

Chair Hall closed the public hearing.

Commissioner Schanche discussed the proposed alterations to the conditions. She thought they were putting in extra parking spaces to the detriment of needed open space. She was not in favor of changing any of the staff-suggested conditions.

Commissioner Chroust-Masin viewed the buffers as open space. Senior Planner Darnell clarified the open space would be dense evergreen trees and shrubs and fencing. Chair Hall said it would be too dense for recreation, and that there was a difference between usable open space and landscaping for buffering.

Commissioner Butler thought the trash enclosure could be allowed in the buffer. The middle school was within a quarter mile of this site and could be considered open space. She thought the zone change met the requirements, and that having the extra parking spaces would be beneficial.

Commissioner Thomas thought that the amount of parking proposed would be beneficial and would not result in cars being parked on surrounding streets.

Commissioner Langenwaller proposed a 3,000 square foot area for open space and removing some of the parking to accommodate it. Senior Planner Darnell said staff proposed 10% of the lot size as a reasonable portion of the site, but that he could look up different percentages if the Commission was interested. Senior Planner Darnell also stated that the Commission was not reviewing the concept plan as a site plan review or design review, so they did not have the ability to include conditions related to the design of the concept plan.

Commissioner Dirks was in favor of the proposal for more affordable housing and apartments in this area. She was open to a compromise, but thought there should still be a large open space. She thought it was a reasonable request to allow the trash enclosure in the buffer. She suggested capping the parking to 40 spaces.

Senior Planner Darnell stated that the Planning Commission was not able to put in that restriction at this point, as the request before the Commission was for a zone change and did not include a formal site plan review or design review.

There was consensus to change Condition #3 regarding the trash enclosure as proposed.

Commissioner Schanche was not in favor of changing the open space percentage.

Based on the findings of fact, conclusionary findings for approval, and materials submitted by the applicant, Commissioner Dirks MOVED to recommend Council approval of CPA 1-18 & ZC 1-18 subject to the staff recommended conditions of approval as amended. Conditions 1, 2, 4, and 6 would remain as written, Condition 3 would read, "No improvements shall encroach on the dedicated landscape area, with the exception of a trash enclosure", and Condition 5 would be changed from 10% open space to 7% or 3,048 square feet. SECONDED by Commissioner Thomas. The motion PASSED 6-1 with Commissioner Schanche opposed and Commissioner Lizut abstaining.

The applicant agreed to waive the seven day rebuttal period.

**B. Variance (VR 1-18), 103-115 NE Irvine Street – (Exhibit 3)**

**Request:** Approval of a zoning variance to reduce the required off-street parking of a Social Relief Facility following a proposed remodel from nine (9) spaces to six (6) spaces.

**Location:** The subject site is zoned C-3 (General Commercial) and is located at 103-115 NE Irvine Street. It is more specifically described as Tax Lot 9300, Section 21BD, T.4 S., R. 4 W., W.M.

**Applicant:** The Housing Authority of Yamhill County

Chair Hall opened the public hearing and read the hearing statement. He asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. He asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none.

Associate Planner Fleckenstein stated notice went out for this item as a variance to reduce parking from nine spaces to six, but the application was to reduce six spaces to five. He described the subject site on NE Irvine Street. The existing use was a six unit social relief facility that provided supported housing for people with chronic mental illness and was operated by the Housing Authority of Yamhill County. This was a permitted use in the C-3 zone. Currently there were six off street parking spaces. The proposal was to convert one of the six apartments that was a two bedroom apartment to a one bedroom apartment and a studio apartment to increase the total dwelling units to 7. There would also be expansion of existing office space and addition of an accessible toilet for staff. The parking layout would also be revised to add an accessible van parking space with an adjacent accessible route to the apartments. The code required one parking space per unit and two parking spaces for the office, a total of nine spaces. The site currently had an approved parking variance for six spaces, and with the remodel, they were requesting reducing the parking from six to five spaces, four standard spaces and one accessible space. He discussed the review criteria for the variance. This site was developed prior to the adoption of the current zoning ordinance and current parking requirements were unable to be met without the variance. The variance would allow the applicant to pursue full utilization of the existing facility with uses and facilities that were more appropriate for the population that was being served now than those realized when the building was first constructed prior to the adoption of the zoning ordinance. The applicant was not proposing to change the existing use of the site. The proposal was not

expected to affect traffic or daily trips in the neighborhood as only 15% of the residents had an active driver's license or access to a car. The existing parking would be improved and made safer by adding an accessible space. The five parking spaces were the maximum available after reconfiguring the existing parking lot and there was no room for additional expansion. Additional testimony had been received from Mark Davis who was in support of the variance. Staff recommended approval of the application with conditions.

Commissioner Chroust-Masin asked if any of the residents drove. Associate Planner Fleckenstein was not aware of any who did.

Commissioner Dirks asked about service vehicles parking at this facility. Associate Planner Fleckenstein said those had been taken into account. The parking was mainly used by staff, not residents.

Applicants: Mike Jager, Maintenance and Construction Supervisor for the Housing Authority, said the Housing Authority owned the facility and County Mental Health was responsible for making sure transient mental health individuals had a place to stay. They usually only stayed for a night or two. There were other sites for longer term housing. They needed another unit due to overcrowding. There was no way to add another unit without reducing the parking.

Emily Frey, Yamhill County Mental Health, explained her staff provided on-site support for the individuals in this facility. There was a need for additional mental health support and the additional unit would allow them to serve another individual.

There was no further public testimony.

Chair Hall closed the public hearing.

Commissioner Schanche was in support of the application. The facility was in a perfect location, the proposed modifications were clever to get an extra unit, and most of the residents did not need parking.

Commissioner Chroust-Masin pointed out the facility was right next door to a transit station.

Based on the findings of fact, conclusionary findings for approval, and materials submitted by the applicant, Commissioner Langenwalter MOVED to approve VR 1-18 subject to the staff recommended conditions of approval. SECONDED by Commissioner Chroust-Masin. The motion CARRIED 8-0.

**C. Conditional Use Permit (CU 1-18), NE 7<sup>th</sup> Avenue between NE Alpine Avenue and NE Lafayette Avenue – (Exhibit 4)**

Request: Approval of a conditional use permit to allow the operation of a preschool on a C-3 PD (General Commercial Planned Development) zoned property within the Northeast Gateway District.

Location: The subject site is zoned C-3 (General Commercial) and is located off NE 7<sup>th</sup> Avenue (between NE Alpine Avenue and NE Lafayette Avenue) and is more specifically described as a portion of Tax Lot 4800, Section 21BA, T.4 S., R.4 W., W.M.

Applicant: Rhonda Thompson

Chair Hall opened the public hearing and read the hearing statement. He asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. He asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none.

Associate Planner Fleckenstein presented the staff report. This was a request for a Conditional Use Permit to allow the operation of a preschool on NE 7<sup>th</sup> Avenue. He described the subject site. The zoning surrounding the site included industrial and commercial properties. He then discussed the site plan and review criteria. In the Comprehensive Plan there were goals that specifically dealt with providing the opportunity for educational facilities and to meet the growing needs of the community. The application would have to meet the NE Gateway District zoning standards which included setbacks and heights. The proposal met all of the requirements and was well below the maximum building height. The standards also required parking behind the building and an active street frontage. No vehicular areas were proposed on the site. The proposed use was civic, not commercial, and did not need to meet the 60% glazing requirement. The proposed building was oriented to the street with the primary entrance facing NE 7<sup>th</sup> Avenue. There was a covered porch that went across the front façade of the building. The primary entrance fronted NE 7<sup>th</sup> and led directly to the outside. There would be a walkway to connect the entrance to the sidewalk. There was a list of materials that were permitted on street facing facades and the proposal met those requirements. The structure would also have regularly spaced and shaped windows and there would be planter boxes below the windows as architectural features. This was civic/private school use and would be 360 square feet, which did not require off-street parking. Regarding signage, the applicant had not provided details of signage for the preschool and staff recommended a condition of approval that the applicant get approval for any signage before it was installed. Landscaping was to be provided and lighting was to be pointed down or toward the intended target, not skyward. The applicant stated the existing landscaping would be retained and additional landscaping would be added to the front for school activities. A landscape plan would be required to be submitted and reviewed by the Landscape Review Committee. The proposal met the goal of the NE Gateway District, which was to transition from industrial to pedestrian friendly mixed use. The scale of the proposed development transitioned the nearby larger buildings and parking areas to a pedestrian scale. The operating characteristics of the proposed preschool closely resembled the daycare use which was a permitted use in this zone. The preschool would have fewer students than the daycare use and the hours of operation for the preschool would be less. Parents would drop off and pick up the students either by car or by walking. The site was currently undeveloped and was often used as a camp for the transient population. A neighboring property owner was in support of this proposal due to the activation of the space and the maintenance that would be provided. It would create a safer and more pedestrian friendly environment. There were existing utilities on the site from the prior development that had been demolished. No off street parking was required and traffic impacts were negligible. The scheduled drop off and pick up times would not be overly impactful on the neighborhood. The proposed development was compatible with the developments in the NE Gateway District and it would meet the applicable design and materials of the NE Gateway District making it compatible with any future developments in the area. The proposal would preserve the existing vegetation on the site and get it back to a more functional and aesthetically pleasing condition. The applicant had the cooperation of the property owner for a lease agreement for the preschool. The applicant was a long time resident of McMinnville and wanted to be part of the NE Gateway District revitalization. The demand for preschool facilities had grown and the applicant would like to help meet the need. Staff recommended approval of the application with conditions.

Commissioner Schanche said there were no sidewalks by the facility. Was the applicant planning to install sidewalks? Associate Planner Fleckenstein thought there was a sidewalk, but debris was covering it.

Commissioner Schanche said there were no standards for play areas and thought they should be added in the future. This site plan was lacking in play areas.

Commissioner Dirks asked about schools being nearby breweries and wine tasting rooms. It was clarified that another preschool was nearby.

Commissioner Dirks thought the district's maximum signage allowed was too large for a pedestrian area.

Applicant: Rhonda Thompson had not realized the signage was not included in the application. She explained how the signage would go on the door of the building and what it would look like. There would be no free standing signs. Regarding places for the children to play, she had thought about that but did not know she had to specify that on the plan. There was space behind the building for the kids to be outside.

Commissioner Langenwaller asked about traffic from parents dropping off and picking up children. Ms. Thompson said the drop off and pick up were not all at the same time. She did not think it would be a problem.

Commissioner Chroust-Masin asked if she had planned for expansion in the future. Ms. Thompson had not wanted a large building. She was looking for something small and quaint. She thought it would add to the community and the kids would benefit from a smaller facility.

Commissioner Dirks clarified there would be landscaping between this facility and the concrete pad parking lot.

There was no further public testimony.

Chair Hall closed the public hearing.

Based on the findings of fact, conclusionary findings for approval, and materials submitted by the applicant, Commissioner Chroust-Masin MOVED to approve CU 1-18 subject to the staff recommended conditions of approval. SECONDED by Commissioner Langenwaller. The motion CARRIED 8-0.

The applicant agreed to waive the seven day rebuttal period.

## **5. Discussion Items**

None

## **6. Old/New Business**

None

## **7. Commissioner/Committee Member Comments**

None

**8. Staff Comments**

Planning Director Richards said the annual Planning Commission training would be on September 27.

**9. Adjournment**

Chair Hall adjourned the meeting at 8:35 p.m.

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Heather Richards  
Secretary



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

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

# MINUTES – Exhibit 1b

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**November 15, 2018**  
**Planning Commission**  
**Regular Meeting**

**6:30 pm**  
**McMinnville Civic Hall, 200 NE 2<sup>nd</sup> Street**  
**McMinnville, Oregon**

**Members Present:** Chair Roger Hall, Commissioners: Martin Chroust-Masin, Roger Lizut, Zach Geary, Lori Schanche, and Susan Dirks

**Members Absent:** Erin Butler, Gary Langenwalter, and Erica Thomas

**Staff Present:** Chuck Darnell – Senior Planner, Jamie Fleckenstein – Associate Planner, Heather Richards – Planning Director, Tom Schauer – Senior Planner, and David Koch – City Attorney

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## 1. Call to Order

Chair Hall called the meeting to order at 6:30 p.m.

## 2. Citizen Comments

Susan Chambers, representing First Baptist Church, said in 2017 First Baptist Church celebrated its 150<sup>th</sup> anniversary. In 2016 they had hired a building inspector to identify necessary repairs to the building, and the bell tower roofing system and exterior stucco restoration were considered the highest needs. This was a distinctive historic site. The total estimate for the repairs exceeded \$650,000 and they had requested a grant from the Historic Landmarks Committee. However, because they were a church they were not eligible. Planning staff had suggested another organization, and they had received two grants to help with the projects. The church thanked staff for their help and as a token of appreciation they presented a quilt to Senior Planner Darnell.

## 3. Approval of Minutes

- **September 20, 2018** (Exhibit 1)

Commissioner Schanche moved to approve the September 20, 2018 minutes. The motion was seconded by Commissioner Dirks and passed 6-0.

## 4. Public Hearings:

- A. **Legislative Hearing. G 3-18. Zoning Ordinance Text Amendment: Mixed Use in Commercial Zones** (Exhibit 2)

Request: The City of McMinnville is proposing to amend Chapters 17.06 (Definitions) and 17.33 (C-3 General Commercial Zone) of the McMinnville Zoning Ordinance. The proposal is related to residential use in the C-3 General Commercial zone. Currently, multi-family residential use (3 or more residential units) is permitted in the C-3 zone, whether as a separate use or as part of a mixed-use development. However, mixed-use development which includes only 1 or 2 upper-story residential units isn't currently permitted in the C-3 zone. The proposed amendment would permit this use in the C-3 zone, and would include an additional change related to ground-floor use.

Chair Hall opened the public hearing and read the hearing statement. He asked if there was objection to the Commission's jurisdiction on this matter. There was none. He asked if any Commissioner wished to make a disclosure or abstain from participating. There was none.

Senior Planner Schauer presented the staff report. This was a zoning ordinance text amendment to allow small scale mixed use and upper story residential use in the C-3 General Commercial Zone. Currently, multi-family residential use (3 or more residential units) was permitted in the C-3 zone, whether as a separate use or as part of a mixed-use development. However, mixed-use development which included only 1 or 2 upper-story residential units wasn't currently permitted in the C-3 zone. The proposed amendment would permit this use in the C-3 zone, and would include an additional change related to ground-floor use. The final proposal also included an amendment to authorize associated parking to be located within 200 feet of the smaller-scale upper-story residential use. The Commission had held a Work Session on this issue in September. At that meeting there had been discussion about whether or not there should be a relationship between the occupant of the dwelling and the business as well as whether other residential uses, such as townhomes, should be permitted in the C-3 zone. There had been consensus to remove the requirement for the dwelling to be associated with the business and to keep the focus on upper story units and to look at the broader issues of townhomes at another time, especially since they would have an impact to curb appeal and street frontages. The proposed changes added definitions to Chapter 17.06 and amended the permitted uses in the C-3 zone and parking requirements. He explained the definitions that would be added and the changes to the permitted uses and off street parking. He discussed the applicable criteria. The application met the criteria for efficient use of commercially designated lands, revitalization and reuse of existing commercial properties, and encouraging vertical mixed use. It would also provide opportunities for a variety of housing types and densities, efficient development patterns, off street parking, and encourage compact urban development patterns to provide for conservation of energy. It was consistent with the goals and policies of the Comprehensive Plan, addressed the identified objectives, and all criteria were satisfied. Staff recommended approval of the application.

Commissioner Lizut asked how this would affect current commercial buildings. Senior Planner Schauer said the majority of all commercial was C-3. New development could add units above or buildings could be retrofitted to add units.

There was no public testimony.

Chair Hall closed the public hearing.

Based on the findings of fact, the conclusionary findings for approval, and the materials submitted by staff, Commissioner Geary moved that the Planning Commission recommended that the City Council approve the proposed zoning ordinance text amendments presented in Attachment 1 to the decision document for docket G 3-18. The motion was seconded by Commissioner Schanche and passed 6-0.

**5. Discussion Items**

None

**6. Old/New Business**

Chair Hall announced the Planning Commission annual report would be presented to the City Council on December 11.

Planning Director Richards discussed what would be included in the report.

**7. Commissioner/Committee Member Comments**

None

**8. Staff Comments**

Senior Planner Darnell listed the upcoming agenda items for the December meeting.

Planning Director Richards explained the open Planning Commission positions and applicants who had applied. There was still one open position.

**9. Adjournment**

Chair Hall adjourned the meeting at 7:02 p.m.

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Heather Richards  
Secretary



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## EXHIBIT 2 - STAFF REPORT

**DATE:** December 20, 2018  
**TO:** Planning Commissioners  
**FROM:** Chuck Darnell, Senior Planner  
**SUBJECT:** AP 2-18 – 219 SE Lincoln Street

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### **Report in Brief:**

This is a public hearing to consider an appeal of a recent Historic Landmarks Committee decision. The Historic Landmarks Committee recently reviewed an application (HL 10-18) for a Certificate of Approval for exterior alterations to a historic landmark located at 219 SE Lincoln Street. The subject property is listed on the McMinnville Historic Resources Inventory as a Significant resource (resource number B430). The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

A Certificate of Approval is defined in Section 17.06.060 of the McMinnville City Code as “a decision issued by the Historic Landmarks Committee to approve the alteration, demolition or moving of a historic resource or landmark”. An alteration is defined in Section 17.06.060 as “the addition to, removal of, removal from, or physical modification and/or repair of any exterior part or portion of an historic resource that results in a change in design, materials or appearance. Painting, reroofing, and general repairs are not alterations when the new materials and/or colors match those already in use.”

Historic landmarks are defined in Section 17.06.060 as “any historic resource which is classified as “Distinctive” or “Significant” on the McMinnville Historic Resources Inventory. [...]”

Section 17.65.060 of the McMinnville City Code provides the criteria for which the Historic Landmarks Committee must make a decision about approving a Certificate of Approval for the exterior alteration of a historic resource.

The Historic Landmarks Committee, after reviewing the application during a public meeting and providing an opportunity for public testimony, voted unanimously to deny the Certificate of Approval application (HL 10-18), providing findings of fact in a decision document to support the decision. The applicant, Terry Hall on behalf of property owner Jeff Sauter, submitted an Appeal application appealing the Historic Landmarks Committee’s decision to deny the Certificate of Approval application. The Appeal application was submitted within the 15 day appeal period that began on the date that the written notice of the Historic Landmarks Committee decision was mailed. When an appeal of a decision by the Historic Landmarks Committee is filed, Section 17.65.080 of the McMinnville City Code states that the Planning Commission

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#### *Attachments:*

*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Denial of an Appeal of the Historic Landmarks Committee’s Decision on Docket HL 10-18*

*Attachment B: Appeal Application (AP 2-18)*

*Attachment C: HL 10-18 Written Letter of Historic Landmarks Committee Decision*

*Attachment D: HL 10-18 Decision Document*

*Attachment E: Certificate of Approval Application (HL 10-18)*

*Attachment F: Historic Landmarks Committee Meeting Minutes from September 26, 2018 & October 22, 2018*

shall receive a report and a recommendation from the Historic Landmarks Committee and shall hold a public hearing on the appeal.

**Background:**

Terry Hall, the original applicant on behalf of property owner Jeff Sauter, submitted a Certificate of Approval application (HL 10-18) to request exterior alterations to a residential building that is listed on the McMinnville Historic Resources Inventory as a Significant resource (B430). The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

The historic designation for this particular historic resource is associated with the structure and the original owner of the building. The statement of historical significance and description of the property, as described in the Historic Resources Inventory sheet, is as follows:

This two-story gabled rural vernacular structure is built on a Latin cross plan with an encircling porch and other detailing showing influence from Queen Anne eclecticism. The siding is “drop” siding except for the upper gables above the windows which are shingled in courses of diamond and imbricated patterns. The central chimney has a corbelled cap. The shed porch roof forms a pediment with fan detail over the porch steps. The detailed porch frieze includes small scroll brackets.

The eaves are boxed with vergeboards, ends rounded as if knobs. The porch railing of simple square section spindle is missing except for the east side sections. Windows are predominately double hung 1/1 with a large fixed sash window on the first story street façade. This window as well as the paneled door windows have single stained (colored) glass side lights. Door and window frames have a single cornice cap except where belt boards form the upper frame member.

Julia Gault and her husband built this house.

Section 17.65.040(A) of the McMinnville City Code requires that the Historic Landmarks Committee (HLC) review and approve a Certificate of Approval for a request to alter any resource that is considered a historic landmark and/or listed on the National Register of Historic Places as a contributing resource. Since the subject property is classified as a historic landmark, the Certificate of Approval review was required.

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*Attachment B: Appeal Application (AP 2-18)*

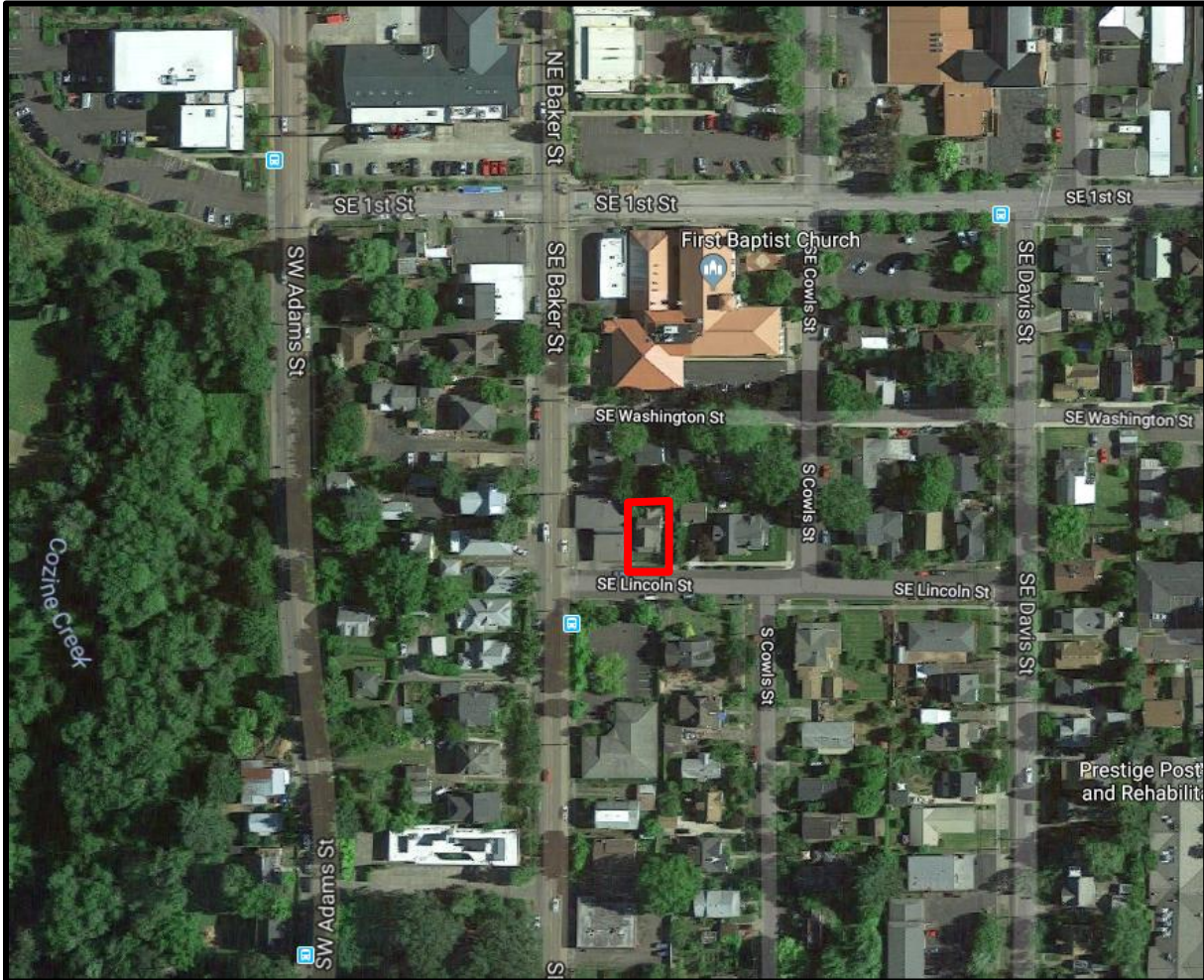
*Attachment C: HL 10-18 Written Letter of Historic Landmarks Committee Decision*

*Attachment D: HL 10-18 Decision Document*

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The current location of the historic landmark is identified below (outline of property is approximate):



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The photo from the time of the survey of the building that led to it being listed on the Historic Resources Inventory, as shown in the Historic Resources Inventory sheet, is provided below:



More recent photos of the building, with a close up view of the porch, as it existed prior to the proposed alterations can be seen below:



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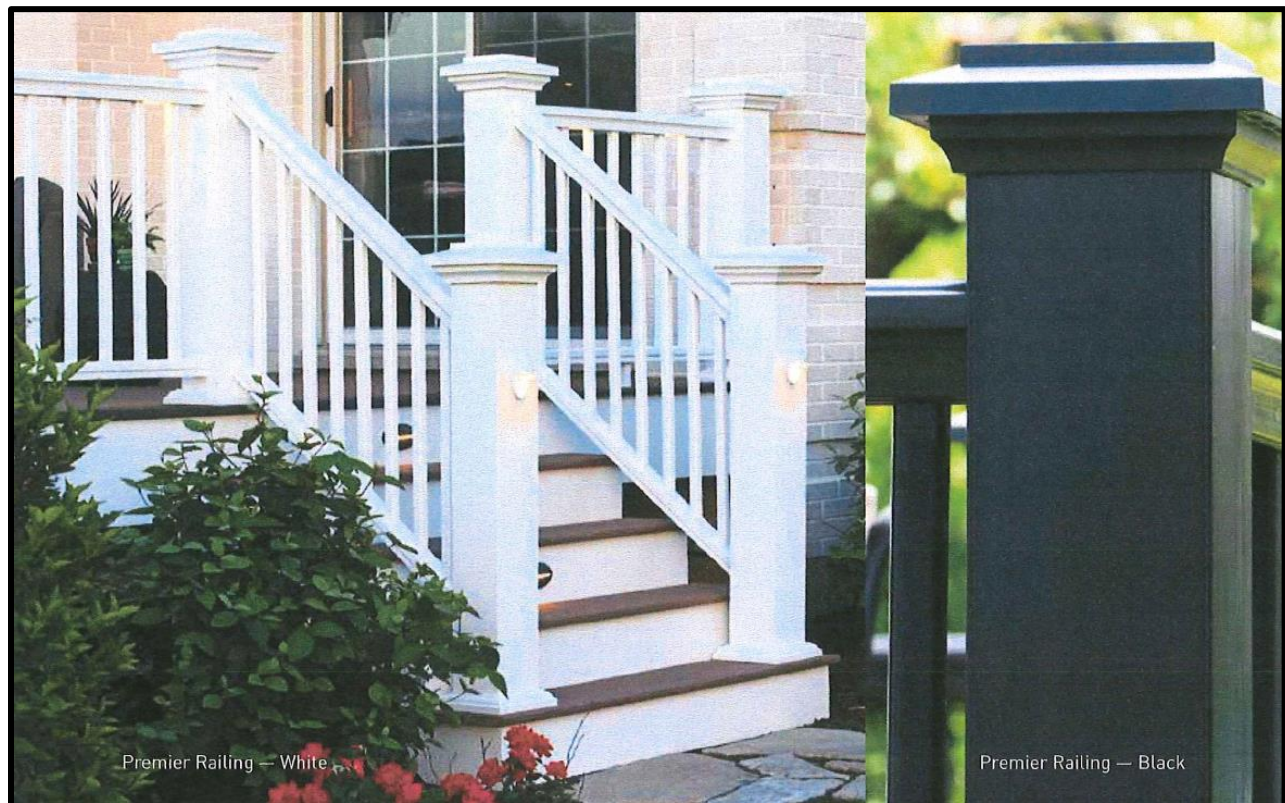
*Attachment F: Historic Landmarks Committee Meeting Minutes from September 26, 2018 & October 22, 2018*

**Discussion:**

The Planning Commission's responsibility regarding this type of land use request is to conduct a public hearing and, at its conclusion, render a decision to recommend approval, approval with conditions, or denial of the appeal request utilizing the same review criteria used for the original application's review in Section 17.65.060 of the McMinnville City Code.

**Proposed Alterations**

As described above, the original application (HL 10-18) being appealed was for proposed alterations to a historic landmark. More specifically, the applicant was proposing to complete the following work: "Replacing rotted or missing railing on wraparound porch". The applicant was proposing to reconstruct a railing around the wraparound porch, but with a material other than the original wood material that exists in other areas of the porch. The building material and product being proposed was an engineered, polymer composite material that has a profile similar to more decorative wood railings, and was proposed to be constructed to meet building code requirements as the existing porch varies in height between 32 and 36 inches. An example of the proposed material can be seen below:

**Historic Landmarks Committee Review Process**

The construction activities on the historic landmark also included the replacement of the porch deck boards with a composite material. This construction activity had actually already begun when the contractor (and eventual Certificate of Approval applicant) realized a need for building permits. After

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contacting the McMinnville Building Department, it was determined that the home in question was a historic landmark. Upon learning that the home was a historic landmark and historic preservation standards applied to the building, and because the work was already in progress, the contractor requested to come to the next possible meeting of the HLC to discuss their project and receive feedback on how the proposed project would be effected by the applicable historic preservation standards.

The contractor attended the September 26, 2018 regular meeting, and shared the proposed project during the Citizen Comments portion of the agenda. The project was described as the replacement of the porch deck boards with a composite material (which was already largely complete) and the installation of the porch railing (which was largely missing) using the composite railing material. Staff then provided an overview of the applicable language in the McMinnville City Code. The HLC discussed the project, and decided that the replacement of the porch deck boards with the composite material could be treated as general repairs and not treated as an alteration, as the porch deck boards were similar in color, were existing prior to the construction activities, and were not as visible so would not result in a change in appearance, as stated in the definition of “alteration” in Section 17.06.060 of the McMinnville City Code. The HLC had concerns with the use of the composite material for the porch railing, as it was a completely new addition and resulted in a larger change in appearance, again as stated in the definition of “alteration” in Section 17.06.060. Therefore, the addition of the railing was considered an alteration, which required a Certificate of Approval application.

Following that meeting, the contractor submitted, on behalf of the property owner, an application for a Certificate of Approval (HL 10-18) to install the porch railing using the composite material.

The HLC reviewed the Certificate of Approval application at their October 22, 2018 regular business meeting. Following typical procedures for the HLC meetings, a staff report was provided outlining the proposed application and decision options for the HLC to consider. An opportunity was provided for the applicant to address the HLC, however, the applicant nor the property owner were in attendance. An opportunity for the public to provide testimony was also provided. No members of the public were in attendance or provided testimony on the application. Following the opportunity for applicant and public testimony, the HLC deliberated and then a motion was made to deny the application as proposed. That motion was voted on and passed unanimously, thereby denying the Certificate of Approval application (HL 10-18).

### **Applicable Review Criteria for Alteration of Historic Landmark**

The HLC reviewed the Certificate of Approval application against the review criteria in Section 17.65.060 of the McMinnville City Code, which read as follows:

**17.65.060 Exterior Alteration or Remodeling.** The property owner shall submit an application for a Certificate of Approval for any exterior alteration to a historic landmark, or any resource that is listed on the National Register for Historic Places. Applications shall be submitted to the Planning Department for initial review for completeness as stated in Section 17.72.040 of the McMinnville Zoning Ordinance. The Planning Director shall determine whether the proposed activities constitute an alteration as defined in Section 17.65.020 (A) of this chapter. The Historic Landmarks Committee shall meet within thirty (30) days of the date the application was deemed complete by the Planning Department to review the request. A failure to review within thirty (30) days shall be considered as an approval of the application. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

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- A. The Historic Landmarks Committee may approve, approve with conditions, or deny the application.
- B. The Historic Landmarks Committee shall base its decision on the following criteria:
  1. The City's historic policies set forth in the comprehensive plan and the purpose of this ordinance;
  2. The following standards and guidelines:
    - a. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
    - b. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
    - c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
    - d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
    - e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
    - f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
    - g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
    - h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
    - i. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.
  3. The economic use of the historic resource and the reasonableness of the proposed alteration and their relationship to the public interest in the historic resource's preservation or renovation;
  4. The value and significance of the historic resource;
  5. The physical condition of the historic resource;

### **Historic Landmarks Committee Decision and Findings**

In reviewing the application against the review criteria, findings were made by the HLC that multiple review criteria were not being satisfied. The findings most applicable in the denial decision were for the review criteria in Sections 17.65.060(B)(2)(c), 17.65.060(B)(2)(f), and 17.65.060(B)(2)(i). These are the findings that the applicant is appealing in their current appeal application (AP 2-18). Those review criteria, and the exact findings used by the HLC in their decision document, are as follows:

- c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be

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#### **Attachments:**

*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Denial of an Appeal of the Historic Landmarks Committee's Decision on Docket HL 10-18*

*Attachment B: Appeal Application (AP 2-18)*

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physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Finding: Section 17.65.060(B)(2)(c) is **NOT SATISFIED**. This criteria is not satisfied due to the fact that the proposed material (composite polymer) to replace the railing is not compatible with the original wood materials. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch, which are wood.

- d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

Finding: Sections 17.65.060(B)(2)(d) through 17.65.060(B)(2)(f) are **NOT SATISFIED**, specifically (f) since the proposed materials for the replacement railing is a composite polymer material and the old railing is wood. There are no changes to the property that have acquired their own historic significance. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Also described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of historic materials that can occur. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood.

- i. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.

Finding: Section 17.65.060(B)(2)(i) is **NOT SATISFIED**. This criteria was not satisfied as the proposed material for the new railing is of a completely different material than the original railing.

The proposed alterations can most closely be considered a “Rehabilitation” of the existing historic resource, which is a type of treatment of historic properties described in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. This document describes the rehabilitation of a historic building as follows:

In Rehabilitation, historic building materials and character-defining features are protected and maintained as they are in the treatment Preservation. However, greater latitude is given in the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials. Of the

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four treatments, only Rehabilitation allows alterations and the construction of a new addition, if necessary for a continuing or new use for the historic building.

Some of the applicable rehabilitation guidelines for treating entrances on historic buildings are provided below:

Recommended Guideline: Replacing in kind an entire entrance or porch that is too deteriorated to repair (if the overall form and detailing are still evident) using the physical evidence as a model to reproduce the feature or when the replacement can be based on historic documentation. If using the same kind of material is not feasible, then a compatible substitute material may be considered.

As described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of those historic materials that can occur. The replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood. The proposed composite polymer material was therefore not found to be a compatible substitute material.

### Appeal Request

The applicant is appealing the findings of the HLC for the specific review criteria in the section above. The applicant has provided alternative findings for each of those criteria, which are provided in their application materials and summarized below:

- c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

The applicant is arguing that the proposed material is “physically and visually compatible” and that the “proposed railing looks and feels like wood and is virtually identical in design, color and texture of wood.” The applicant has also referenced a document published by the National Park Service and Department of the Interior that states that there are “appropriate times to use substitute materials in preservation projects”, for example when there are “inherent flaws in the original materials”. The applicant has stated that there are flaws in the original material, which is wood, those flaws being as follows: “Ultraviolet light, moisture penetration behind joints, and stresses caused by changing temperatures quickly impair the performance of wood over time. It becomes unsightly over a relatively short period of time and can quickly reduce a grand historic resource to just a dilapidated old building.”

- d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

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The applicant is arguing that the “proposed material matches the old in composition, design, color, and texture.

- j. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.

The applicant has cited the HLC’s findings of the use of the Rehabilitation treatment, which is a type of treatment of historic properties described in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. The applicant has highlighted the language in the description of the Rehabilitation treatment that states “greater latitude is given in the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials”. The applicant is again arguing that the proposed material is a compatible substitute material, and that the “proposed product greatly supports the committee’s goal of preserving beauty, integrity and historical accuracy”.

The applicant is also requesting that the Planning Commission “consider reasonableness”, and asking that the Planning Commission “consider the documentation of this product already in place” because the proposed materials have already been installed. The applicant provided photos of the proposed materials already installed on the home. The applicant also provided one letter from the homeowner and one additional letter of support for the proposed materials from a neighboring property owner.

#### **Fiscal Impact:**

None.

#### **Commission Options:**

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

#### **Recommendation/Suggested Motion:**

Based on the original findings provided by the Historic Landmarks Committee, staff is recommending that the Planning Commission deny the appeal request (AP 2-18), thereby upholding the Historic Landmarks Committee decision on the Certificate of Approval application (HL 10-18).

Staff believes that the Historic Landmarks Committee’s interpretation of the applicable review criteria was justified and well supported by their findings. The review criteria under appeal are fairly clear in their requirements to use materials that are visually and physically compatible, match the old materials in composition, and only using compatible substitute materials when use of the same kind of material is not

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feasible. More specifically, the review criteria in Section 17.65.060(B)(2)(c) states that “work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible”. The HLC’s findings were that the proposed material was “not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch, which are wood”. The HLC felt that the proposed material, being a composite polymer material, would be noticeably different from the other wood porch materials.

The review criteria in Section 17.65.060(B)(2)(f) states that “new material will match the old in composition, design, color, and texture”. The HLC’s findings for this criteria were that the composite polymer material was not “visually compatible”, but more clearly that the “composition of the new material was not found to match the old materials and other existing materials, which were and still are wood”. The HLC was clear in their deliberation that the “composition” of the materials needed to match the existing materials, and the composition, or physical properties, clearly did not match.

Finally, the HLC’s findings for the review criteria in Section 17.65.060(B)(2)(i) referenced the Rehabilitation treatment as described in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. Specifically, the HLC referenced an applicable “Recommended Guideline” for the treatment of entrances under the Rehabilitation treatment, which states that “Replacing in kind an entire entrance or porch that is too deteriorated to repair (if the overall form and detailing are still evident) using the physical evidence as a model to reproduce the feature or when the replacement can be based on historic documentation. If using the same kind of material is not feasible, then a compatible substitute material may be considered.” The HLC’s finding was, similar to the findings for the other review criteria above, that the proposed material “was not found to be visually compatible” and that the “composition of the new material was not found to match the old materials and other existing materials”. Based on those findings, the HLC found that the proposed material was not a compatible substitute material. It could also be interpreted that the HLC did not find that the use of the same kind of material, that being wood to match the remainder of the porch materials, was unfeasible.

The Planning Department recommends that the Planning Commission make the following motion to deny the appeal request:

**THAT BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, AND THE MATERIALS SUBMITTED BY THE APPLICANT, THE PLANNING COMMISSION DENIES AP 2-18.**

CD:sjs

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

503-434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT, AND CONCLUSIONARY FINDINGS OF THE MCMINNVILLE  
PLANNING COMMISSION FOR DENIAL OF AN APPEAL OF THE HISTORIC LANDMARKS  
COMMITTEE'S DECISION ON DOCKET HL 10-18**

**DOCKET:** AP 2-18

**REQUEST:** The applicant has submitted an appeal of the Historic Landmarks Committee's decision to deny an application (HL 10-18) for a Certificate of Approval for exterior alterations to a historic landmark. The decision was to deny the proposed alterations based on the applicable criteria are in Section 17.65.060(B) of the McMinnville City Code. The applicant is appealing the Historic Landmarks Committee's findings for three applicable review criteria.

**LOCATION:** The subject site is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

**ZONING:** The subject site is designated as Commercial on the McMinnville Comprehensive Plan Map, and is zoned C-3 (General Commercial).

**APPLICANT:** Terry Hall, on behalf of property owner Jeff Sauter

**STAFF:** Chuck Darnell, Senior Planner

**DATE DEEMED  
COMPLETE:** November 29, 2018

**DECISION-  
MAKING BODY:** McMinnville Planning Commission

**DATE & TIME:** December 20, 2018. Meeting was held at Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, OR 97128.

**PROCEDURE:** Any appeal of a decision by the Historic Landmarks Committee may be made within 15 days of the date the written notice of the decision was mailed. If an appeal is filed, the Planning Commission shall receive a report and a recommendation from the Historic Landmarks Committee and shall hold a public hearing on the appeal consistent with Sections 17.65.080 and 17.72.120 of the McMinnville City Code.

**CRITERIA:** The applicable criteria for the appeal are the same criteria used in the original application review, which are the Certificate of Approval alteration criteria in Section 17.65.060(B) of the McMinnville City Code.



**APPLICATION SUMMARY:**

Terry Hall, on behalf of property owner Jeff Sauter, originally submitted a Certificate of Approval application (HL 10-18) to request exterior alterations to a residential building that is listed on the McMinnville Historic Resources Inventory as a Significant resource (B430). The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

Section 17.65.040(A) of the McMinnville City Code requires that the Historic Landmarks Committee review and approve a Certificate of Approval for a request to alter any resource that is considered a historic landmark and/or listed on the National Register of Historic Places as a contributing resource. Since the subject property is classified as a historic landmark, the Certificate of Approval review was required.

The Historic Landmarks Committee reviewed the Certificate of Approval application at their October 22, 2018 regular business meeting. Following typical procedures for the Historic Landmarks Committee meetings, a staff report was provided outlining the proposed application and decision options for the Historic Landmarks Committee to consider. An opportunity was provided for the applicant to address the Historic Landmarks Committee, however, the applicant nor the property owner were in attendance. An opportunity for the public to provide testimony was also provided. No members of the public were in attendance or provided testimony on the application. Following the opportunity for applicant and public testimony, the Historic Landmarks Committee deliberated and then a motion was made to deny the application as proposed. That motion was voted on and passed unanimously, thereby denying the Certificate of Approval application (HL 10-18).

Written notification of the decision of the Historic Landmarks Committee was provided to the applicant and property owner, providing the Committee's decision and the findings of fact supporting their decision. Following receipt of that written notification, the applicant, Terry Hall on behalf of property owner Jeff Sauter, submitted an Appeal application (AP 2-18) appealing the Historic Landmarks Committee's decision to deny the Certificate of Approval application. The Appeal application was submitted within the 15 day appeal period that began on the date that the written notice of the Historic Landmarks Committee decision was mailed. When an appeal of a decision by the Historic Landmarks Committee is filed, Section 17.65.080 of the McMinnville City Code states that the Planning Commission shall receive a report and a recommendation from the Historic Landmarks Committee and shall hold a public hearing on the appeal.

The historic designation for this particular historic resource is associated with the structure and the original owner of the building. The statement of historical significance and description of the property, as described in the Historic Resources Inventory sheet, is as follows:

This two-story gabled rural vernacular structure is built on a Latin cross plan with an encircling porch and other detailing showing influence from Queen Anne eclecticism. The siding is "drop" siding except for the upper gables above the windows which are shingled in courses of diamond and imbricated patterns. The central chimney has a corbelled cap. The shed porch roof forms a pediment with fan detail over the porch steps. The detailed porch frieze includes small scroll brackets.

The eaves are boxed with vergeboards, ends rounded as if knobs. The porch railing of simple square section spindle is missing except for the east side sections. Windows are predominately double hung 1/1 with a large fixed sash window on the first story street façade. This window as well as the paneled door windows have single stained (colored) glass side lights. Door and window frames have a single cornice cap except where belt boards form the upper frame member.

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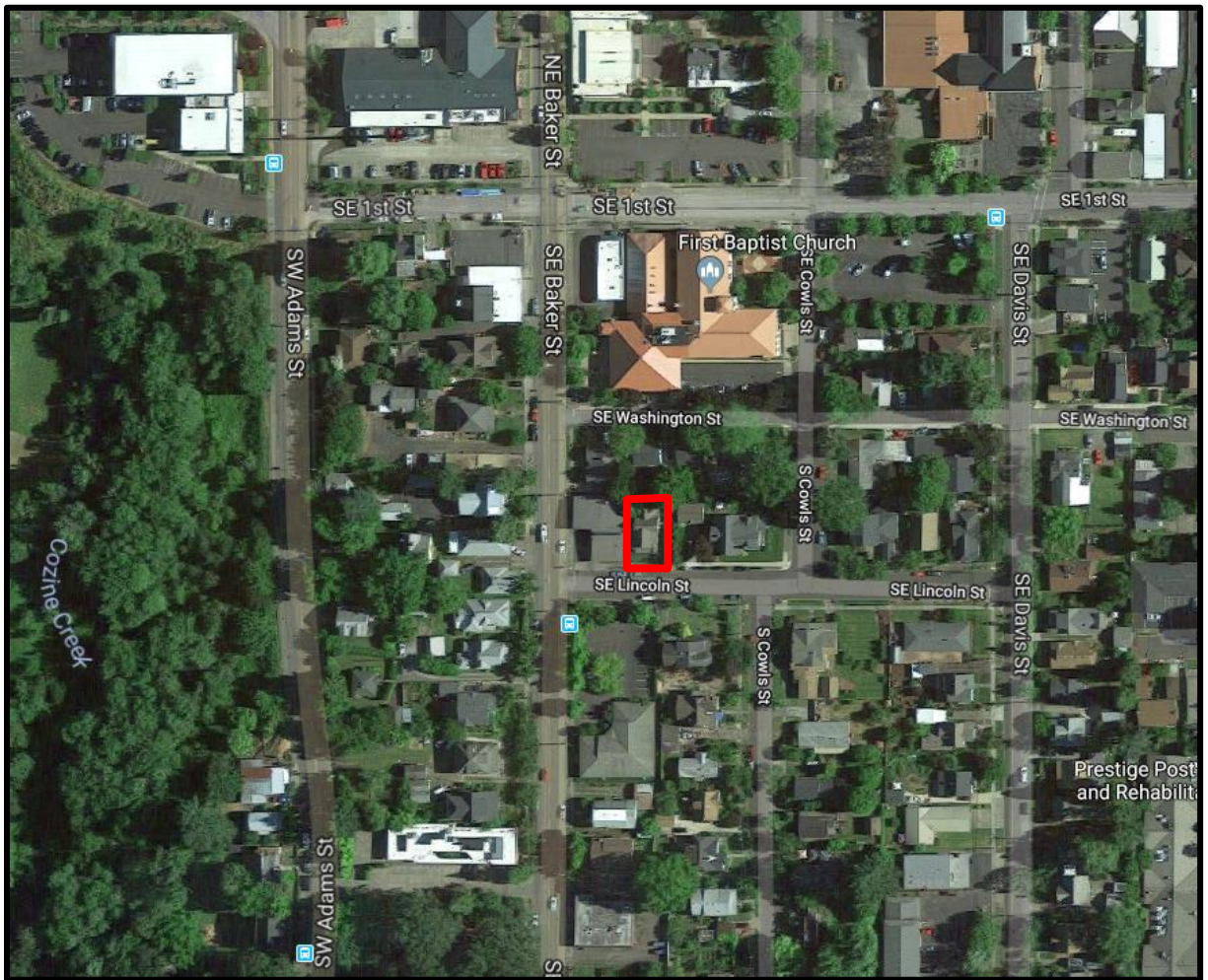
Attachments:

Attachment 1 – Appeal Application

Other Attachments – See Attachment List on Page 6

Julia Gault and her husband built this house.

The current location of the historic landmark is identified below (outline of property is approximate):



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Attachments:

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The photo from the time of the survey of the building that led to it being listed on the Historic Resources Inventory, as shown in the Historic Resources Inventory sheet, is provided below:



More recent photos of the building, with a close up view of the porch, as it existed prior to the proposed alterations can be seen below:



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**ATTACHMENTS**

1. Appeal Application (on file with the Planning Department)
2. HL 10-18 Written Letter of Historic Landmarks Committee Decision (on file with the Planning Department)
3. HL 10-18 Decision Document (on file with the Planning Department)
4. Certificate of Approval Application – HL 10-18 (on file with the Planning Department)
5. Historic Landmarks Committee Meeting Minutes from September 26, 2018 (on file with the Planning Department)
6. Historic Landmarks Committee Meeting Minutes from October 22, 2018 (on file with the Planning Department)

**COMMENTS****Agency Comments**

This matter was not referred to other public agencies for comment.

**Public Comments**

Public notice was mailed to owners of properties within 300 feet of the subject site, as required by Section 17.65.070(C) and Section 17.72.120 of the McMinnville City Code. The Planning Department did not receive any public testimony prior to the public meeting.

**FINDINGS OF FACT**

1. Terry Hall, on behalf of property owner Jeff Sauter, submitted an Appeal application to appeal the Historic Landmarks Committee's decision to deny a Certificate of Approval application which would have been for exterior alterations to a residential building that is listed on the McMinnville Historic Resources Inventory. The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.
2. The historic landmark is designated on the Historic Resources Inventory as a "Significant" resource, and has the resource number of B430.
3. The site is currently zoned C-3 (General Commercial), and is designated as Commercial on the McMinnville Comprehensive Plan Map, 1980.
4. Notice of the appeal request was provided to property owners within 300 feet of the subject site as required by the process described in Section 17.72.120 (Applications– Public Hearings). Notice of the public hearing was also provided in the News Register on Tuesday, December 18, 2018. The Planning Department received no public testimony prior to the public meeting.
5. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

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## **CONCLUSIONARY FINDINGS**

### **McMinnville's Comprehensive Plan:**

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

**GOAL III 2:** TO PRESERVE AND PROTECT SITES, STRUCTURES, AREAS, AND OBJECTS OF HISTORICAL, CULTURAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE TO THE CITY OF McMINNVILLE.

**Finding:** **Goal III2 is not satisfied.** The focus of the comprehensive plan goal and the purpose of the Historic Preservation chapter are to restore and preserve structures that have special historical or architectural significance. Overall, the intent of the proposal is to protect the overall historic form and character of the historic landmark by repairing the porch and railing that is in poor condition or completely missing. However, the Comprehensive Plan goal and the purpose of the Historic Preservation chapter are not satisfied by the proposal because the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

**GOAL X 1:** TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

**Policy 188.00:** *The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

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

### **McMinnville's City Code:**

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

**17.65.040 Certificate of Approval Process.** A property owner shall obtain a Certificate of Approval from the Historic Landmarks Committee, subject to the procedures listed in Section 17.65.050 and Section 17.65.060 of this chapter, prior to any of the following activities:

- A. The alteration, demolition, or moving of any historic landmark, or any resource that is listed on the National Register for Historic Places;
  - 1. Accessory structures and non-contributing resources within a National Register for Historic Places nomination are excluded from the Certificate of Approval process.
- B. New construction on historical sites on which no structure exists;
- C. The demolition or moving of any historic resource.

**Finding:** **Section 17.65.040 is satisfied.** The applicant submitted an application for a Certificate of Approval to request the alteration of the historic landmark, per Section 17.65.040(A), because the resource is classified as a historic landmark as a Significant resource on the McMinnville Historic Resources Inventory. That application was filed as Docket HL 10-18, and was reviewed by the Historic

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Landmarks Committee on October 22, 2018. The decision made by the Historic Landmarks Committee on October 22, 2018 was to deny the Certificate of Approval application, which is the decision being appealed.

**17.65.060 Exterior Alteration or Remodeling.** The property owner shall submit an application for a Certificate of Approval for any exterior alteration to a historic landmark, or any resource that is listed on the National Register for Historic Places. Applications shall be submitted to the Planning Department for initial review for completeness as stated in Section 17.72.040 of the McMinnville Zoning Ordinance. The Planning Director shall determine whether the proposed activities constitute an alteration as defined in Section 17.65.020 (A) of this chapter. The Historic Landmarks Committee shall meet within thirty (30) days of the date the application was deemed complete by the Planning Department to review the request. A failure to review within thirty (30) days shall be considered as an approval of the application. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

- A. The Historic Landmarks Committee may approve, approve with conditions, or deny the application.

**Finding: Section 17.65.060(A) is satisfied.** The Historic Landmarks Committee, after reviewing the request during a public meeting and offering an opportunity for public testimony, decided to deny the alteration request and deny the Certificate of Approval.

- B. The Historic Landmarks Committee shall base its decision on the following criteria:
1. The City's historic policies set forth in the comprehensive plan and the purpose of this ordinance;

**Finding: Section 17.65.060(B)(1) is not satisfied.** The City's historic policies in the comprehensive plan focus on the establishment of the Historic Landmarks Committee, however, the goal related to historic preservation is as follows:

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

The purpose of the Historic Preservation ordinance includes the following:

- (a) Stabilize and improve property values through restoration efforts;
- (b) Promote the education of local citizens on the benefits associated with an active historic preservation program;
- (c) Foster civic pride in the beauty and noble accomplishments of the past;
- (d) Protect and enhance the City's attractions for tourists and visitors; and
- (e) Strengthen the economy of the City.

The focus of the comprehensive plan goal and the purpose of the Historic Preservation chapter are to restore and preserve structures that have special historical or architectural significance. Overall, the intent of the proposal is to protect the overall historic form and character of the historic landmark by repairing the porch and railing that is in poor condition or completely missing. However, the Comprehensive Plan goal and the purpose of the Historic Preservation chapter are not satisfied by the proposal because the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

2. The following standards and guidelines:
  - a. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships.

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Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

**Finding: Section 17.65.060(B)(2)(a) is satisfied.** The property has historically been used residentially, and is still occupied as a single family home. The porch as it exists today is missing railing around all but the east side of the porch. However, the applicant has stated that there is evidence in the support columns on the remainder of the wraparound porch that at one time a railing was connected to the columns around the entire porch. Since that time, sections of the railing have been removed. There is no intention to change the use of the historic landmark in any way, and the proposed addition of railing around the entire wraparound porch will restore a residential feature that appears to have been removed at some point in the past.

- b. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

**Finding: Section 17.65.060(B)(2)(b) is satisfied.** This criteria describes the need to avoid the replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships. In the case of the wraparound porch, much of the historic materials have already been removed. The railings around all but a short section of the east side of the home have been removed, and were already missing at the time the historic landmark was surveyed in 1983 and listed on the McMinville Historic Resources Inventory in 1987. Therefore, these specific historic materials no longer exist. The applicant has stated that the portion of the railing that was still existing has rotted, and is proposing to replace those sections of railing with the same used on the remainder of the wraparound porch, which will keep a consistent form around the porch.

The replacement of the railing around the wraparound porch will not result in the loss of any feature, space, or spatial relationship that characterizes the property as a historic landmark. The overall architectural features that were noted in the Historic Resources Inventory sheet still exist today. Those features include the “two-story gabled rural vernacular” form, “shed porch roof” forming a “pediment with fan detail over the porch steps” and “detailed porch frieze” with “small scroll brackets”. The Historic Resources Inventory also notes that the porch railing was a “simple square section spindle” design, and again that it was “missing except for the east side sections”. The addition of railing around the wraparound porch would not remove or detract from any of these historic features. However, the proposed materials to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

- c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

**Finding: Section 17.65.060(B)(2)(c) is not satisfied.** This criteria is not satisfied due to the fact that the proposed material (composite polymer) to replace the railing is not compatible with the original wood materials. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinville Historic Resources Inventory in 1987. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch, which are wood.

- d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

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- e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

**Finding: Sections 17.65.060(B)(2)(d) through 17.65.060(B)(2)(f) are not satisfied**, specifically (f) since the proposed materials for the replacement railing is a composite polymer material and the old railing is wood. There are no changes to the property that have acquired their own historic significance. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Also described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of historic materials that can occur. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood.

- g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

**Finding: Section 17.65.060(B)(2)(g) is satisfied.** This criteria is not applicable, as there are no chemical or physical treatments proposed.

- h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

**Finding: Section 17.65.060(B)(2)(h) is satisfied.** The applicant has stated that they are not aware of any known archeological resources.

- i. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.

**Finding: Section 17.65.060(B)(2)(i) is not satisfied.** This criteria was not satisfied as the proposed material for the new railing is of a completely different material than the original railing.

The proposed alterations can most closely be considered a “Rehabilitation” of the existing historic resource, which is a type of treatment of historic properties described in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. This document describes the rehabilitation of a historic building as follows:

In Rehabilitation, historic building materials and character-defining features are protected and maintained as they are in the treatment Preservation. However, greater latitude is given in the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials. Of the four treatments, only Rehabilitation allows alterations and the construction of a new addition, if necessary for a continuing or new use for the historic building.

Some of the applicable rehabilitation guidelines for treating entrances on historic buildings are provided below:

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Attachments:

Attachment 1 – Appeal Application

Other Attachments – See Attachment List on Page 6

Recommended Guideline: Replacing in kind an entire entrance or porch that is too deteriorated to repair (if the overall form and detailing are still evident) using the physical evidence as a model to reproduce the feature or when the replacement can be based on historic documentation. If using the same kind of material is not feasible, then a compatible substitute material may be considered.

As described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of those historic materials that can occur. The replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood. The proposed composite polymer material was therefore not found to be a compatible substitute material.

3. The economic use of the historic resource and the reasonableness of the proposed alteration and their relationship to the public interest in the historic resource's preservation or renovation;

**Finding: Section 17.65.060(B)(3) is not satisfied.** This criteria is not satisfied because the proposed alteration was not found to be reasonable, as the proposed replacement railing materials would impact the overall historic integrity of the structure and therefore did not satisfy the other applicable Certificate of Approval review criteria.

4. The value and significance of the historic resource;

**Finding: Section 17.65.060(B)(4) is satisfied.** The overall architectural features that were noted in the Historic Resources Inventory sheet still exist today. Those features include the “two-story gabled rural vernacular” form, “shed porch roof” forming a “pediment with fan detail over the porch steps” and “detailed porch frieze” with “small scroll brackets”. The Historic Resources Inventory also notes that the porch railing was a “simple square section spindle” design, and again that it was “missing except for the east side sections”. The addition of railing around the wraparound porch will not remove or detract from any of these historic features. However, the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail above in the findings for other applicable Certificate of Approval review criteria.

5. The physical condition of the historic resource;

**Finding: Section 17.65.060(B)(5) is not satisfied.** This criteria is not satisfied as the applicant has requested replacing the lost and existing porch railing with a railing made out of an incompatible material. The historic landmark is in overall good physical condition. In the case of the wraparound porch, much of the historic materials have already been removed. The railings around all but a short section of the east side of the home have been removed, and were already missing at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Therefore, these specific historic materials no longer exist. The applicant has stated that the portion of the railing that was still existing has rotted, and is proposing to replace those sections of railing with the same used on the remainder of the wraparound porch, which would have kept a consistent form around the porch. However, the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail above in the findings for other applicable Certificate of Approval review criteria.

17.65.070 Public Notice.

- A. After the adoption of the initial inventory, all new additions, deletions, or changes to the inventory shall comply with subsection (c) of this section.

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Attachments:

Attachment 1 – Appeal Application

Other Attachments – See Attachment List on Page 6

- B. Any Historic Landmark Committee review of a Certificate of Approval application for a historic resource or landmark shall comply with subsection (c) of this section.
- C. Prior to the meeting, owners of property located within 300 feet of the historic resource under consideration shall be notified of the time and place of the Historic Landmarks Committee meeting and the purpose of the meeting. If reasonable effort has been made to notify an owner, failure of the owner to receive notice shall not impair the validity of the proceedings.

**Finding: Section 17.65.070 is satisfied.** Notice of the original Certificate of Approval application review was provided to property owners located within 300 feet of the historic resource. A copy of the written notice provided to property owners is on file with the Planning Department.

**17.65.080 Appeals.**

- A. Any appeal of a decision by the Historic Landmarks Committee, including an appeal of conditions placed on the approval of a Certificate of Approval by the committee, may be made to the City Planning Commission within fifteen (15) days of the date the written notice of the decision is mailed.
- B. If the appeal is filed, the Planning Commission shall receive a report and a recommendation from the Historic Landmarks Committee and shall hold a public hearing on the appeal consistent with the procedures in Section 17.72.120 of the McMinnville Zoning Ordinance. Any permit shall be invalid and no work shall be undertaken during the appeal process.

**Finding: Section 17.65.080 is satisfied.** An appeal application was filed by the application within the 15 day appeal period that began on the date that the written notice of the Historic Landmarks Committee decision was mailed. The Planning Commission held a public hearing, consistent with the procedures in Section 17.72.120, on December 20, 2018.

The Planning Commission found that the Historic Landmarks Committee's interpretation of the applicable review criteria was justified and well supported by their findings. The review criteria under appeal are fairly clear in their requirements to use materials that are visually and physically compatible, match the old materials in composition, and only using compatible substitute materials when use of the same kind of material is not feasible. More specifically, the review criteria in Section 17.65.060(B)(2)(c) states that "work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible". The Historic Landmarks Committee's findings were that the proposed material was "not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch, which are wood". The Planning Commission found that the Historic Landmarks Committee felt that the proposed material, being a composite polymer material, would be noticeably different from the other wood porch materials.

The review criteria in Section 17.65.060(B)(2)(f) states that "new material will match the old in composition, design, color, and texture". The Historic Landmarks Committee's findings for this criteria were that the composite polymer material was not "visually compatible", but more clearly that the "composition of the new material was not found to match the old materials and other existing materials, which were and still are wood". The Historic Landmarks Committee was clear in their deliberation that the "composition" of the materials needed to match the existing materials, and the composition, or physical properties, clearly did not match.

Finally, the Historic Landmarks Committee's findings for the review criteria in Section 17.65.060(B)(2)(i) referenced the Rehabilitation treatment as described in the Secretary of the Interior's Standards for the Treatment of Historic Properties. Specifically, the Historic Landmarks Committee referenced an applicable "Recommended Guideline" for the treatment of entrances under the Rehabilitation treatment, which states that "Replacing in kind an entire entrance or porch that is too deteriorated to repair (if the overall form and detailing are still evident) using the physical evidence as a model to reproduce the

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Attachments:

Attachment 1 – Appeal Application

Other Attachments – See Attachment List on Page 6

feature or when the replacement can be based on historic documentation. If using the same kind of material is not feasible, then a compatible substitute material may be considered.” The Historic Landmarks Committee’s finding was, similar to the findings for the other review criteria above, that the proposed material “was not found to be visually compatible” and that the “composition of the new material was not found to match the old materials and other existing materials”. Based on those findings, the Historic Landmarks Committee found that the proposed material was not a compatible substitute material. The Planning Commission also interpreted that the Historic Landmarks Committee did not find that the use of the same kind of material, that being wood to match the remainder of the porch materials, was unfeasible.

CD:sjs

**Planning Department**

231 NE Fifth Street • McMinnville, OR 97128

(503) 434-7311 Office • (503) 474-4955 Fax

[www.ci.mcminnville.or.us](http://www.ci.mcminnville.or.us)**Office Use Only:**File No. AP 2-18Date Received 11.13.18Fee \$610Receipt No. 18M0241Received by RT

## Appeal Application

**Applicant Information**

**Applicant is:** ☐ Property Owner ☐ Contract Buyer ☐ Option Holder ☐ Agent ☒ Other Contractor  
☐ Provided testimony prior to this appeal.

Applicant Name Square Deal Construction Co Phone (971) 832-3626Contact Name Terry Hsu Phone (971) 832-3626  
(If different than above)Address 300 West 1st St.City, State, Zip Newberg OR 97132Contact Email Terry@SquareDeal4you.com**Original Application Information**File No.: HL 10-18 Review Body: Historic Landmark CommitteeDecision: Deny Date of Decision: 22 Oct 2018Date Decision Mailed: 30 Oct 2018 Appeal Date Deadline: 14 Nov. 2018Description of Original Application Request: Use composite rail that resembles original rail very closely T.L.O using an interior wood product.

Appeal of a decision made by the following review body is requested:

- ☐ PLANNING DIRECTOR (See [Section 17.72.170 \(Appeal from Ruling of Planning Director\)](#) of the Zoning Ordinance for further information.)
- ☒ PLANNING COMMISSION (See [Section 17.72.180 \(Appeal from Ruling of Planning Commission\)](#) of the Zoning Ordinance for further information.)

Please state in detail the basis for and issues raised in this appeal. You must identify the criteria and findings that you are appealing. Attach additional sheets as necessary. \_\_\_\_\_

See attached.

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

- ☒ Payment of the applicable review fee, which can be found on the [Planning Department](#) web page.

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

Tony 2 H. Q.  
Appellant's Signature

9 Nov. 2018  
Date

11/2/2018

## **Appeal of McMinnville Historic Landmarks Committee's 10/22/2018 Decision.**

Committee denied application for a Certificate of Approval for replacement railings at 219 SE Lincoln Street, McMinnville. This appeal submitted by homeowner Jeff Sauter and contractor Square Deal Construction Inc.

Finding for Section 17.65.060(B)(2)(C):

Committee's findings for this criteria state:

“ . . . and features will be **physically and visually compatible, identifiable upon close inspection, and properly documented for future research.**” (Bold ours.)

Homeowner and contractor are appealing these findings and believe the following findings should be made in support of the proposed project:

- The proposed material is physically and visually compatible and already has been properly documented for future research.
- **The proposed railing looks and feels like wood and is virtually identical in design, color and texture of wood. It has been properly documented by municipalities and historic organizations across the Northeast as a superior method** to preserving the beauty of historic landmarks. The composite railings and boards have been used in stellar historical renovation projects such as The Ocean House in Rhode Island, The Lindens House in Washington DC, and Miss Porter's School in Farmington, Connecticut.
- According to “The Use of Substitute Materials On Historic Building Exteriors,” published by the National Park Service, U.S. Department of the Interior, **there are appropriate times to use substitute materials in preservation projects.** For example, when there are “inherent flaws in the original materials.” There are definitely flaws in the original material. Ultraviolet light, moisture penetration behind joints, and stresses caused by changing temperatures quickly impair the performance of wood over time. It becomes unsightly over a relatively short period of time and can quickly reduce a grand historic resource to just a dilapidated old building.
- The article continues, “...Substitute materials are being used more frequently than ever in preservation projects, and in many cases with positive results. They can be cost-effective, can permit the accurate visual duplication of historic materials, and last a reasonable time.”
- And for those who argue that our forefathers would want only original materials, the article points out the tradition of using cheaper and more common materials in imitation of more expensive and less available materials is a long one. George Washington, for example, used wood painted with sand-impregnated paint at Mount Vernon to imitate cut ashlar stone. This technique along with scoring stucco into block patterns was fairly common in colonial America to imitate stone.

Finding for Section 17.65.060(B)(2)(F):

Committee's findings for this criteria state:

"...Where the severity of deterioration requires repair or limited replacement of a distinctive feature, **the new material will match the old in composition, design, color, and texture.**" (Bold ours.)

Homeowner and contractor are appealing these findings and believe the following findings should be made in support of the proposed project:

- **The proposed material matches the old in composition, design, color, and texture.**

Finding for Section 17.65.060(B)(2)(i):

Committee's findings for this criteria state:

"... greater latitude is given in the Standards for Rehabilitation ..... to replace extensively deteriorated, damaged, or missing features using either the same material **or compatible substitute materials** (Bold ours)."

Homeowner and contractor are appealing these findings and believe the following findings should be made in support of the proposed project:

- **Rehabilitation allows compatible material.**
- Homeowner and contractor greatly appreciate the historic committee's efforts to prevent inferior, visually-inappropriate and untested products from being slapped on historic landmarks and absolutely destroying their beauty, integrity and historical accuracy. However, the proposed product does just the opposite! As the historic landmarks in the Northeast can attest, **the proposed product greatly supports the committee's goal of preserving beauty, integrity and historical accuracy.**
- Homeowner wants to provide an historically-accurate and beautiful rehabilitation of his home. **He does not want, however - for himself or for future owners of the home - the economic burden and labor-intensive stress of having to repeat the task of replacing railing on an ongoing basis.** As historical organizations and municipalities in the Northeast have proven, it is possible to enjoy the benefits of long-lasting, labor-saving materials while showcasing designs that are visually-accurate and greatly honor historic integrity. Neighbors and people in the community have already told homeowner how perfect the new railing looks on the old porch and thanked him for restoring the old home to its original grandeur.

#### **Please Consider Reasonableness**

- Homeowner and contractor respectfully request the historic committee to consider the documentation of this product already in place and reasonableness of their request and approve their application for a Certificate of Approval.

#### **Attachments:**

- Neighbor Testimonies
- Photographs of Home

**janice@squaredeal4you.com**

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**From:** Jeff Sauter <jeffsauter@rocketmail.com>  
**Sent:** Thursday, November 8, 2018 9:28 AM  
**To:** janice@squaredeal4you.com  
**Subject:** Fw: 219 SE Lincoln Street

----- Forwarded Message -----

**From:** Brent Flanders <brent.flanders@gmail.com>  
**To:** "jeffsauter@rocketmail.com" <jeffsauter@rocketmail.com>  
**Sent:** Monday, November 5, 2018, 1:47:53 PM PST  
**Subject:** 219 SE Lincoln Street

To whom it may concern,

I am writing this letter in support of Jeff and Marla Sauter's recent renovation on their home located at 219 SE Lincoln Street.

I live next door at 221 SE Cows and watched the recent improvements made to their home which included a new decking and rails to their wraparound porch in addition to painting their exterior of the home. I believe the contractors and homeowners did a fantastic job picking materials, design, and workmanship that complement the era of their home. I am writing in support of their decisions and choices.

Living in an older home myself, it is wise to make improvements that not only look appealing but will withstand the test of time which I believe they have done. I do not support any further alterations or "improvements" on their completed project.

If you have any other questions or want additional feedback, please contact me.

Brent Flanders  
221 SE Cows  
McMinnville, OR 97128  
503-857-7578

**janice@squaredeal4you.com**

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**From:** Jeff Sauter <jeffsauter@rocketmail.com>  
**Sent:** Thursday, November 8, 2018 9:27 AM  
**To:** janice@squaredeal4you.com  
**Subject:** people like rails

I have had many people stop buy and say how much they like the house and how the rails really finish it off. Some of these people turned off Baker Street to give their comments. My wife had a patient who drove by on his way home and said it was his favorite house in town and the rails made it look so original.

I also have forwarded one written approval.

Thank you for all your work on this appeal.

Jeff Sauter











231 NE Fifth Street • McMinnville, Oregon 97128 • [www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

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October 30, 2018

Terry Hall  
300 W. 1<sup>st</sup> Street  
Newberg, OR 97132

Re: Certificate of Approval (HL 10-18) Request

Dear Mr. Hall:

This is to advise you that, at a meeting of the McMinnville Historic Landmarks Committee on Monday, October 22, 2018, your application for a Certificate of Approval (HL 10-18) to alter a historic landmark was reviewed and studied. The subject historic landmark is located on the property at 219 SE Lincoln Street. The subject property is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

Based on the material submitted and the testimony received, the Historic Landmarks Committee voted to **DENY** your Certificate of Approval application (HL 10-18). Attached is the land-use decision with the Findings of Fact and Conclusionary Findings to support the Historic Landmarks Committee's decision.

Pursuant to Section 17.65.080(A) of the McMinnville City Code, a decision by the Historic Landmarks Committee may be appealed to the Planning Commission within fifteen (15) days of the date of this letter. If no appeal is filed with the Planning Department on or before November 14, 2018, the decision of the Historic Landmarks Committee will be final.

If you have any questions regarding this matter, please feel free to contact me at (503) 434-7330.

Sincerely,

A handwritten signature in black ink that reads 'Chuck Darnell'.

Chuck Darnell  
Senior Planner

CD:sjs

c: Jeff Sauter, 219 SE Lincoln Street, McMinnville, OR 97128  
Heather Richards, Planning Director

Attachment: *Decision, Findings of Fact and Conclusionary Findings of the McMinnville Historic Landmarks Committee for Denial of the Alteration of a Historic Landmark at 219 SE Lincoln Street (Docket HL 10-18)*



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

503-434-7311

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

**DECISION, FINDINGS OF FACT, AND CONCLUSIONARY FINDINGS OF THE MCMINNVILLE  
HISTORIC LANDMARKS COMMITTEE FOR DENIAL OF THE ALTERATION OF A HISTORIC  
LANDMARK AT 219 SE LINCOLN STREET**

**DOCKET:** HL 10-18

**REQUEST:** The applicant has submitted a Certificate of Approval application to request the alteration of a historic landmark that is listed on the McMinnville Historic Resources Inventory. Specifically, the applicant is proposing to replace the missing railing on the residential building's wraparound porch. The historic building is subject to the Certificate of Approval alteration review process required by Section 17.65.040(A) of the McMinnville City Code.

**LOCATION:** The subject site is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

**ZONING:** The subject site is designated as Commercial on the McMinnville Comprehensive Plan Map, and is zoned C-3 (General Commercial).

**APPLICANT:** Terry Hall, on behalf of property owner Jeff Sauter

**STAFF:** Chuck Darnell, Senior Planner

**DATE DEEMED COMPLETE:** October 16, 2018

**DECISION-MAKING BODY:** McMinnville Historic Landmarks Committee

**DATE & TIME:** October 22, 2018. Meeting was held at the Community Development Center, 231 NE 5<sup>th</sup> Street, McMinnville, OR 97128.

**PROCEDURE:** The structure proposed to be altered is designated as a "Significant" historic resource (Resource B430), and is therefore subject to the Certificate of Approval review process required by Section 17.65.060 of the McMinnville City Code.

**CRITERIA:** The applicable criteria are in Section 17.65.060(B) of the McMinnville City Code.

**APPEAL:** The decision may be appealed to the Planning Commission, if an appeal is filed within 15 days of the date the decision is mailed as specified in Section 17.65.080(A) of the McMinnville City Code.

**COMMENTS:** This matter was not referred to public agencies for comment. Notification of the proposal was mailed to surrounding property owners, but no comments or testimony were provided to the Planning Department prior to the Historic Landmarks Committee's decision.

Based on the findings and conclusions, the Historic Landmarks Committee **DENIES** the alteration of the historic landmark at 219 SE Lincoln Street.

**DECISION: DENIAL**

Date: October 30, 2018

Date: October 30, 2018

**APPLICATION SUMMARY:**

Terry Hall, on behalf of property owner Jeff Sauter, submitted a Certificate of Approval application to request exterior alterations to a residential building that is listed on the McMinnville Historic Resources Inventory as a Significant resource (B430). The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.

The historic designation for this particular historic resource is associated with the structure and the original owner of the building. The statement of historical significance and description of the property, as described in the Historic Resources Inventory sheet, is as follows:

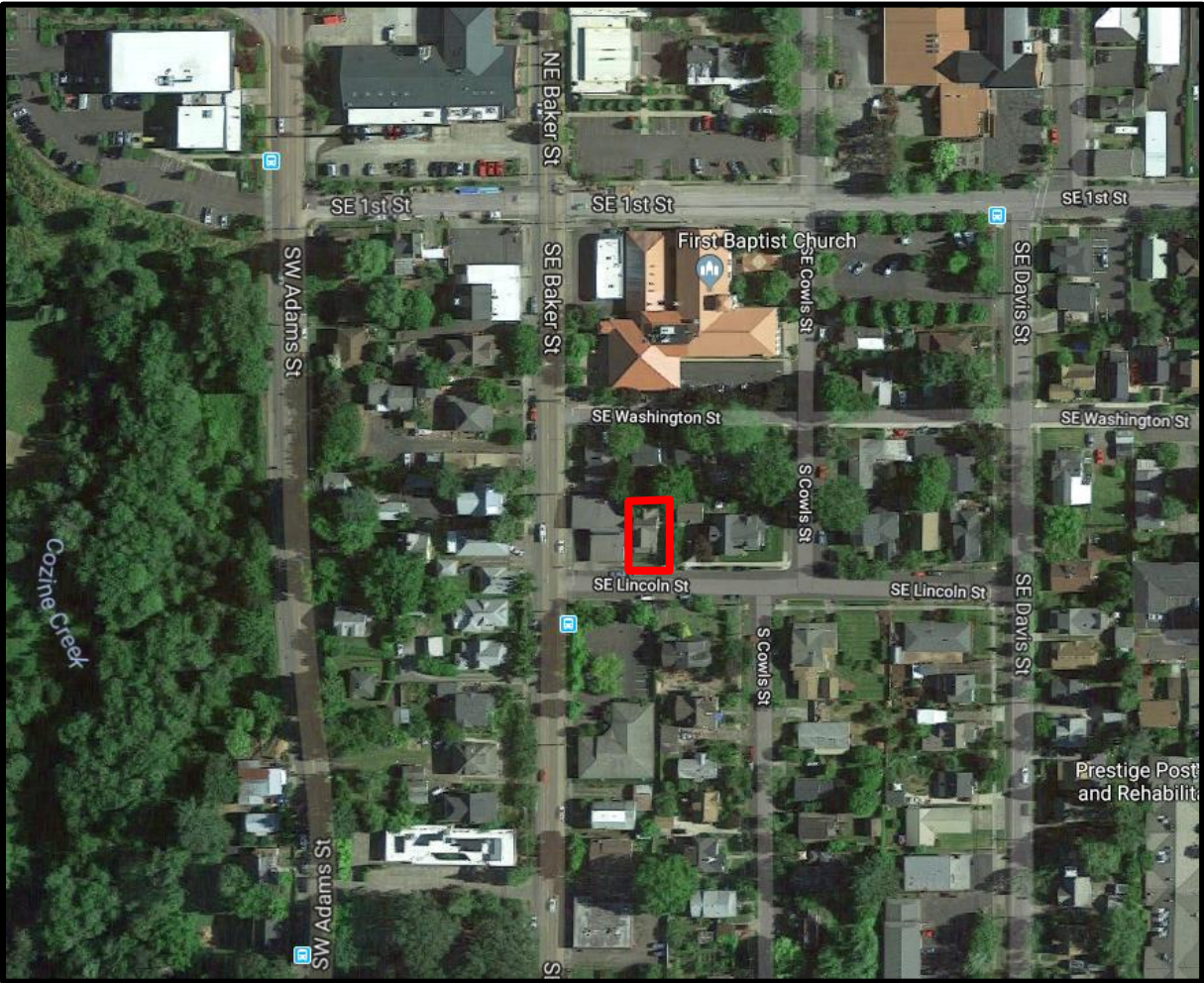
This two-story gabled rural vernacular structure is built on a Latin cross plan with an encircling porch and other detailing showing influence from Queen Anne eclecticism. The siding is “drop” siding except for the upper gables above the windows which are shingled in courses of diamond and imbricated patterns. The central chimney has a corbelled cap. The shed porch roof forms a pediment with fan detail over the porch steps. The detailed porch frieze includes small scroll brackets.

The eaves are boxed with vergeboards, ends rounded as if knobs. The porch railing of simple square section spindle is missing except for the east side sections. Windows are predominately double hung 1/1 with a large fixed sash window on the first story street façade. This window as well as the paneled door windows have single stained (colored) glass side lights. Door and window frames have a single cornice cap except where belt boards form the upper frame member.

Julia Gault and her husband built this house.

Section 17.65.040(A) of the McMinnville City Code requires that the Historic Landmarks Committee review and approve a Certificate of Approval for a request to alter any resource that is considered a historic landmark and/or listed on the National Register of Historic Places as a contributing resource. Since the subject property is classified as a historic landmark, the Certificate of Approval review is required.

The current location of the historic landmark is identified below (outline of property is approximate):



The photo from the time of the survey of the building that led to it being listed on the Historic Resources Inventory, as shown in the Historic Resources Inventory sheet, is provided below:



More recent photos of the building, with a close up view of the porch, as it exists today can be seen below:



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Attachments:

Attachment 1 – Certificate of Approval Application

**ATTACHMENTS**

1. Certificate of Approval Application (on file with the Planning Department)

**COMMENTS****Agency Comments**

This matter was not referred to other public agencies for comment.

**Public Comments**

Public notice was mailed to owners of properties within 300 feet of the subject site, as required by Section 17.65.070(C) of the McMinnville City Code. The Planning Department did not receive any public testimony prior to the public meeting.

**FINDINGS OF FACT**

1. Terry Hall, on behalf of property owner Jeff Sauter, submitted a Certificate of Approval application to request exterior alterations to a residential building that is listed on the McMinnville Historic Resources Inventory as a Significant resource (B430). The subject property is located at 219 SE Lincoln Street, and is more specifically described as Tax Lot 5000, Section 21CB, T. 4 S., R. 4 W., W.M.
2. The historic landmark is designated on the Historic Resources Inventory as a “Significant” resource, and has the resource number of B430.
3. The site is currently zoned C-3 (General Commercial), and is designated as Commercial on the McMinnville Comprehensive Plan Map, 1980.
4. Notice of the alteration request was provided to property owners within 300 feet of the subject site. The Planning Department received no public testimony prior to the public meeting.
5. A public meeting was held by the Historic Landmarks Committee on October 22, 2018 to review the proposal.
6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

**CONCLUSIONARY FINDINGS****McMinnville’s Comprehensive Plan:**

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

GOAL III 2: TO PRESERVE AND PROTECT SITES, STRUCTURES, AREAS, AND OBJECTS OF HISTORICAL, CULTURAL, ARCHITECTURAL, OR ARCHAEOLOGICAL SIGNIFICANCE TO THE CITY OF McMINNVILLE.

Finding: The focus of the comprehensive plan goal and the purpose of the Historic Preservation chapter are to restore and preserve structures that have special historical or architectural significance. Overall, the intent of the proposal is to protect the overall historic form and character of the historic landmark by repairing the porch and railing that is in poor condition or completely missing. However, the Comprehensive Plan goal and the purpose of the Historic Preservation chapter are not satisfied by the proposal because

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Attachments:

Attachment 1 – Certificate of Approval Application

the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

**GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.**

*Policy 188.00: The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

Finding: Goal X 1 and Policy 188.00 are **SATISFIED** in that McMinnville continues to provide opportunities for the public to review and obtain copies of the application materials and completed staff report prior to the McMinnville Historic Landmarks Committee review of the request and recommendation at an advertised public meeting. All members of the public have access to provide testimony and ask questions during the public review and meeting process.

### **McMinnville's City Code:**

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

17.65.040 Certificate of Approval Process. A property owner shall obtain a Certificate of Approval from the Historic Landmarks Committee, subject to the procedures listed in Section 17.65.050 and Section 17.65.060 of this chapter, prior to any of the following activities:

- A. The alteration, demolition, or moving of any historic landmark, or any resource that is listed on the National Register for Historic Places;
  - 1. Accessory structures and non-contributing resources within a National Register for Historic Places nomination are excluded from the Certificate of Approval process.
- B. New construction on historical sites on which no structure exists;
- C. The demolition or moving of any historic resource.

Finding: Section 17.65.040 is **SATISFIED**. The applicant submitted an application for a Certificate of Approval to request the alteration of the historic landmark, per Section 17.65.040(A), because the resource is classified as a historic landmark as a Significant resource on the McMinnville Historic Resources Inventory.

17.65.060 Exterior Alteration or Remodeling. The property owner shall submit an application for a Certificate of Approval for any exterior alteration to a historic landmark, or any resource that is listed on the National Register for Historic Places. Applications shall be submitted to the Planning Department for initial review for completeness as stated in Section 17.72.040 of the McMinnville Zoning Ordinance. The Planning Director shall determine whether the proposed activities constitute an alteration as defined in Section 17.65.020 (A) of this chapter. The Historic Landmarks Committee shall meet within thirty (30) days of the date the application was deemed complete by the Planning Department to review the request. A failure to review within thirty (30) days shall be considered as an approval of the application. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

- A. The Historic Landmarks Committee may approve, approve with conditions, or deny the application.

Finding: Section 17.65.060(A) is **SATISFIED**. The Historic Landmarks Committee, after reviewing the request during a public meeting and offering an opportunity for public testimony, decided to deny the alteration request and deny the Certificate of Approval.

B. The Historic Landmarks Committee shall base its decision on the following criteria:

1. The City's historic policies set forth in the comprehensive plan and the purpose of this ordinance;

Finding: Section 17.65.060(B)(1) is **NOT SATISFIED**. The City's historic policies in the comprehensive plan focus on the establishment of the Historic Landmarks Committee, however, the goal related to historic preservation is as follows:

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

The purpose of the Historic Preservation ordinance includes the following:

- (a) Stabilize and improve property values through restoration efforts;
- (b) Promote the education of local citizens on the benefits associated with an active historic preservation program;
- (c) Foster civic pride in the beauty and noble accomplishments of the past;
- (d) Protect and enhance the City's attractions for tourists and visitors; and
- (e) Strengthen the economy of the City.

The focus of the comprehensive plan goal and the purpose of the Historic Preservation chapter are to restore and preserve structures that have special historical or architectural significance. Overall, the intent of the proposal is to protect the overall historic form and character of the historic landmark by repairing the porch and railing that is in poor condition or completely missing. However, the Comprehensive Plan goal and the purpose of the Historic Preservation chapter are not satisfied by the proposal because the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

2. The following standards and guidelines:

- a. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

Finding: Section 17.65.060(B)(2)(a) is **SATISFIED**. The property has historically been used residentially, and is still occupied as a single family home. The porch as it exists today is missing railing around all but the east side of the porch. However, the applicant has stated that there is evidence in the support columns on the remainder of the wraparound porch that at one time a railing was connected to the columns around the entire porch. Since that time, sections of the railing have been removed. There is no intention to change the use of the historic landmark in any way, and the proposed addition of railing around the entire wraparound porch will restore a residential feature that appears to have been removed at some point in the past.

- b. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Finding: Section 17.65.060(B)(2)(b) is **SATISFIED**. This criteria describes the need to avoid the replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships. In the case of the wraparound porch, much of the historic materials have already been

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Attachments:

Attachment 1 – Certificate of Approval Application

removed. The railings around all but a short section of the east side of the home have been removed, and were already missing at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Therefore, these specific historic materials no longer exist. The applicant has stated that the portion of the railing that was still existing has rotted, and is proposing to replace those sections of railing with the same used on the remainder of the wraparound porch, which will keep a consistent form around the porch.

The replacement of the railing around the wraparound porch will not result in the loss of any feature, space, or spatial relationship that characterizes the property as a historic landmark. The overall architectural features that were noted in the Historic Resources Inventory sheet still exist today. Those features include the “two-story gabled rural vernacular” form, “shed porch roof” forming a “pediment with fan detail over the porch steps” and “detailed porch frieze” with “small scroll brackets”. The Historic Resources Inventory also notes that the porch railing was a “simple square section spindle” design, and again that it was “missing except for the east side sections”. The addition of railing around the wraparound porch would not remove or detract from any of these historic features. However, the proposed materials to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail below in the findings for the applicable Certificate of Approval review criteria.

- c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Finding: Section 17.65.060(B)(2)(c) is **NOT SATISFIED**. This criteria is not satisfied due to the fact that the proposed material (composite polymer) to replace the railing is not compatible with the original wood materials. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch, which are wood.

- d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

Finding: Sections 17.65.060(B)(2)(d) through 17.65.060(B)(2)(f) are **NOT SATISFIED**, specifically (f) since the proposed materials for the replacement railing is a composite polymer material and the old railing is wood. There are no changes to the property that have acquired their own historic significance. As described in more detail above, the building has overall retained much of the architectural form, features, and detailing that existed at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Also described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of historic materials that can occur. However, the replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood.

- g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Finding: Section 17.65.060(B)(2)(g) is **SATISFIED**. This criteria is not applicable, as there are no chemical or physical treatments proposed.

- h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Finding: Section 17.65.060(B)(2)(h) is **SATISFIED**. The applicant has stated that they are not aware of any known archeological resources.

- i. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.

Finding: Section 17.65.060(B)(2)(i) is **NOT SATISFIED**. This criteria was not satisfied as the proposed material for the new railing is of a completely different material than the original railing.

The proposed alterations can most closely be considered a “Rehabilitation” of the existing historic resource, which is a type of treatment of historic properties described in the Secretary of the Interior’s Standards for the Treatment of Historic Properties. This document describes the rehabilitation of a historic building as follows:

In Rehabilitation, historic building materials and character-defining features are protected and maintained as they are in the treatment Preservation. However, greater latitude is given in the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials. Of the four treatments, only Rehabilitation allows alterations and the construction of a new addition, if necessary for a continuing or new use for the historic building.

Some of the applicable rehabilitation guidelines for treating entrances on historic buildings are provided below:

Recommended Guideline: Replacing in kind an entire entrance or porch that is too deteriorated to repair (if the overall form and detailing are still evident) using the physical evidence as a model to reproduce the feature or when the replacement can be based on historic documentation. If using the same kind of material is not feasible, then a compatible substitute material may be considered.

As described in more detail above, most of the railing on the wraparound porch is missing, so there is no preservation of those historic materials that can occur. The replacement railing materials are proposed to be a composite polymer material, which was not found to be visually compatible with the historic design of the front porch and the remainder of the existing historic materials on the front porch. The composition of the new material was not found to match the old materials and other existing materials, which were and are still wood. The proposed composite polymer material was therefore not found to be a compatible substitute material.

3. The economic use of the historic resource and the reasonableness of the proposed alteration and their relationship to the public interest in the historic resource’s preservation or renovation;

Finding: Section 17.65.060(B)(3) is **NOT SATISFIED**. This criteria is not satisfied because the proposed alteration was not found to be reasonable, as the proposed replacement railing materials would impact the overall historic integrity of the structure and therefore did not satisfy the other applicable Certificate of Approval review criteria.

4. The value and significance of the historic resource;

Finding: Section 17.65.060(B)(4) is **SATISFIED**. The overall architectural features that were noted in the Historic Resources Inventory sheet still exist today. Those features include the “two-story gabled rural vernacular” form, “shed porch roof” forming a “pediment with fan detail over the porch steps” and “detailed porch frieze” with “small scroll brackets”. The Historic Resources Inventory also notes that the porch railing was a “simple square section spindle” design, and again that it was “missing except for the east side sections”. The addition of railing around the wraparound porch will not remove or detract from any of these historic features. However, the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail above in the findings for other applicable Certificate of Approval review criteria.

5. The physical condition of the historic resource;

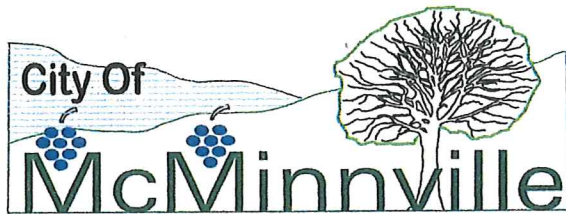
Finding: Section 17.65.060(B)(5) is **NOT SATISFIED**. This criteria is not satisfied as the applicant has requested replacing the lost and existing porch railing with a railing made out of an incompatible material. The historic landmark is in overall good physical condition. In the case of the wraparound porch, much of the historic materials have already been removed. The railings around all but a short section of the east side of the home have been removed, and were already missing at the time the historic landmark was surveyed in 1983 and listed on the McMinnville Historic Resources Inventory in 1987. Therefore, these specific historic materials no longer exist. The applicant has stated that the portion of the railing that was still existing has rotted, and is proposing to replace those sections of railing with the same used on the remainder of the wraparound porch, which would have kept a consistent form around the porch. However, the materials proposed to be used for the replacement railing were found to not be compatible with the historic resource, as discussed in more detail above in the findings for other applicable Certificate of Approval review criteria.

17.65.070 Public Notice.

- A. After the adoption of the initial inventory, all new additions, deletions, or changes to the inventory shall comply with subsection (c) of this section.
- B. Any Historic Landmark Committee review of a Certificate of Approval application for a historic resource or landmark shall comply with subsection (c) of this section.
- C. Prior to the meeting, owners of property located within 300 feet of the historic resource under consideration shall be notified of the time and place of the Historic Landmarks Committee meeting and the purpose of the meeting. If reasonable effort has been made to notify an owner, failure of the owner to receive notice shall not impair the validity of the proceedings.

Finding: Section 17.65.070 is **SATISFIED**. Notice was provided to property owners located within 300 feet of the historic resource. A copy of the written notice provided to property owners is on file with the Planning Department.

CD:sjs

**Planning Department**

231 NE Fifth Street • McMinnville, OR 97128

(503) 434-7311 Office • (503) 474-4955 Fax

[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)**Office Use Only:**File No. HL 10-18Date Received 10.9Fee N/AReceipt No. N/AReceived by RH

## Certificate of Approval (Alteration)

**Applicant Information**Applicant is: ☐ Property Owner ☐ Contract Buyer ☐ Option Holder ☐ Agent ☒ Other Construction Co.Applicant Name Square Deal Construction Phone 503-832-0191Contact Name Terry Hall Phone 971-832-3626(c)  
(If different than above)Address 300 W. 1st. StreetCity, State, Zip Wenatchee, OR 97132Contact Email terry.squaredeal4you.com**Property Owner Information**Property Owner Name Jeff Sauter Phone 503-472-0884  
(If different than above)Contact Name Jeff Sauter Phone —Address 219 SE Lincoln St.City, State, Zip McMinnville, OR 97132Contact Email jeffsauter@rocketmail.com**Site Location and Description**

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

Property Address 219 SE Lincoln St.Assessor Map No. R4 4 - 21CB - 05000 Total Site Area 4485Subdivision McMinnville Block — Lot —Comprehensive Plan Designation Residential Zoning Designation C3

1. What is the classification of the historic building? Historic Neighborhood
2. Architect Name N/A Phone —  
(Engineer or Other Designer)  
Contact Name — Phone —  
Address —  
City, State, Zip —  
Contact Email —
3. Contractor Name Square Deal Construction Phone 503-832-0191  
Contact Name Terry Hall Phone 971-832-3626(c)  
Address 300 W. 1st Street  
City, State, Zip Newberg, OR 97132  
Contact Email terry.squareddeal@yahoo@gmail.com
4. The existing use of the property. private residence
5. The intended use of the property. private residence
6. Attach a written narrative that describes: — Attached.
- A. The proposed project in detail (specific portions of the structure being altered, new features being constructed, etc.);
- B. How the proposed project meets the applicable Comprehensive Plan policies;
- C. How the proposed project meets the applicable design standards and guidelines, which are as follows:
- A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
  - The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
  - Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
  - Changes to a property that have acquired historic significance in their own right will be retained and preserved.
  - Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
  - The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

- g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
  - h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
  - i. The proposed project must be consistent with the Guidelines for Historic Preservation as published by the United States Secretary of the Interior;
- D. The reasonableness of the proposed project and a description of the economic use of the historic resource, and how those factors relate to the proposed project;
- E. The current value and significance of the historic resource, and how those factors relate to the proposed project; and
- F. The physical condition of the historic resource, and how the condition relates to the proposed project.

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

- Not required* ☐ A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), showing the information listed in the information sheet.
- Not required* ☐ Architectural drawings, including elevations of the proposed alteration. The elevations shall include descriptions of the proposed finish material.
- ☒ Photographs and/or drawings of the existing structure.

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

Terry J. DeLo  
Applicant's Signature

1-OCT-2018  
Date

Jeff Sauter  
Property Owner's Signature

4-OCT-2018  
Date

## **Certificate of Approval (Alteration) #6**

### **A. The proposed project in detail:**

#### **Specific portions of the structure being altered:**

- Replacing rotted or missing railing on wraparound porch.

### **B. and C. How the proposed project meets the applicable Comprehensive Plan policies and the applicable design standards and guidelines, which are as follows:**

#### **a. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships.**

- The property, a house, is being used as it was historically. Intention of homeowner is to preserve this historical gem, which includes restoration of wraparound porch.

#### **b. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.**

- The historic character of the property will be retained and preserved.
- The replacement/repair of historical materials - the railings- cannot be avoided as the railings are rotted or missing.

#### **c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.**

- This home is recognized as a physical record of its time, place and use. Proposed railing looks and feels like wood and is virtually identical in design, color and texture of wood. But it is far more durable, long-lasting and sustainable. It has been approved by municipalities across the Northeast for a variety of historical renovation projects such as The Ocean House in Rhode Island, The Lindens House in Washington DC, and Miss Porter's School in Farmington, Connecticut.

#### **d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.**

- N/A

#### **e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.**

- N/A

**f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.**

-Deterioration of the rails requires replacement. New railing looks and feels like wood and is virtually identical in design, color and texture of wood. But it is far more durable, long-lasting and sustainable. It has been approved by municipalities across the Northeast for a variety of historical renovation projects such as The Ocean House in Rhode Island, The Lindens House in Washington DC, and Miss Porter's School in Farmington, Connecticut.

**g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.**

-N/A

**h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.**

-N/A

**i. The proposed project must be consistent with the Guidelines for Historic Preservation as published by the United States Secretary of the Interior.**

-See above.

**D. The economic use of the historic resource and the reasonableness of the proposed alteration and their relationship to the public interest in the historic resource's preservation or renovation.**

-N/A

**E. The value and significance of the historic resource.**

-This house gives the community character and beauty and provides a visual record of McMinnville heritage. The preservation of this house, which includes restoration of its wraparound porch, is important for the education, enjoyment and pride of its citizens.

**F. The physical condition of the historic resource.**

-The house is in good condition. The railing on the porch is rotted or missing. See photos.



■ *A Smarter Way to Build!* ■

To The McMinnville Building Department:

The 1890s-built Victorian at 219 SE Lincoln St. is in desperate need of porch repairs. The porch is rotting through the floor joists. We do not want this grand old home to go into a state of disrepair. The dignified character of this home is too important to the historic district of McMinnville.

We propose using Azek Porch Boards, an engineered, capped polymer composite deck and porch product made to outlast real wood with its significantly higher quality to preserve the beauty of this home for years to come. These boards are created with a wood grain texture to preserve the classic look of the home. They come in a tongue and groove design to avoid having face screws that interrupt the overall look. We will use the color Morado, which is nearly identical to the existing porch color. The color of the Azek Porch Boards is stain, scratch, and fade resistant, which is an added benefit of composite decking. It is important to note we will *not* be changing the deck skirting.

We propose replacing the existing railing with Azek Premier Railing, a composite project engineered to last. This railing has a classic profile that offers the beauty and feel of real wood but has the strength and safety of performance materials. Safety is paramount as this porch varies between 32" in height and 36" in height at various locations. Per McMinnville Building Code requirements, this porch will need to have railing on all sides. This, unfortunately, is a minor deviation from the existing look of the porch, but one we believe is imperative for the safety of the Homeowners.

We believe these proposed changes will add new life back into this stately home, and the products will preserve the integrity of the historic Victorian style of the residence.

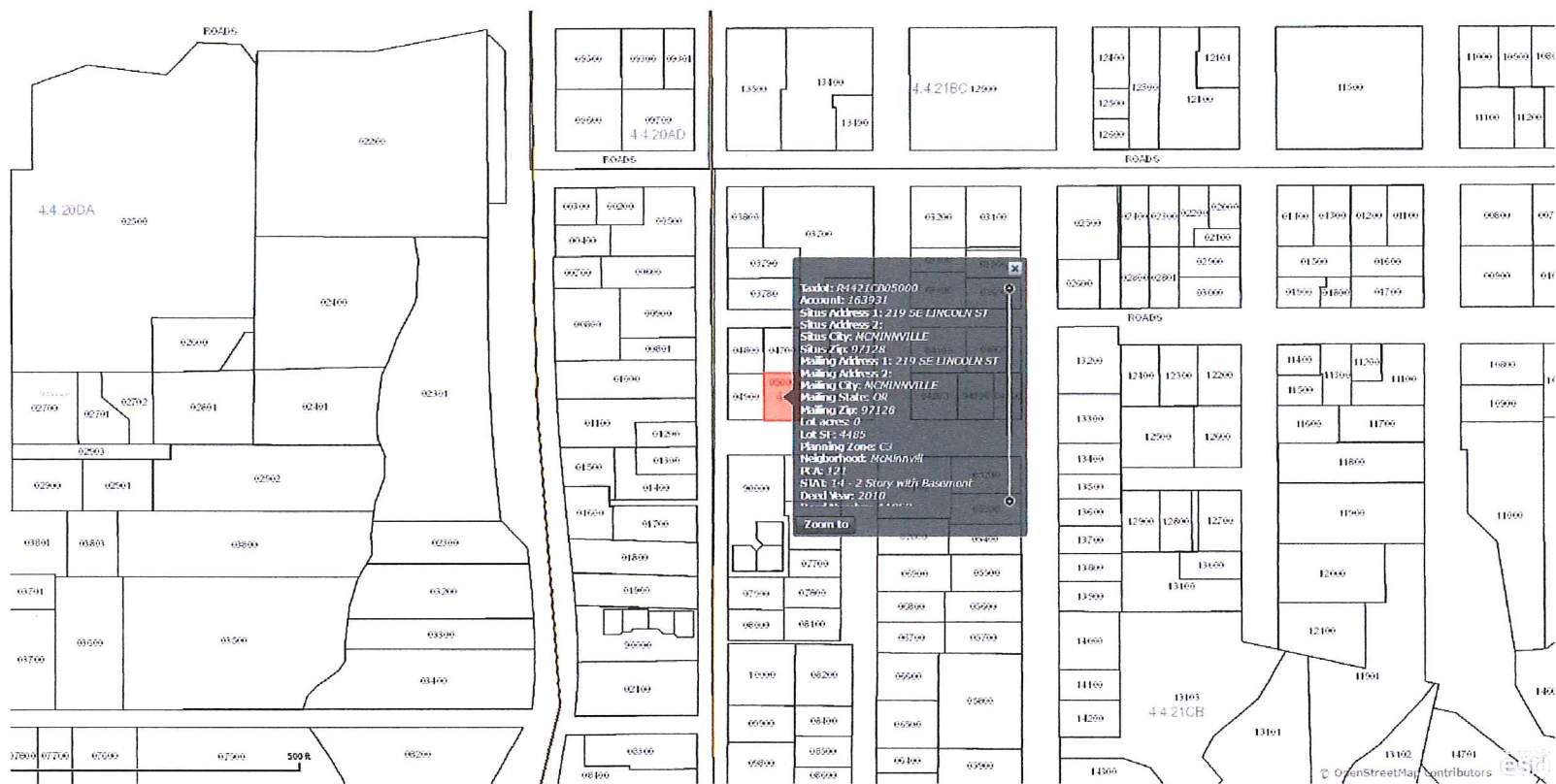
Please see the attached photos of the existing porch and proposed materials for the home.

Regards,

Terry Hall

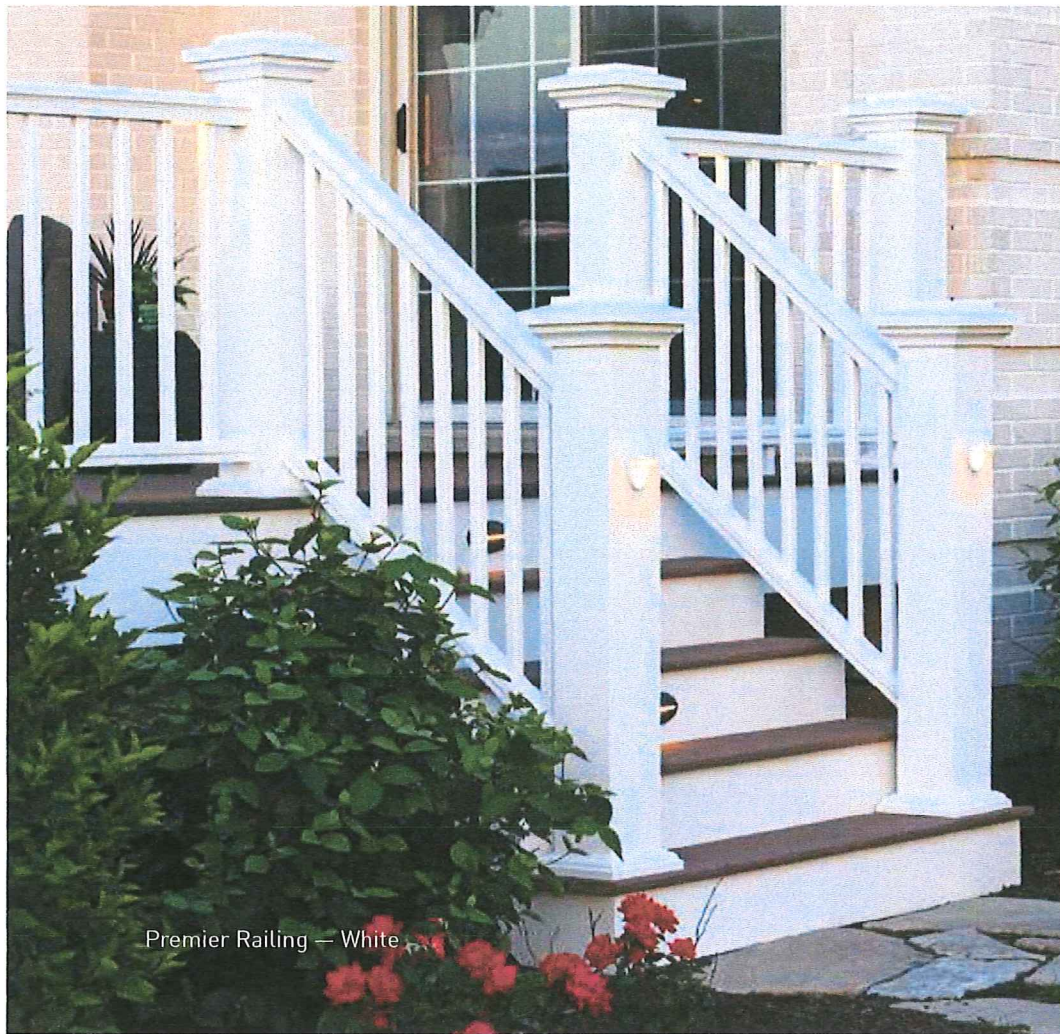
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■ Terry Hall - General Contractor ■ 971-832-0191  
300 W 1<sup>st</sup> Street ■ Newberg ■ OR ■ 97132 ■ CCB# 172566  
[www.squaredeal4you.com](http://www.squaredeal4you.com) ■ E-mail: [terry@squaredeal4you.com](mailto:terry@squaredeal4you.com)

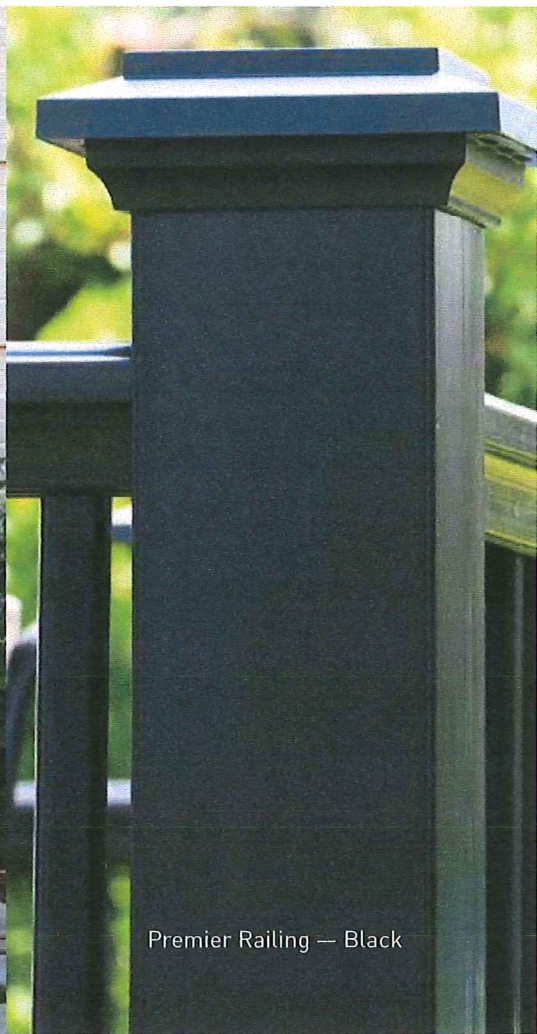








Premier Railing — White



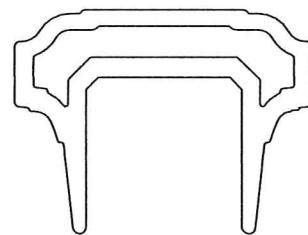
Premier Railing — Black

## CLASSIC

# Premier Railing®

Premier Railing offers the beauty and feel of real-wood coupled with the added strength and safety of performance materials.

This classic profile features a flat top rail with delicately beveled edges for a high-end look that lasts.

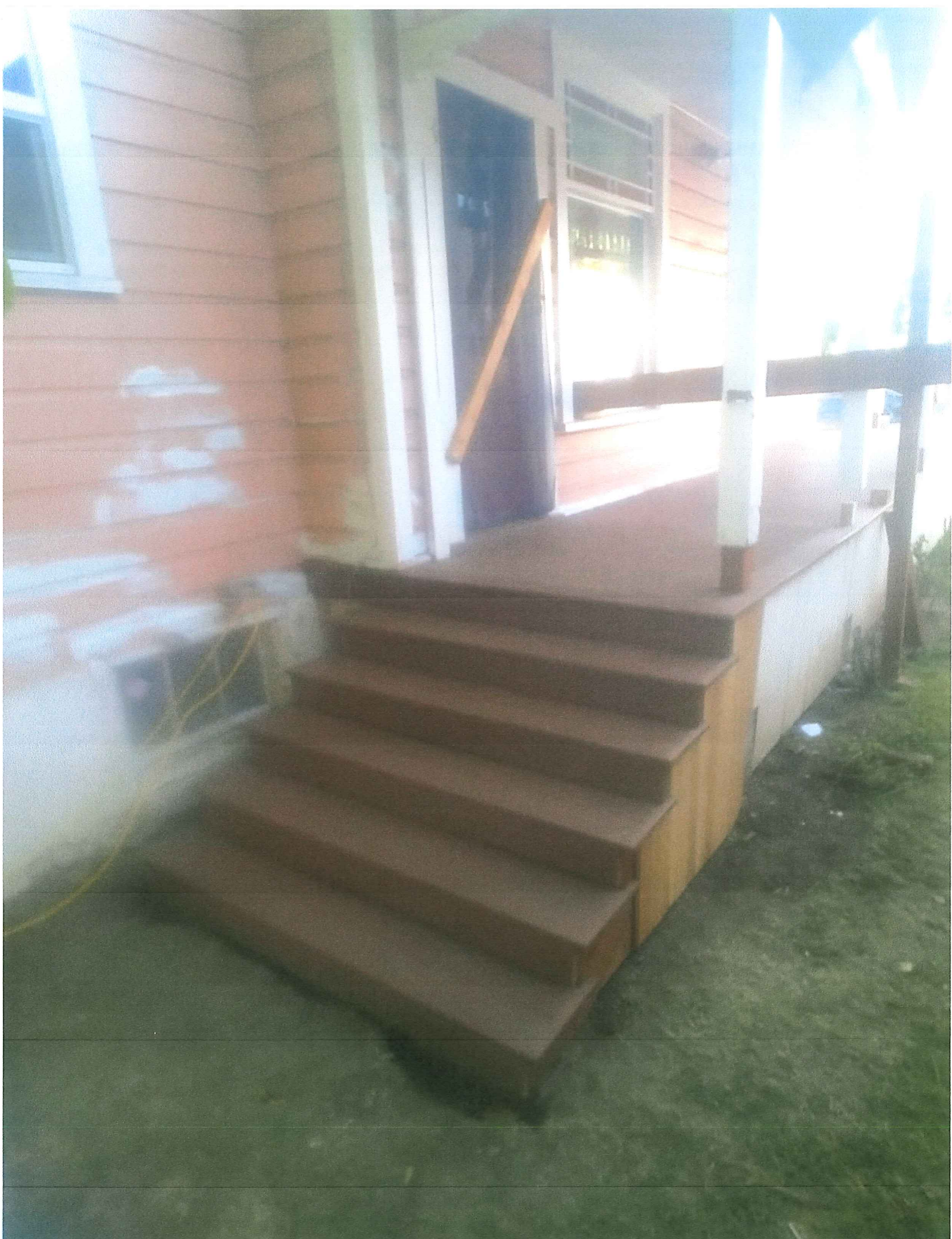


TOP RAIL SIZE: 3.5" X 2.7"













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231 NE Fifth Street  
McMinnville, OR 97128  
(503) 434-7311

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# MINUTES

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**September 26, 2018  
Historic Landmarks Committee  
Regular Meeting**

**3:00 pm  
Community Development Center  
McMinnville, Oregon**

**Members Present:** Chair Joan Drabkin, Mary Beth Branch, Mark Cooley, John Mead and Heather Sharfeddin

**Members Absent:**

**Staff Present:** Chuck Darnell – Senior Planner

**Others Present:** Terry Hall

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## 1. Call to Order

Chair Drabkin called the meeting to order at 3:00 p.m.

## 2. Citizen Comments

Terry Hall, Square Deal Construction Company, discussed a project that was underway on Lincoln Street and how in the process of getting a permit he found out he needed to talk to the HLC as well. He explained the railing they were planning to use which was made of composite material. He thought it looked close to the original.

Senior Planner Darnell discussed and showed pictures of the house on Lincoln and how the Historic Resources Inventory from the 1980s listed the property as a B level.

It was clarified that the project would only be the rail, replacing and adding it in some areas and raising the handrail height to 36 inches. The color would be close to the original.

Senior Planner Darnell explained the approval criteria for alterations to a historic landmark and reviewed the definition of alteration. He thought the design fit with the building, but he questioned the material. Because this item had not been included in the public notice, a decision could not be made today. He asked if the HLC thought what was being proposed met the definition of alteration.

There was discussion regarding whether or not this would set a precedent and the proposed material.

Committee Member Branch was not concerned about the railing itself, but was concerned about the material proposed.

Committee Member Sharfeddin asked if the property owners had considered using materials that would have been original to the house. Mr. Hall said he had given them a bid using wood and the property owners had come up with the alternative material on their own.

Chair Drabkin thought the question of precedent was the most important part of this discussion. This material did not look like wood.

Committee Member Mead thought if they allowed a non-wood product on hand railings, people would take that further and use other materials and not get approval from the HLC. He clarified the survey from the 1980s said the railing was missing except for the east side sections.

Committee Member Cooley said an alteration was a design or material change and it should go through an approval process.

There was consensus that the replacement of the porch deck boards with the composite material could be treated as general repairs and not treated as an alteration, as the porch deck boards were similar in color, were existing prior to the construction activities, and were not as visible so would not result in a change in appearance, as stated in the definition of "alteration" in Section 17.06.060 of the McMinnville City Code. However, the Committee had concerns with the railing as a visible and prominent feature on the structure, and a Certificate of Approval application would need to be submitted.

Committee Member Branch said it would be hard for her to approve the use of the proposed material for the rails due to the historic level of the property and the fact that this was a covered porch with some weather protection.

Mr. Hall explained how wood railings were hard to maintain and expensive.

It was suggested that Mr. Hall bring in a sample of the material that was painted the same sheen that the rest of the trim would be as part of the application.

### **3. Approval of Minutes**

- A. April 5, 2018 Meeting Minutes
- B. April 25, 2018 Meeting Minutes

Committee Member Branch moved to approve the April 5 and April 25, 2018 meeting minutes. The motion was seconded by Committee Member Mead and passed 5-0.

### **4. Action Items**

#### **A. Recommendation on Historic Preservation Plan**

Senior Planner Darnell reviewed the final draft of the Historic Preservation Plan. The bulk of the plan had not changed since the last draft that was presented to the HLC. He gave an overview of the chapters and the survey and inventory area recommendations. The plan was meant to be a guiding document for the City and identified projects to work on. Staff recommended the HLC recommend approval of the plan to the Planning Commission and City Council.

Committee Member Cooley commented that the history portion of the plan was euro-centric and did not include the perspectives of other cultures.

Senior Planner Darnell thought the original intent was to document architectural forms. He suggested adding an action item for Goal 1, Policy 1b, to expand the historic context chapter to include other cultures and pre-settlement history.

There was discussion regarding what to include in the chapter including incorporating cultural contributions to the development of McMinnville and the uses of buildings in the City.

There was consensus to have staff refine the wording and bring it back to the next meeting.

## **5. Discussion Items**

### **A. Update on Final CLG Grant Activities**

Senior Planner Darnell provided an update on the final CLG grant activities that were completed in July and August of 2018. These included the Historic Preservation Plan, intensive level survey, and historic preservation awards. There were funds left over that were going to be used for a walking tour brochure, but that had not been done. Staff used the funds to reprint the Stroll McMinnville booklet and ordered more frames for the preservation awards. The next application submittal would be in February 2019.

## **6. Old/New Business**

None

## **7. Committee/Commissioner Comments**

None

## **8. Staff Comments**

Senior Planner Darnell announced the State Historic Preservation Office's annual training on November 16.

## **9. Adjournment**

Chair Drabkin adjourned the meeting at 4:15 p.m.



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# MINUTES

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**October 22, 2018  
Historic Landmarks Committee  
Regular Meeting**

**3:00 pm  
Community Development Center  
McMinnville, Oregon**

**Members Present:** Chair Joan Drabkin, Mary Beth Branch, Mark Cooley, John Mead and Heather Sharfeddin

**Members Absent:**

**Staff Present:** Chuck Darnell – Senior Planner

**Others Present:**

---

## **1. Call to Order**

Chair Drabkin called the meeting to order at 3:00 p.m.

## **2. Citizen Comments**

None

## **3. Approval of Minutes**

None

## **4. Action Items**

A. HL 9-18 – Certificate of Approval for Demolition - 180 NE 7<sup>th</sup> Street

This item was postponed to the next meeting due to the applicant's request to revise the application.

Committee Member Cooley asked if the HLC could consider the economic use of the historic resource as it related to the adjacent property. Senior Planner Darnell said they were only to consider the historic resource, not the adjacent property.

Committee Member Cooley asked if the current zoning in combination with the lot size permitted other types of uses that were permitted in the C-3 zone like short term rentals or multi-family dwellings. Senior Planner Darnell said it could.

B. HL 10-18 – Certificate of Approval for Alteration - 219 SE Lincoln Street

Chair Drabkin had driven by the house and saw that the work had already been done.

Senior Planner Darnell said this was an application to approve the addition and physical modification to the historic resource on SE Lincoln Street. The request was to install a railing around the perimeter of the front porch. The applicant proposed to use an alternative building material, which was not wood but a composite polymer material. He thought the overall criteria related to preserving the historic use and character were met. The porch railing would not be inconsistent with the historic design. It would add safety to the porch as well. Regarding the alternative material, the guidelines allowed for alterations to occur and for missing features to use the same material or a compatible substitute. Since it was not wood, the proposed material would not match the materials on the porch today, but the Committee could find the material to be compatible as a substitute material as from a distance it was hard to tell that it was not the same material. However, it would be a clear change in materials that could impact the historical integrity of the home. The question that the Committee would have to answer would be whether the proposed composite material is compatible with the other wood material on the porch, and whether there could be findings to support that for the applicable review criteria. Staff believed that the proposed material had a visual sheen to it, and if the Committee was going to find the material compatible, staff recommended that a condition of approval be included that the railing be painted the same color as the rest of the porch to help it blend in more and be more visually compatible. Staff recommended approval with that condition.

Chair Drabkin offered an opportunity for the applicant to provide testimony on the proposed application, but the applicant was not in attendance.

Chair Drabkin agreed it should be painted.

There was discussion regarding the consequences for the applicant not following procedure and doing the work prior to the decision.

Senior Planner Darnell clarified that it could be viewed as a zoning violation. It could be part of the decision letter that the City was aware the work had been done prior to approval and the property owner could be cited for it.

Committee Member Branch was concerned about the precedent this might set regarding materials that could be used. The sheen of the material was especially unauthentic and she was concerned about what paint might do to the material.

Committee Member Cooley thought the material was unlikely to be the same weight and density as wood.

Senior Planner Darnell asked whether this could be viewed as a unique circumstance as this was mainly the replacement of a missing material. The Committee could consider whether this was a unique circumstance because the railing was missing and the applicant was adding something back with a different material.

There was discussion regarding the reasons the applicant did not want to use wood, which was described in the application as mainly due to the ongoing maintenance of wood materials.

Senior Planner Darnell explained the review criteria in regard to materials. If the Committee chose to deny the application, they would need to provide findings as to why it was denied.

Committee Member Branch thought anything added or replaced should be constructed to be like what was existing. She thought that the railing could be made higher to 36 inches to meet code, but it should be the same design and material. She was not in favor of using this type of material on historic properties, especially in such a prominent way.

Senior Planner Darnell clarified the concern was using the composite material. The Committee found that the proposed material was not visually compatible with the existing wood materials on the porch, that the proposed material did not match the composition of the old and existing materials, and that wood should have been used to match the existing front porch and what was likely there before. He explained the criteria that the Committee were finding were not being met, which were Section 17.65.060(B)(2)(c), Section 17.65.060(B)(2)(f), and Section 17.65.060(B)(2)(i).

Committee Member Branch thought that the criteria in Section 17.65.060(B)(2)(f) was clear in that the new material needed to match the old in composition, which was the physical make-up of the materials. The proposed composite polymer material did not match the existing wood in composition.

Based on the findings of fact and conclusionary findings, Committee Member Cooley moved to deny the application based on the fact that the proposed alternative material was not compatible according to criteria in Section 17.65.060(B)(2)(c), Section 17.65.060(B)(2)(f), and Section 17.65.060(B)(2)(i). The motion was seconded by Committee Member Branch and passed 5-0.

## **5. Discussion Items**

None

## **6. Old/New Business**

None

## **7. Committee/Commissioner Comments**

None

## **8. Staff Comments**

Senior Planner Darnell would bring back the revised language to the Historic Preservation Plan to the December meeting. The next Committee meeting would be held on November 28. The Committee discussed and decided to wait until the November meeting to determine whether the December meeting needed to be rescheduled due to the holiday and the ability to have a quorum.

There was discussion regarding how to let property owners know their properties were historic, such as during the transfer of title. Senior Planner Darnell stated that the Historic Preservation Plan listed this as an activity, and the Committee will begin to prioritize all of those activities at a future meeting to develop their next work plan.

## **9. Adjournment**

Chair Drabkin adjourned the meeting at 3:41 p.m.



PLANNING DEPARTMENT, 231 NE Fifth Street, McMinnville, Oregon 97128  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

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**PUBLIC HEARING NOTICE**  
**PLANNING COMMISSION REVIEW OF AN APPEAL OF A**  
**HISTORIC LANDMARKS COMMITTEE DECISION**

NOTICE IS HEREBY GIVEN that an application for an appeal of a recent Historic Landmarks Committee decision has been submitted to the McMinnville Planning Department. The purpose of this notice is to provide an opportunity for surrounding property owners to submit comments regarding this application or to attend the public meeting of the Planning Commission where this request will be reviewed and a public hearing will be held. Please contact Chuck Darnell with any questions at (503) 434-7311, or [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

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**DOCKET NUMBER:** AP 2-18 (Appeal)

**REQUEST:** An appeal of the Historic Landmarks Committee's decision on a recent Certificate of Approval for Alteration application (HL 10-18). The decision being appealed is a denial of a proposal to replace and install new railings around the front and side porches of a residential structure that is listed on the Historic Resources Inventory as a historic landmark. Specifically, the proposal was denied based on the proposed building materials not being compatible with the existing building materials of the historic landmark.

**APPLICANT:** Terry Hall, on behalf of property owner Jeff Sauter

**SITE LOCATION(S):** 219 SE Lincoln Street (see attached map)

**MAP & TAX LOT(S):** R4421CB05000

**ZONE(S):** C-3 (General Commercial)

**MMC REQUIREMENTS:** Sections 17.65.040(A) and 17.65.060  
(see reverse side for specific review criteria)

**NOTICE DATE:** November 29, 2018

**PUBLIC HEARING DATE:** December 20, 2018 at 6:30 p.m.

**HEARING LOCATION:** McMinnville Civic Hall Building  
200 NE 2<sup>nd</sup> Street, McMinnville, OR, 97128

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**Proceedings:** A staff report will be provided at least seven days before the public hearing. The Planning Commission will conduct a public hearing, take testimony, and then make a decision to either approve or deny the application.

Persons are hereby invited to attend the McMinnville Planning Commission hearing to observe the proceedings, and to register any statements in person, by attorney, or by mail to assist the McMinnville Planning Commission and City Council in making a decision. Should you wish to submit comments or testimony on this application prior to the public meeting, please call the Planning Department office at (503) 434-7311, forward them by mail to 231 NE 5<sup>th</sup> Street, McMinnville, OR 97128, or by email to [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

The decision-making criteria, application, and records concerning this matter are available in the McMinnville Planning Department office at 231 NE 5<sup>th</sup> Street, McMinnville, Oregon during working hours and on the Planning Department's portion of the City of McMinnville webpage at [www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov).

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

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

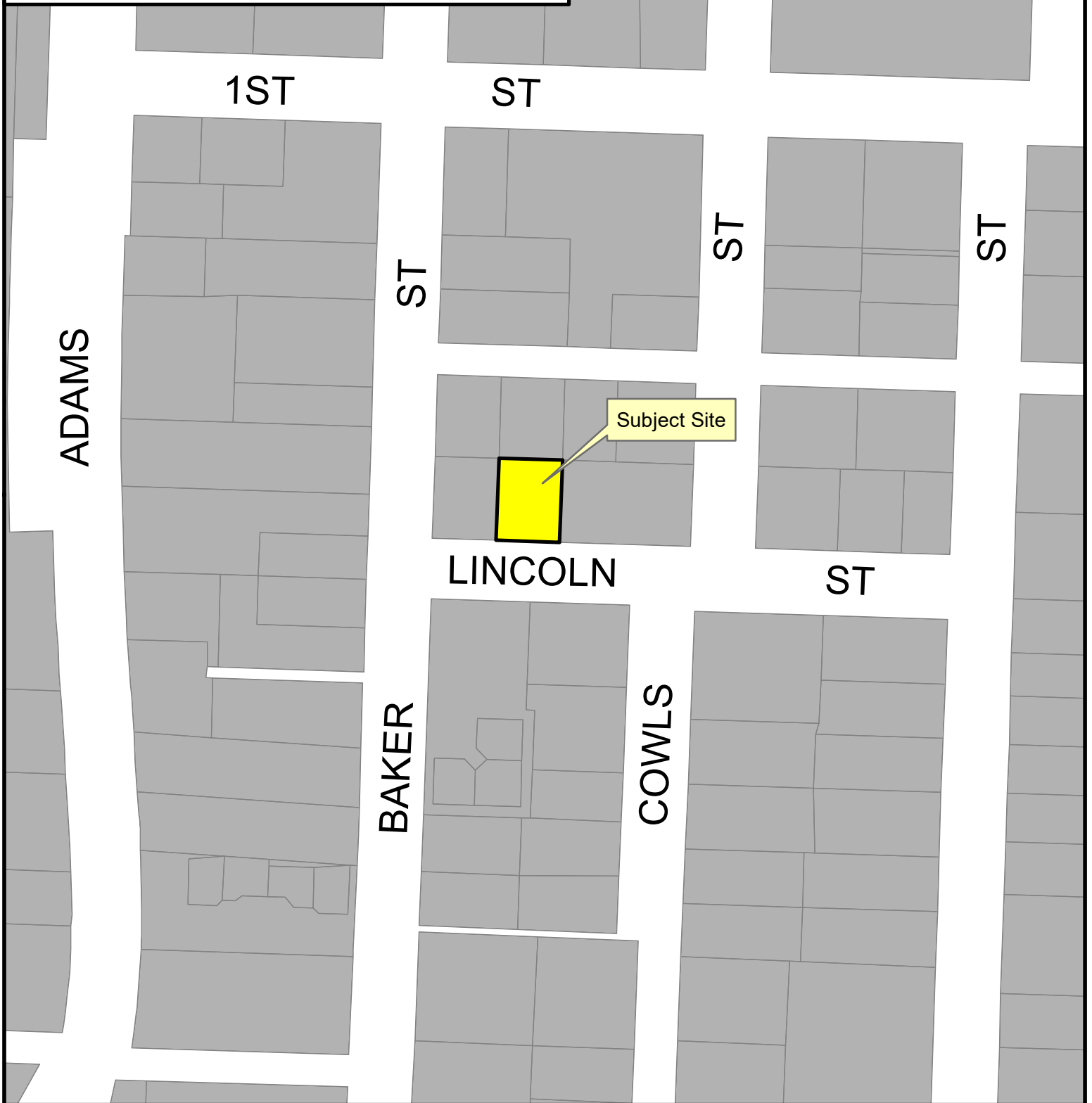
The meeting site is accessible to handicapped individuals. Assistance with communications (visual, hearing) must be requested 24 hours in advance by contacting the City Manager (503) 434-7405 – 1-800-735-1232 for voice, or TDY 1-800-735-2900.

## **REVIEW CRITERIA:**

17.65.060 Exterior Alteration or Remodeling. The property owner shall submit an application for a Certificate of Approval for any exterior alteration to a historic landmark, or any resource that is listed on the National Register for Historic Places. Applications shall be submitted to the Planning Department for initial review for completeness as stated in Section 17.72.040 of the McMinnville Zoning Ordinance. The Planning Director shall determine whether the proposed activities constitute an alteration as defined in Section 17.65.020 (A) of this chapter. The Historic Landmarks Committee shall meet within thirty (30) days of the date the application was deemed complete by the Planning Department to review the request. A failure to review within thirty (30) days shall be considered as an approval of the application. Within five (5) working days after a decision has been rendered, the Planning Department shall provide written notice of the decision to all parties who participated.

- A. The Historic Landmarks Committee may approve, approve with conditions, or deny the application.
- B. The Historic Landmarks Committee shall base its decision on the following criteria:
  1. The City's historic policies set forth in the comprehensive plan and the purpose of this ordinance;
  2. The following standards and guidelines:
    - a. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
    - b. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
    - c. Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
    - d. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
    - e. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
    - f. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.
    - g. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
    - h. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
    - i. The Guidelines for Historic Preservation as published by the United States Secretary of the Interior.
  3. The economic use of the historic resource and the reasonableness of the proposed alteration and their relationship to the public interest in the historic resource's preservation or renovation;
  4. The value and significance of the historic resource; and
  5. The physical condition of the historical resource.

# Vicinity Map



100 50 0 100 Feet

| Map No. | Tax Lot      | Site Address      | Owner                                | Attn:                       | Mailing Address           | City State      | Zip   |
|---------|--------------|-------------------|--------------------------------------|-----------------------------|---------------------------|-----------------|-------|
| 1       | R4421CB04800 | 208 SE BAKER ST   | BLODGETT JASON R                     | BLODGETT JASON R            | 584 PHELPS RD             | SAN CARLOS CA   | 94070 |
| 2       | R4421CB04000 | 203 SE DAVIS ST   | AREND STANLEY B III &                | AREND STANLEY B III &       | 203 SE DAVIS ST           | MCMINNVILLE OR  | 97128 |
| 3       | R4421CB03780 | 125 SE COWLS ST   | FIRST BAPTIST                        | MCMINNVILLE                 | 125 S COWLS ST            | MCMINNVILLE OR  | 97128 |
| 4       | R4420DA01500 | 315 SE BAKER ST   | ORNELAS KRISTEN                      | ORNELAS KRISTEN             | 3777 NW HALF MILE LN      | FOREST GROVE OR | 97116 |
| 5       | R4420DA01700 | 323 SW BAKER ST   | STEIN MARC E                         | STEIN MARC E                | 323 SE BAKER ST           | MCMINNVILLE OR  | 97128 |
| 6       | R4420DA00500 | 103 SE BAKER ST   | LINDA HAYS PROPERTIES LLC            | LINDA HAYS PROPERTIES LLC   | 103 SE BAKER ST           | MCMINNVILLE OR  | 97128 |
| 7       | R4421CB03300 | 122 SE COWLS ST   | THOMPSON CARL N & LESLIE A           | THOMPSON CARL N & LESLIE A  | 1090 NW BAKER CREST CT    | MCMINNVILLE OR  | 97128 |
| 8       | R4421CB90001 | 310 SE BAKER ST   | WALNUT HILL INVESTMENTS LLC          | WALNUT HILL INVESTMENTS LLC | 10325 SE HILLVIEW DR      | AMITY OR        | 97101 |
| 9       | R4420DA01200 | 239 SW BAKER ST   | BURCHAM BRIAN L                      | BURCHAM BRIAN L             | 637 SW KECK DR SUITE 214  | MCMINNVILLE OR  | 97128 |
| 10      | R4421CB90000 | n/a               | WARNER W                             | BARKER GEORGE T ET AL       | 14400 NW PHEASANT HILL RD | MCMINNVILLE OR  | 97128 |
| 11      | R4421CB90003 | 330 SE BAKER ST   | WALNUT HILL INVESTMENTS LLC          | WALNUT HILL INVESTMENTS LLC | 330 SE BAKER ST           | MCMINNVILLE OR  | 97128 |
| 12      | R4421CB03800 | 102 SE BAKER ST   | MCMORAN LLC                          | MCMORAN LLC                 | 102 BAKER ST              | MCMINNVILLE OR  | 97128 |
| 13      | R4420DA01100 | 290 SE ADAMS ST   | BURCHAM BRIAN L & CAROLE J           | BURCHAM BRIAN L & CAROLE J  | 637 SW KECK DR SUITE 214  | MCMINNVILLE OR  | 97128 |
| 14      | R4421CB07900 | 340 SE BAKER ST   | BURCHAM BRIAN L & CAROLE J           | BURCHAM BRIAN L & CAROLE J  | 637 SW KECK DR SUITE 214  | MCMINNVILLE OR  | 97128 |
| 15      | R4421CB07100 | 306 SE LINCOLN ST | GIBSON HAROLD R                      | GIBSON HAROLD R             | 306 SE LINCOLN ST         | MCMINNVILLE OR  | 97128 |
| 16      | R4421CB07800 | 343 SE COWLS ST   | BERRY CHRISTINA D                    | BERRY CHRISTINA D           | 343 SE COWLS ST           | MCMINNVILLE OR  | 97128 |
| 17      | R4420DA00600 | 129 SW BAKER ST   | HOCKADAY CHERYL M                    | HOCKADAY CHERYL M           | PO BOX 1205               | MCMINNVILLE OR  | 97128 |
| 18      | R4421CB03790 | 122 SE BAKER ST   | FIRST BAPTIST CHURCH OF              | FIRST BAPTIST CHURCH OF     | 125 S COWLS ST            | MCMINNVILLE OR  | 97128 |
| 19      | R4420DA01800 | 335 SW BAKER ST   | MCMURTRY MATTHEW                     | MCMURTRY MATTHEW            | 335 SE BAKER ST           | MCMINNVILLE OR  | 97128 |
| 20      | R4420DA01000 | 217 SW BAKER ST   | BURCHAM BRIAN L & CAROLE J           | BURCHAM BRIAN L & CAROLE J  | 637 SW KECK DR SUITE 214  | MCMINNVILLE OR  | 97128 |
| 21      | R4421CB05200 | 310 SE LINCOLN ST | SKEFFINGTON RICHARD W JR             | SKEFFINGTON RICHARD W JR    | 310 SE LINCOLN ST         | MCMINNVILLE OR  | 97128 |
| 22      | R4421CB04900 | 234 SE BAKER ST   | DUGGER WILLIAM E & DOLLY R CO-TRUSTE | DUGGER WILLIAM E & DOLLY R  | 250 ECKMAN ST             | MCMINNVILLE OR  | 97128 |
| 23      | R4420DA01300 | 301 SW BAKER ST   | BURCHAM BRIAN L & CAROLE J           | BURCHAM BRIAN L & CAROLE J  | 1746 SW GOUCHER CT        | MCMINNVILLE OR  | 97128 |
| 24      | R4421CB04300 | 335 SE LINCOLN ST | CLARK NICOLA E M                     | CLARK NICOLA E M            | 335 SE LINCOLN ST         | MCMINNVILLE OR  | 97128 |
| 25      | R4421CB03200 | 304 SE 1ST ST     | FIRST BAPTIST CHURCH OF              | FIRST BAPTIST CHURCH OF     | 125 S COWLS ST            | MCMINNVILLE OR  | 97128 |
| 26      | R4421CB04100 | 208 SE COWLS ST   | SPALDING TERESA A                    | SPALDING TERESA A           | 1625 NW MICHELBOOK LN     | MCMINNVILLE OR  | 97128 |
| 27      | R4421CB07600 | 323 SE COWLS ST   | BRING-SCHWAB KATHERINE R             | BRING-SCHWAB KATHERINE R    | 323 SE COWLS ST           | MCMINNVILLE OR  | 97128 |

| Map No.   | Tax Lot      | Site Address         | Owner                                | Attn:                               | Mailing Address          | City State     | Zip   |
|-----------|--------------|----------------------|--------------------------------------|-------------------------------------|--------------------------|----------------|-------|
| 28        | R4420DA01400 | 313 SW BAKER ST      | BURCHAM BRIAN L & CAROLE J           | BURCHAM BRIAN L & CAROLE J          | 1746 SW GOUCHER CT       | MCMINNVILLE OR | 97128 |
| 29        | R4421CB04600 | 230 SE WASHINGTON ST | SAYLER JOHN D                        | SAYLER JOHN D                       | 230 SE WASHINGTON ST     | MCMINNVILLE OR | 97128 |
| 30        | R4421CB03900 | 135 SE COWLS ST      | FIRST BAPTIST                        | FIRST BAPTIST CHURCH OF MCMINNVILLE | 125 S COWLS ST           | MCMINNVILLE OR | 97128 |
| 31        | R4420DA01600 | 325 SE BAKER ST      | HUGHES CALE B                        | HUGHES CALE B                       | 325 SE BAKER ST          | MCMINNVILLE OR | 97128 |
| 32        | R4421CB07700 | 333 SE COWLS ST      | DELL NICOLE                          | DELL NICOLE                         | 333 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 33        | R4421CB90002 | 320 SE BAKER ST      | WALNUT HILL INVESTMENTS LLC          | WALNUT HILL INVESTMENTS LLC         | 320 SE BAKER ST          | MCMINNVILLE OR | 97128 |
| 34        | R4421CB04500 | 207 SE COWLS ST      | RAMSAY KEITH A & VIOLETA             | RAMSAY KEITH A & VIOLETA            | 207 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 35        | R4420DA00800 | 139 SE ADAMS ST      | ROBINSON DONNA J                     | ROBINSON DONNA J                    | 205 SE BAKER ST          | MCMINNVILLE OR | 97128 |
| 36        | R4421CB05300 | 315 SE DAVIS ST      | BLACKWELL OLIVE L TRUSTEE            | BLACKWELL OLIVE L TRUSTEE           | 315 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 37        | R4421CB04200 | 224 SE COWLS ST      | NAVARI JOSEPH V                      | NAVARI JOSEPH V                     | PO BOX 582               | MCMINNVILLE OR | 97128 |
| 38        | R4420DA00900 | 137 SW BAKER ST      | GARRIGAN MICHAEL (WROS)              | GARRIGAN MICHAEL (WROS)             | 525 NW RIVERFRONT        | BEND OR        | 97701 |
| 39        | R4421CB05400 | 325 SE DAVIS ST      | JACOBSON ALISA I                     | JACOBSON ALISA I                    | 2813 VILLAGE SIDE DR     | SANTA ROSA CA  | 95405 |
| 41        | R4420DA01900 | 345 SW BAKER ST      | SCHASTEEN ENA                        | SCHASTEEN ENA                       | 345 SE BAKER ST          | MCMINNVILLE OR | 97128 |
| 42        | R4420DA00801 | 205 SW BAKER ST      | M&K RENTALS LLC                      | M&K RENTALS LLC                     | 1410 SE 1ST ST           | MCMINNVILLE OR | 97128 |
| 43        | R4421CB07000 | 322 SE COWLS ST      | RIGGS MATTHEW R & EVE M              | RIGGS MATTHEW R & EVE M             | 506 NW 17TH ST           | MCMINNVILLE OR | 97128 |
| 44        | R4421CB07200 | 250 SE LINCOLN ST    | BELLINGAR ENTERPRISES LLC            | BELLINGAR ENTERPRISES LLC           | 24055 NE NORTH VALLEY RD | NEWBERG OR     | 97132 |
| 45        | R4421CB03600 | 135 SE DAVIS ST      | HERNANDEZ MANUEL & MA GUADALUPE      | HERNANDEZ MANUEL & MA GUADALUPE     | 919 NE 27TH ST           | MCMINNVILLE OR | 97128 |
| 46        | R4421CB06900 | 342 SE COWLS ST      | HEIDER GARY C TRUSTEE &              | HEIDER GARY C TRUSTEE &             | 342 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 47        | R4421CB05100 | 221 SE COWLS ST      | FLANDERS BRENT L & BRENDA K          | FLANDERS BRENT L & BRENDA K         | 221 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 48        | R4421CB03400 | 134 SE COWLS ST      | BENNETT EVE M &                      | BENNETT EVE M &                     | 134 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 49        | R4421CB04700 | 218 SE WASHINGTON ST | HIGGINS ROBERT G &                   | HIGGINS ROBERT G &                  | 1330 NW MEADOWS DR       | MCMINNVILLE OR | 97128 |
| 50        | R4421CB03700 | 125 SE COWLS ST      | FIRST BAPTIST CHURCH OF MCMINNVILLE  | FIRST BAPTIST CHURCH OF MCMINNVILLE | 535 NE 5TH ST            | MCMINNVILLE OR | 97128 |
| Applicant |              |                      | TERRY HALL                           | SQUARE DEAL CONSTRUCTION            | 300 W 1ST ST             | NEWBERG OR     | 97132 |
| Owner     | R4421CB05000 | 219 SE LINCOLN ST    | SAUTER JEFFREY T REVOCABLE LIVING TR | SAUTER JEFFREY T REVOCABLE LIVING   | 219 SE LINCOLN ST        | MCMINNVILLE OR | 97128 |



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

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

## EXHIBIT 3 - STAFF REPORT

**DATE:** December 20, 2018  
**TO:** Planning Commissioners  
**FROM:** Chuck Darnell, Senior Planner  
**SUBJECT:** CPA 2-18 / ZC 4-18 / PDA 1-18 – 600 SE Baker Street

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### **Report in Brief:**

This is a public hearing to consider applications for a Comprehensive Plan Map amendment and Zone Change for a property, as well as a Planned Development amendment that is necessary due to the proposed zone change. The property in question is currently designated as Residential on the Comprehensive Plan Map and zoned R-4 PD (Multiple Family Residential Planned Development). A portion of the property in question is designated as Flood Plain on the Comprehensive Plan Map and also zoned F-P (Flood Plain).

The requests are to amend the Comprehensive Plan Map designation on a portion of the site to Commercial, and to rezone a portion of the site to O-R (Office/Residential) to allow for development of an office use and future multiple-family residential uses on the subject site. Those amendments would apply only to the areas of the subject site that are outside of the floodplain, and the current Flood Plain Comprehensive Plan Map designation and F-P (Flood Plain) zone would remain on the subject site as they exist today. The remainder of the subject site, outside of the Flood Plain designation and zone, would be changed to a Commercial designation and the O-R (Office/Residential) zone.

Should the proposed zone change be approved, the applicant is also then requesting a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District as approved by Ordinance 4739. This property would no longer be owned or operated by Linfield College, so the boundary of the Linfield College Master Plan and Planned Development Overlay District would be amended to remove the subject site.

The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.

### **Background:**

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural

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#### **Attachments:**

*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from a Residential Designation to a Commercial Designation at 600 SE Baker Street;*  
*Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) at 600 SE Baker Street;*  
*Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.*  
*Attachment D: CPA 2-18/ZC 4-18/PDA 1-18 Application Materials*

damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and is the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus. The subject site is identified below (boundary shown below is approximate):

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*Attachments:*

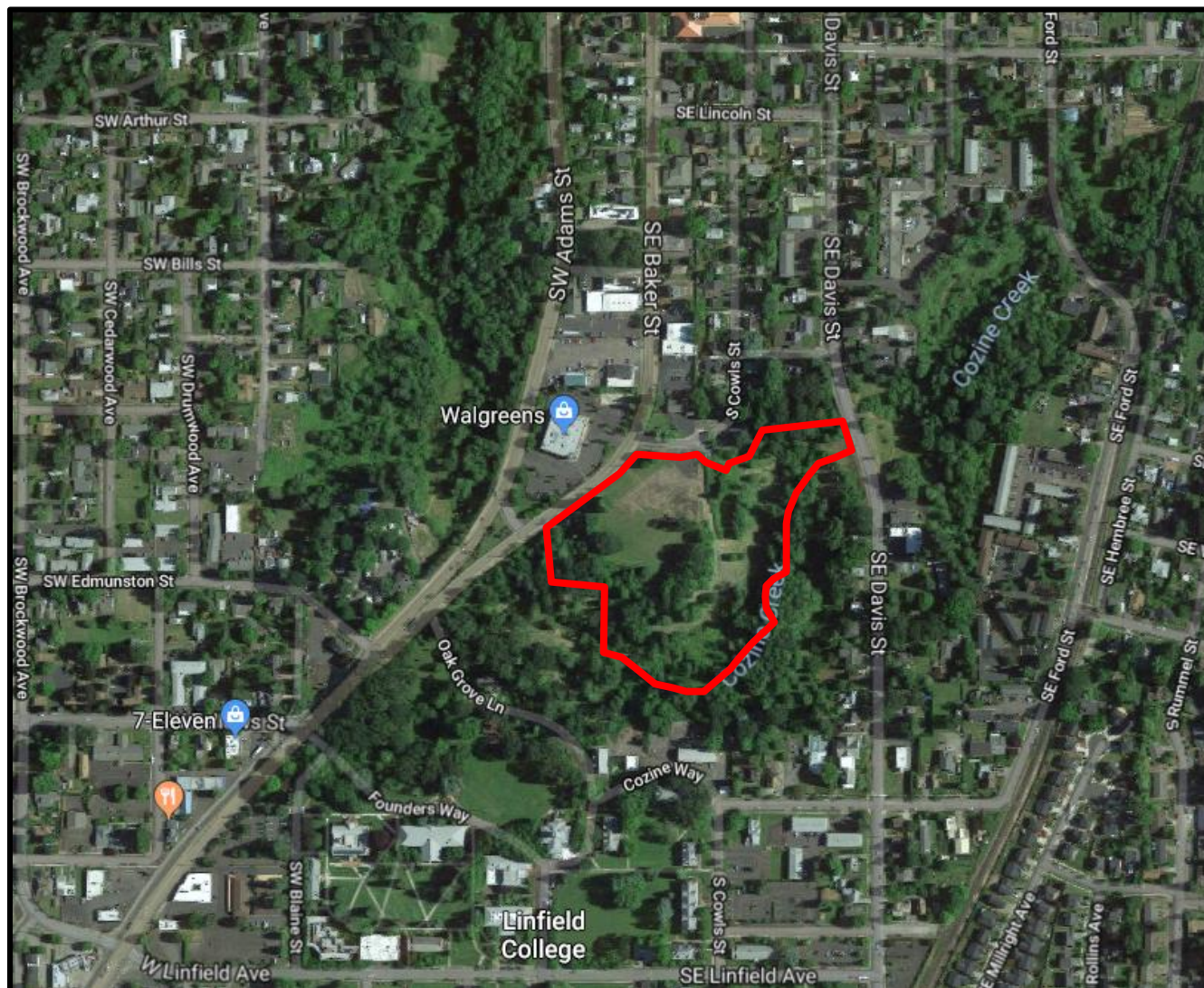
*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from a Residential Designation to a Commercial Designation at 600 SE Baker Street;*

*Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) at 600 SE Baker Street;*

*Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.*

*Attachment D: CPA 2-18/ZC 4-18/PDA 1-18 Application Materials*

### Site Reference Map




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#### Attachments:

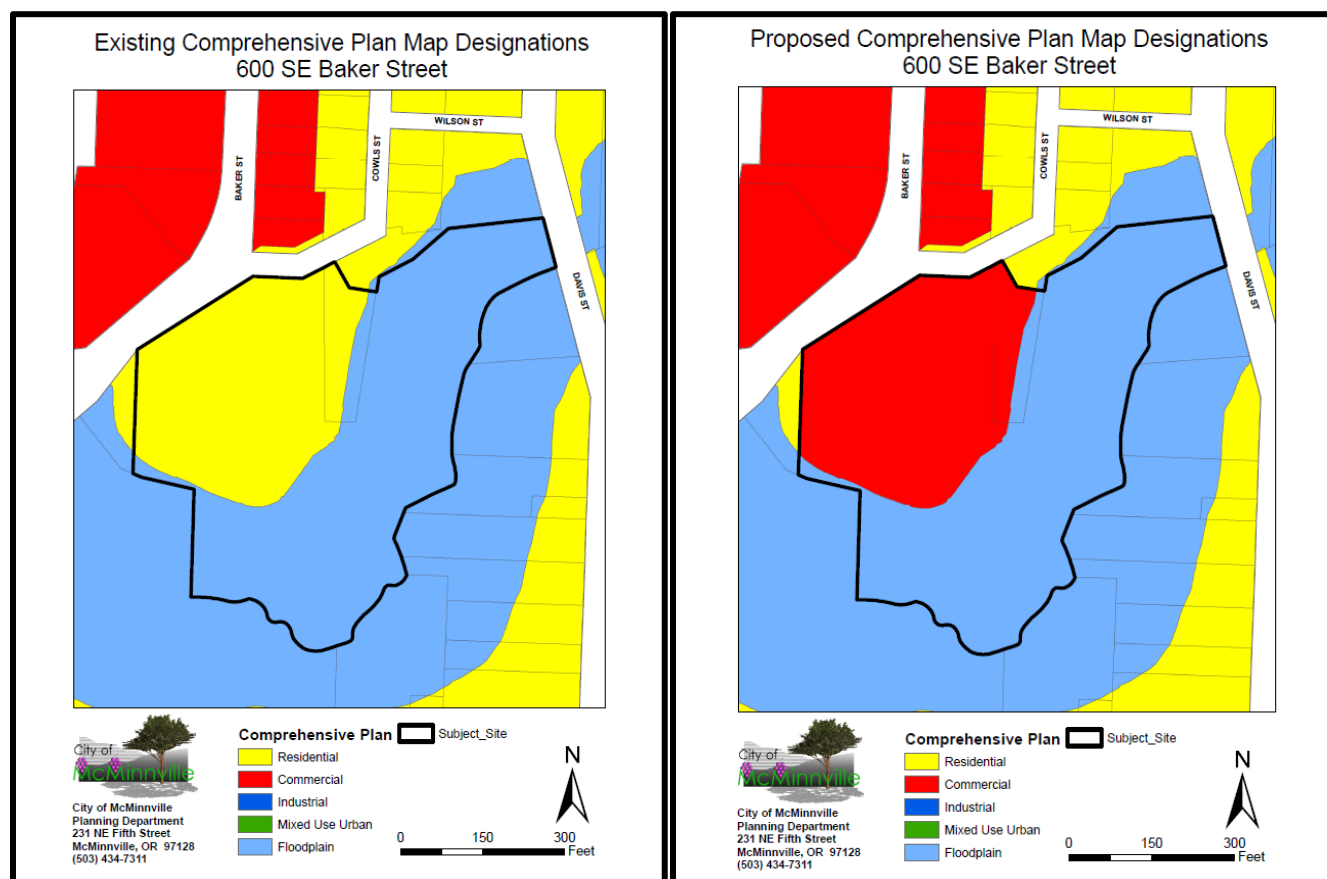
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Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.

Attachment D: CPA 2-18/ZC 4-18/PDA 1-18 Application Materials

Reference maps showing the existing and proposed Comprehensive Plan Map and zoning designations of the subject site and the surrounding properties are provided below:



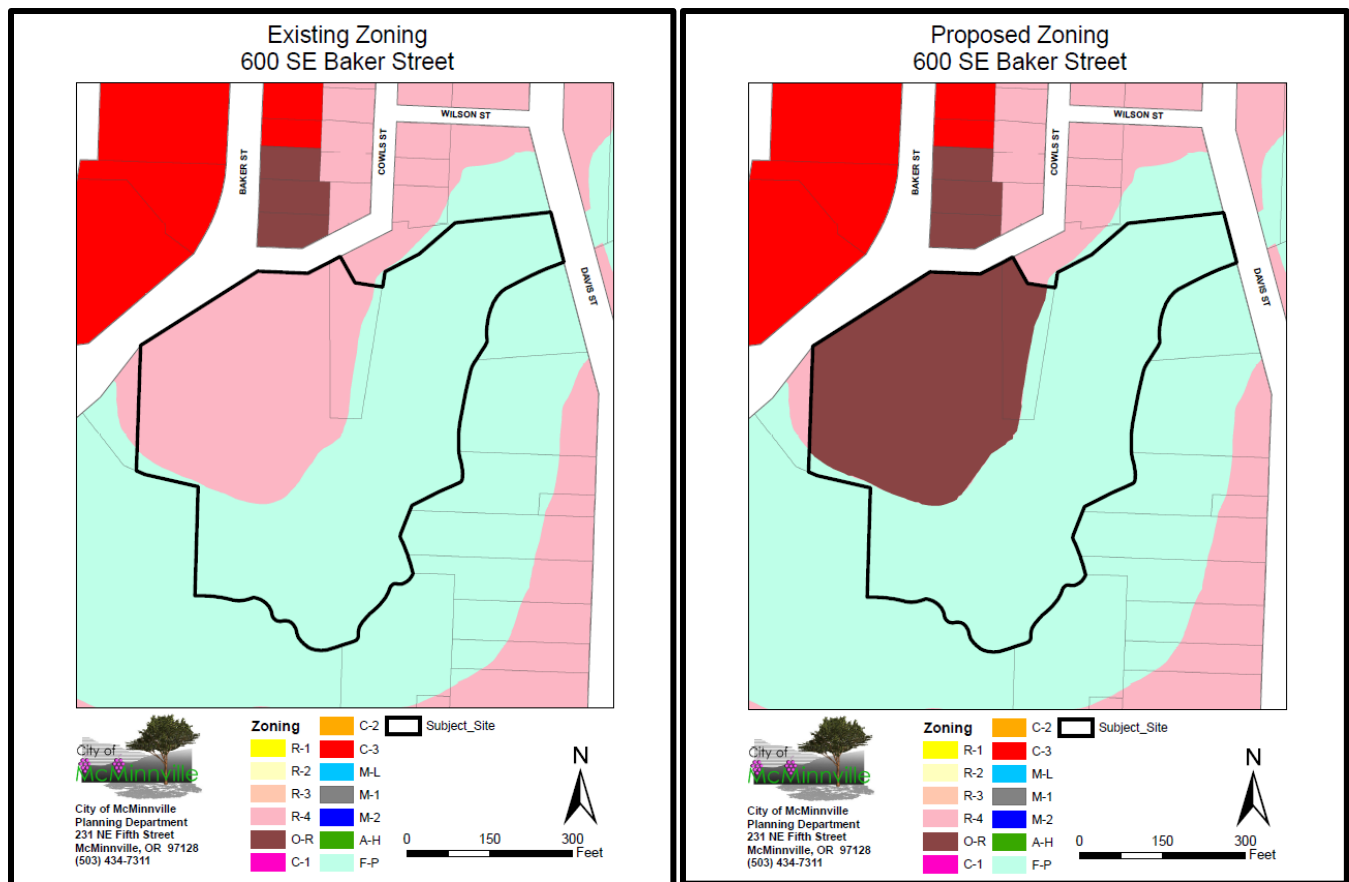
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*Attachment D: CPA 2-18/ZC 4-18/PDA 1-18 Application Materials*

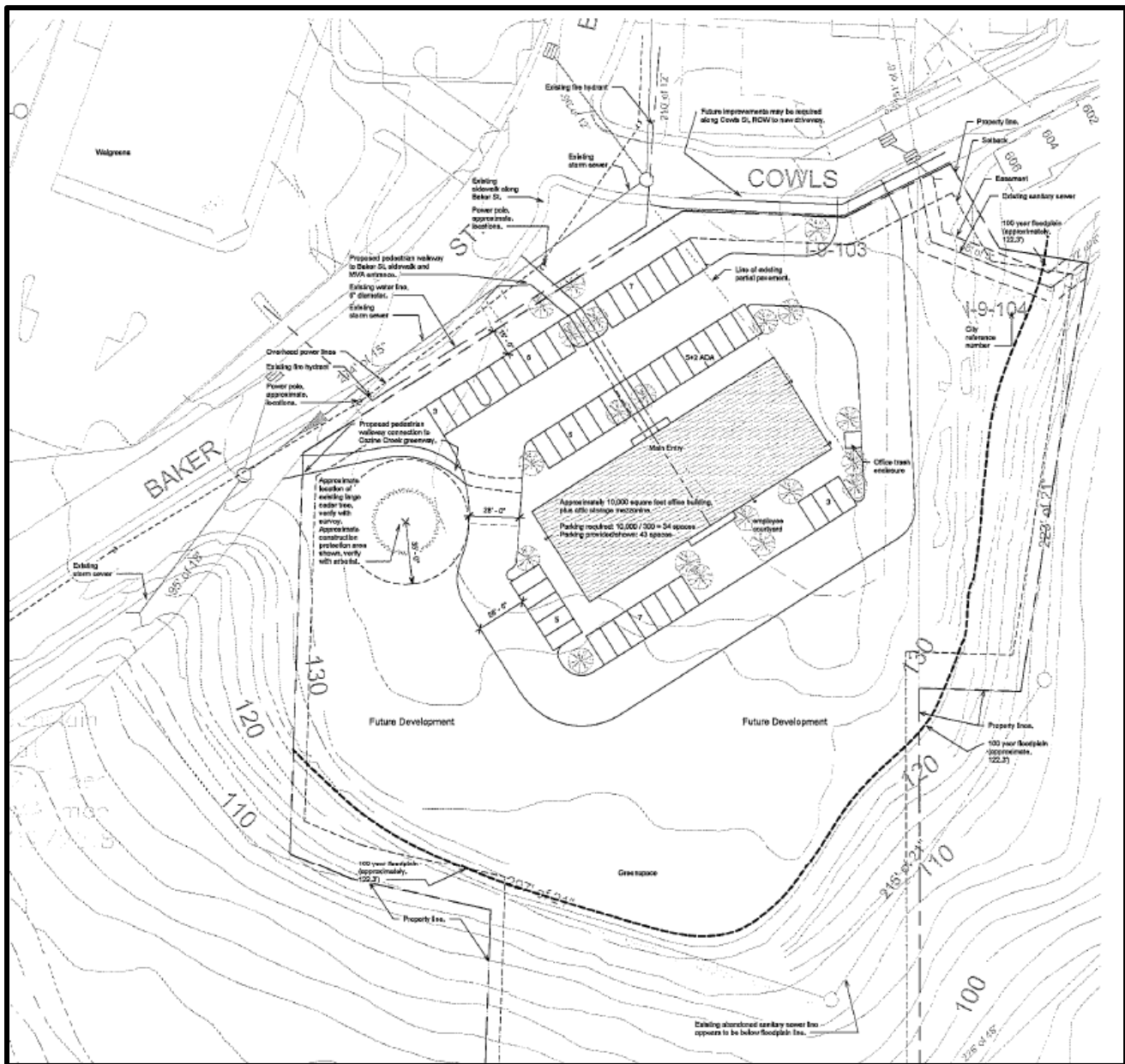


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, ***which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Comprehensive Plan Map amendment and zone change,*** is identified below:

**Attachments:**

- Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from a Residential Designation to a Commercial Designation at 600 SE Baker Street;
- Attachment B: Decision, Conditions of Approval, Findings of Fact and Conclusionary Findings for the Approval of a Zone Change from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) at 600 SE Baker Street;
- Attachment C: Decision, Findings of Fact, and Conclusionary Findings for the Approval of a Planned Development Amendment to Remove Properties from an Existing Planned Development Overlay District at 600 SE Baker Street.
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### **Discussion:**

There are three concurrent requests being made by the applicant. The first is a Comprehensive Plan Map amendment to amend the designation of a portion of the subject site from Residential to Commercial. The second is to change the zoning of the property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential). The third, should the first two requests be approved, is a Planned Development Amendment to adjust the boundary of the Linfield College Master Plan area and Planned Development Overlay District to remove the subject site from that master plan and planned development area.

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The Planning Commission's responsibility regarding this type of land use request is to conduct a public hearing and, at its conclusion, render a decision to recommend approval or approval with conditions to the City Council, or deny the Comprehensive Plan Map amendment, zone change, and Planned Development amendment requests utilizing the criteria in Section 17.74.020 and Section 17.74.070 of the McMinnville Zoning Ordinance.

Both the Comprehensive Plan and Zone Change requests are subject to the same review criteria in Section 17.74.020 of the McMinnville City Code. The Planned Development Amendment request is subject to the review criteria in Section 17.74.070 of the McMinnville City Code. Each request will be reviewed as a separate request and application below.

### **Comprehensive Plan Map Amendment Request (CPA 1-18)**

As discussed above, the applicant is requesting an amendment of the Comprehensive Plan Map designation of the property from Residential to Commercial.

#### **Section 17.74.020**

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

There are numerous Comprehensive Plan Goals and Policies that are applicable to this request. The narrative provided by the applicant identifies those goals and policies in detail, and they have also been identified in the attached decision document.

The Comprehensive Plan goals and policies most applicable to the Comprehensive Plan amendment request are found in Chapter IV (Economy of McMinnville) and Chapter V (Housing and Residential Development). Goals from Chapter III and Chapter IV of the Comprehensive Plan promote the provision of social services and facilities commensurate with the needs of our expanding population, and also to encourage the continued growth and diversification of McMinnville's economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens. Goals from Chapter V of the Comprehensive Plan promote the development of affordable, quality housing for all city residents, and also promote a land-intensive development pattern. More specifically, there are policies that provide guidance in the provision of opportunities for suitable, serviceable commercial sites within the UGB (Policy 21.01), opportunities for the development of a variety of housing types and densities (Policy 58.00), and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00). The applicant has used these policies to argue for the amendment of the Comprehensive Plan Map designation from Residential to Commercial.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

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#### **Attachments:**

*Attachment A: Decision, Findings of Fact and Conclusionary Findings for the Approval of a Comprehensive Plan Map Amendment from a Residential Designation to a Commercial Designation at 600 SE Baker Street;*

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**Figure 26. Comparison of Land Demand to Supply (2013-33)**

| <b>Acres by Plan Designation</b> |                   |                   |              |
|----------------------------------|-------------------|-------------------|--------------|
|                                  | <b>Commercial</b> | <b>Industrial</b> | <b>Total</b> |
| <b>Vacant Land Demand</b>        |                   |                   |              |
| Commercial                       | 164.6             | -                 | 164.6        |
| Industrial                       | -                 | 145.1             | 145.1        |
| Institutional                    | 2.2               | 8.0               | 10.2         |
| <b>Totals</b>                    | <b>166.8</b>      | <b>153.2</b>      | <b>319.9</b> |
| <b>Available Land Supply</b>     |                   |                   |              |
| 2013 BLI Update                  | 130.9             | 389.1             | 520.0        |
| <b>Surplus/(Deficit)</b>         | <b>(35.8)</b>     | <b>235.9</b>      | <b>200.1</b> |

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.

Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, it should be noted that the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B. Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory.

The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant is arguing that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. They have also expressed an intent to construct up to 24 residential uses on the subject site in the future. Therefore, the Comprehensive Plan goals and policies related to the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00) and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00) are still being satisfied by the proposed Comprehensive Plan Map amendment, as well as the policy related to the provision of opportunities for suitable, serviceable commercial sites (Policy 21.01).

#### Section 17.74.020

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

The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land

#### Attachments:

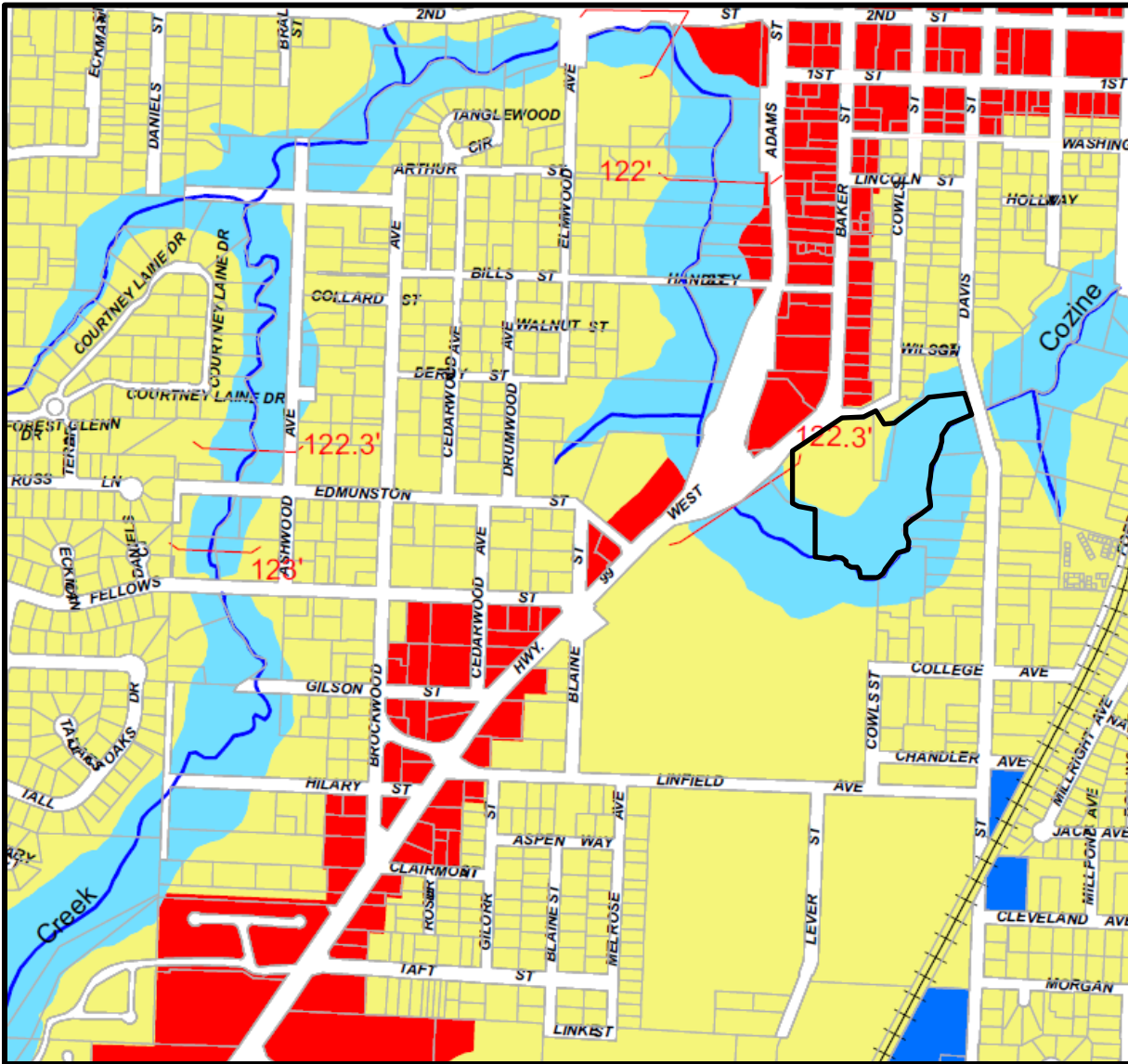
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adjacent to the subject site to the east and further northeast along Cowls Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway. That pattern of land use designation can be seen below (the subject site is identified and outlined in black, with the boundary being approximate):



Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Residential to Commercial is orderly and timely. The commercial land use will complement the other commercial lands surrounding the subject site, and the proposed zone change (should the Comprehensive Plan Map amendment be approved) will ensure a

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transition from commercial to residential use. This is more applicable and will be described in more detail in the findings for the proposed zone change to the O-R (Office/Residential) zone below.

#### Section 17.74.020

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

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cows Street, and Baker Street and the Adams Street U-turn. The analysis also considered the worst case trip generation within the existing Comprehensive Plan Map designation and zone, compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation was assumed based on the type of development that would be allowed in the zoning district being proposed, should the Comprehensive Plan Map amendment be approved.

The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings. There were some changes in the number of trips and the operation of the intersections included in the traffic impact analysis, which will be discussed in more detail in the findings for the zone change below.

### Zone Change Request (ZC 1-18)

Should the Comprehensive Plan Map amendment from Residential to Commercial be recommended for approval, the applicant is also requesting that the property be rezoned from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of both office and residential uses on the subject site.

#### Section 17.74.020

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

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There are numerous Comprehensive Plan Goals and Policies that are applicable to this request. The narrative provided by the applicant identifies those goals and policies in detail, and they have also been identified in the attached decision document.

### **General Comprehensive Plan Goals & Policies**

The Comprehensive Plan goals and policies most applicable to the zone change request are found in Chapter II (Natural Resources), Chapter III (Cultural, Historical, & Educational Resources), Chapter IV (Economy of McMinnville) and Chapter V (Housing and Residential Development).

Relative to Natural Resources, Goal II 1 is “To preserve the quality of the air, water, and land resources within the planning area”. A policy to support that goal is Policy 9.00, which states that “The City of McMinnville shall continue to designate appropriate lands within its corporate limits as “floodplain” to prevent flood induces property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses”. As shown in the maps of the site above, a portion of the subject site is currently designated as Flood Plain on the Comprehensive Plan Map and zoned F-P (Flood Plain). These designation and zone areas are the same as the 100-year (or 1% annual chance) floodplain areas as identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels. The applicant is not proposing to change the plan designation or zone within the floodplain area, and has stated in the application that this area of the site will be protected. There are numerous regulations in the McMinnville City Code that limit development in the floodplain areas. However, the applicant has also stated that they will continue to partner with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species.

A goal from Chapter III of the Comprehensive Plan is to promote the provision of “social services and facilities commensurate with the needs of our expanding population, properly located to service the community and to provide positive impacts on surrounding areas”. The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.

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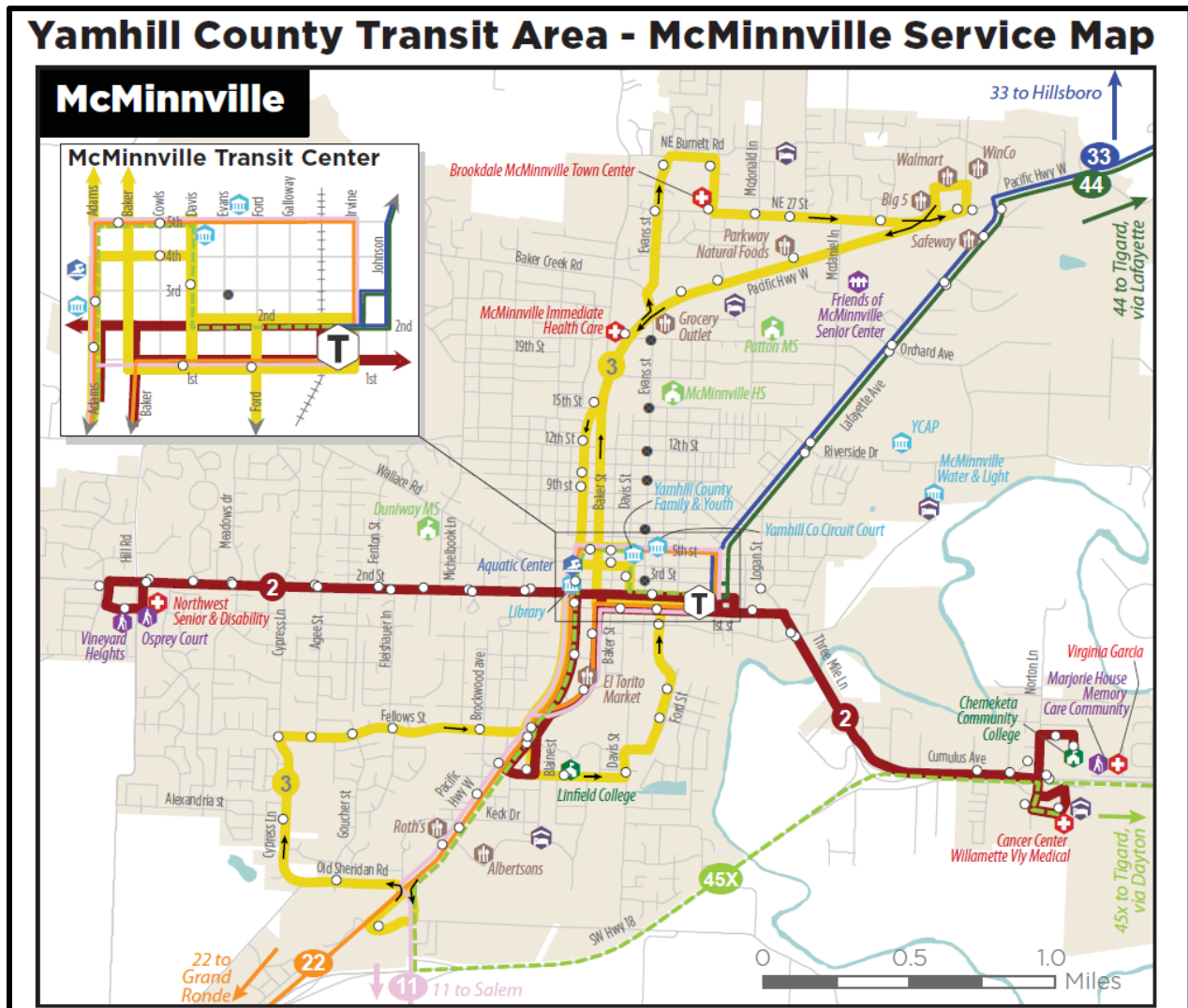
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The Comprehensive Plan also includes goals and policies related to the economy and commercial services in McMinnville. A goal from Chapter IV of the Comprehensive Plan is to “encourage the continued growth and diversification of McMinnville’s economy in order to enhance the general well-being of the community and provide employment opportunities for its citizens.” Policy 21.01 further states that the City shall “provide an adequate number of suitable, serviceable [commercial] sites in appropriate locations within its UGB”. The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

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**Figure 26. Comparison of Land Demand to Supply (2013-33)**

| Acres by Plan Designation    |               |              | Comments                               |
|------------------------------|---------------|--------------|--|
|                              | Commercial    | Industrial   |  |
| <b>Vacant Land Demand</b>    |               |              | Based on 2013-33 jobs forecast         |
| Commercial                   | 164.6         | -            | 164.6 Commercial retail & service need |
| Industrial                   | -             | 145.1        | 145.1 Manufacturing & related sectors  |
| Institutional                | 2.2           | 8.0          | 10.2 62% of need w/per job method      |
| <b>Totals</b>                | <b>166.8</b>  | <b>153.2</b> | <b>319.9</b> Employment land demand    |
| <b>Available Land Supply</b> |               |              | Fully & partially vacant sites         |
| 2013 BLI Update              | 130.9         | 389.1        | 520.0 Revised per BLI update 7/13      |
| <b>Surplus/(Deficit)</b>     | <b>(35.8)</b> | <b>235.9</b> | <b>200.1</b> As of 2033 forecast year  |

Notes: All acreage figures are rounded to nearest 1/10<sup>th</sup> of an acre.

Source: E. D. Hovee & Company, LLC.

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, it should be noted that the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B.

Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory. The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant is arguing that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. They have expressed an intent to construct up to 24 residential uses on the subject site in the future.

In regards to the existing status of the subject site, the applicant is arguing that the residentially zoned land was not actually available for development of residential uses. The applicant has stated that this land, because it was owned by Linfield College, was not considered as buildable in the last Residential Buildable Lands Inventory. In the Linfield College Master Plan (as approved and adopted under a Planned Development Overlay District by Ordinance 4739), the subject site was shown as vacant land with no specific future land use identified. There were statements in the Master Plan that Linfield College still needed to determine what the future use of the subject site would be. The applicant has provided a letter of support from Linfield College, who currently owns the subject site, providing evidence of their support for the applicant's intended use of the site and the ability to construct up to 24 residential units in conjunction with MV Advancements services or for senior housing. The letter of support states that the sale of the property will include a restrictive covenant to limit the number of residential dwelling units to 24 units, and also states that Linfield College had never considered the sale of the property to allow for the development of the maximum number of dwelling units that the underlying zoning might allow. This supports the applicants arguments that the current site was actually not available for the development of

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residential uses, and that it will now be available for up to 24 dwelling units, along with the commercial office space.

Goals from Chapter V of the Comprehensive Plan promote the “development of affordable, quality housing for all city residents” (Goal V 1), and also to “promote a residential development pattern that is land intensive and energy-efficient, that provides for an urban level of public and private services, and that allows unique and innovative development techniques to be employed in residential designs” (Goal V 2). More specifically, there are policies that provide guidance in the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00), and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00). The applicant has used these policies to argue for the zone change from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential).

The proposed zone change to O-R results in the establishment of a commercial zone on the property. However, it is a zone that allows for mixed use and both commercial and residential uses. The ability to have a mix of uses on the subject site will allow for unique and innovative development techniques in the establishment of both office and residential units on the subject site. The applicant has also provided evidence (in the form of a letter of support) that restrictive covenants will be placed on the site to limit the residential uses of the site to those types that would be in conjunction with MV Advancements services (which are provided to individuals with disabilities) or for senior housing. The provision of this type of housing will provide a variety of housing types and potentially lower-cost housing. Therefore, the Comprehensive Plan goals and policies related to the provision of opportunities for the development of a variety of housing types and densities (Policy 58.00) and opportunities for multiple-family developments to encourage lower-cost housing (Policy 59.00) are still being satisfied by the proposed zone change, even though the zone change results in a commercial zoning designation.

### **Locational Comprehensive Plan Policies**

As stated above, the zone change request satisfies multiple Comprehensive Plan goals and policies by providing for additional commercially zoned land, which is identified as a needed land type, while still providing opportunities for multiple family residential housing. While the proposed zone change results in a commercial zoning designation (in the Office/Residential zone), there are more specific policies that could apply to the zone change request to determine whether the specific subject site is appropriate for higher density residential development, as that type of use is permitted in the O-R (Office/Residential) zone. Those policies provide specific factors to be considered in the designation of areas for high-density residential development (Policy 71.13) and also specific multiple-family development policies that must be achieved with the development of multiple-family uses on the subject site (Policy 86.00 through 92.02).

Comprehensive Plan Policy 71.13 provides factors that should serve as criteria in determining areas appropriate for high-density residential development, which is what the applicant is proposing with the request to rezone the property to O-R (Office/Residential) to provide for both office and multiple family residential uses. Those factors in Policy 71.13 are as follows:

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

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5. Areas where the existing facilities have the capacity for additional development;
6. Areas within a one-half mile wide corridor centered on existing or planned public transit routes;
7. Areas within one-quarter mile from neighborhood and general commercial shopping centers; and
8. Areas adjacent to either private or public permanent open space.

The subject site is not committed to low or medium density development, as the current underlying zoning is technically R-4 (Multiple Family Residential), but is overlaid by a Planned Development Overlay District that does not specify any future land use type. The subject site is bounded on the west by an arterial street (SE Baker Street/Highway 99W), and to the south and southeast by topography and the Cozine Creek, providing buffering and privacy between the subject site and adjacent properties. The only property immediately adjacent to the subject site, located immediately east along Cowls Street, is zoned R-4 (Multiple Family Residential) so therefore is not low density residential. While the Comprehensive Plan policies do not require locational factors and buffering from other adjacent high density residential areas, the proposed O-R (Office/Residential) zone includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards will provide some buffering from adjacent residential areas, even though they are also high density zones.

The site does have frontage on an arterial street. As shown in the Transportation System Plan street functional classification system map below, SE Baker Street/Highway 99W is classified as a major arterial street. However, the applicant is proposing to only provide access to the site from Cowls Street, given the traffic and safety concerns with having a new access directly onto SE Baker Street in this location near the connection of Adams and Baker Streets, and also in such close proximity to the existing intersection at Baker Street and Cowls Street. The applicant submitted a traffic impact analysis, which will be discussed in more detail below, showing that the site's access onto Cowls Street can be accommodated without any significant impacts on the surrounding street network. Comprehensive Plan Policy 91.00 provides some additional flexibility in the type of street that a multiple-family residential development should be accessed from. Specifically, Policy 91.00 states that "Multiple-family housing developments shall be required to access off of arterials or collectors or streets determined by the City to have sufficient carrying capacities to accommodate the proposed development." Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development that would be allowed in the O-R (Office/Residential) zone.

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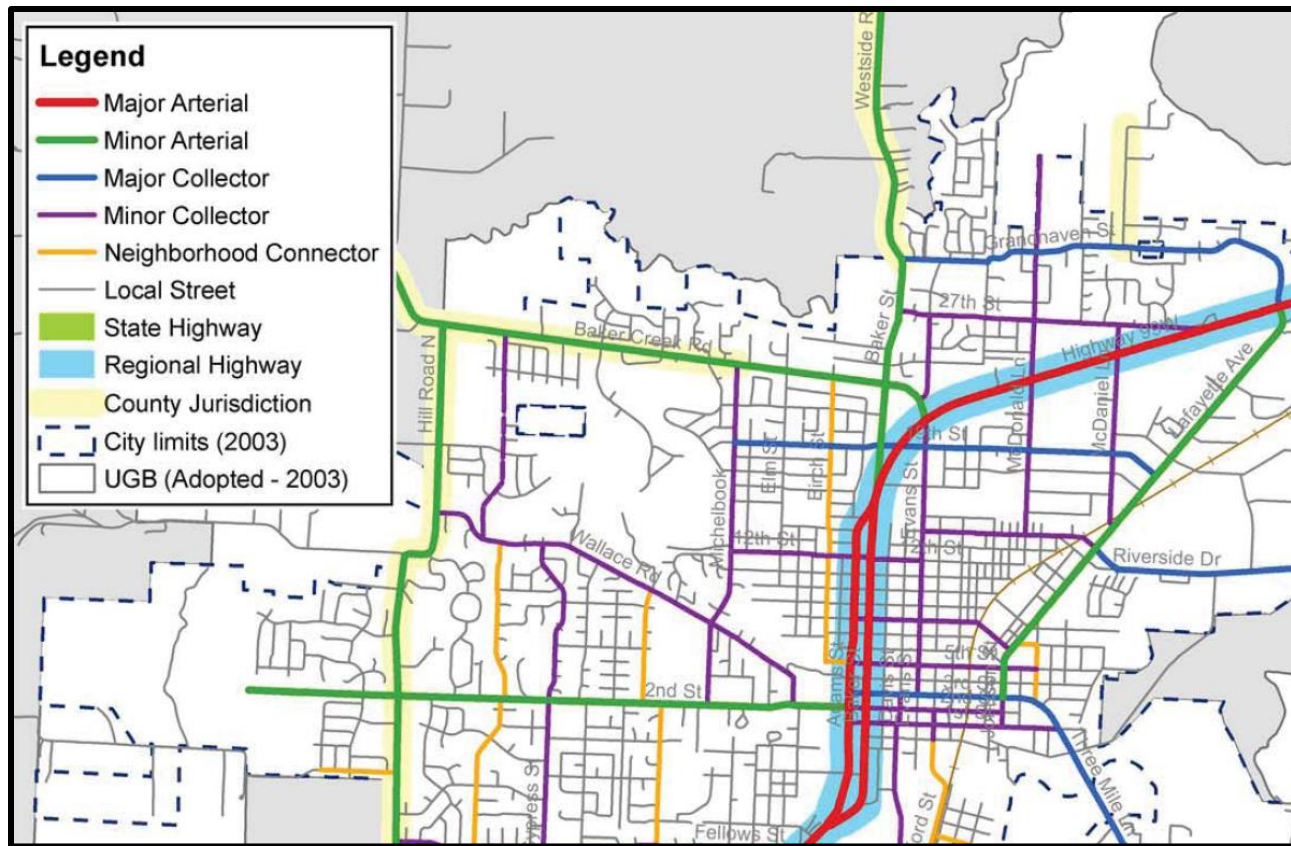
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There are not any major development limitations with the subject site, and the Engineering Department has not identified any issues with providing services and infrastructure to the subject site to support higher density residential development.

As discussed in more detail above, existing transit service is located in close proximity to the site. Routes 2 and 3 along Adams and Baker Streets are well within one-half mile of the subject site. The subject site is also located well within one-quarter mile of commercially zoned property, with commercially zoned property immediately across Baker Street from the subject site and other O-R zoned property located north of the subject site across Cowls Street. These commercially zoned properties currently provide retail uses and other commercial services (professional office, medical, salon, etc.) in close proximity to the subject site.

In regards to private or public open space, there is some private open space on the subject site in the areas that are designated as floodplain. These areas are protected in the McMinnville City Code, as development in the floodplain areas is very limited. In addition, the applicant is proposing to maintain this area as natural open space, with statements in the application that they will be partnering with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species. This area could be considered the private open space that is required by Policy 71.13 for high density residential developments. Outside of this area, there are no other public open spaces within one-quarter mile of the site. There are multiple public open space areas within one-half mile of the

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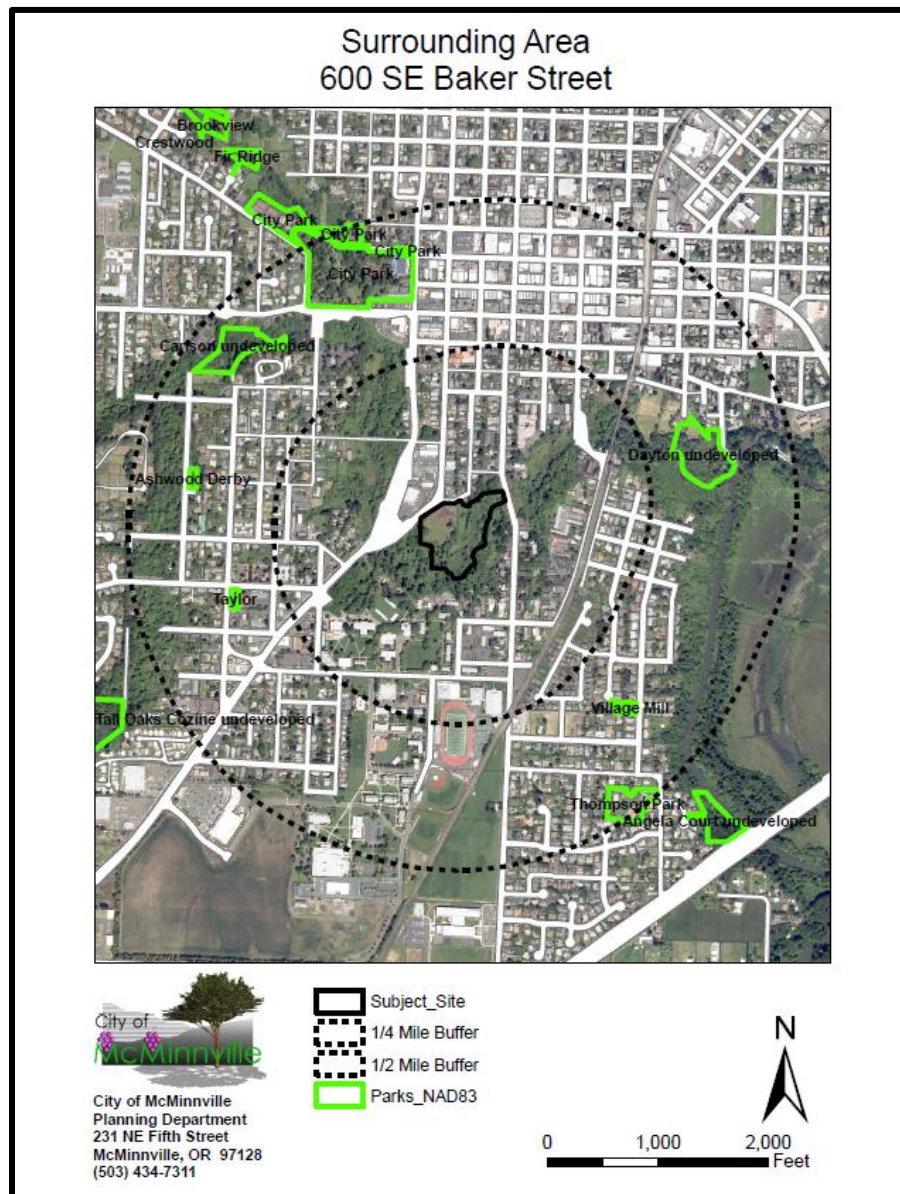
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subject site, including City Park and several smaller city parks, although some of those public properties are undeveloped.

For reference, a map showing the locations of amenities surrounding the subject site is provided below:



If the Planning Commission finds that the floodplain area should not be treated as private open space, additional usable open space could be required as a condition of approval, should the site be developed with multiple-family residential uses. Previous land use actions related to the provision of multiple family residential zones without adjacent private or public open space have included conditions of approval requiring an area equivalent to 7 percent of the gross size of the site being reserved for usable open space for residents of the multiple-family development site. If the Planning Commission finds that the private floodplain area should not be treated as private open space and that the additional open space must be provided, they should also determine whether the area calculation would apply to the entire

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subject site (including the floodplain), or whether the area calculation would be based only on the portions of the subject site that would be zoned O-R (Office/Residential).

### **Residential Design and Multiple-Family Development Comprehensive Plan Policies**

The Comprehensive Plan includes specific policies related to Residential Design, which the applicant provided findings for in their application materials. While these policies are important, the proposal and request before the Planning Commission does not include a review of the applicant's development plan or concept plan. However, it should be noted that the concept plan provided does meet the residential design policies, specifically in that it preserves distinctive natural features in the floodplain and creek areas (Policy 80.00) and provides pedestrian paths to connect with other activity centers with connections to the surrounding sidewalk network and the Linfield College path to the southwest (Policy 81.00).

The Comprehensive Plan also includes policies that must be achieved with the development of multiple-family uses on any particular site. Again, the proposed zone change would result in a commercial zoning designation, but because the proposed zone would allow for multiple-family residential uses and the applicant has stated an intention of developing up to 24 dwelling units, the policies should be considered. Some of these are similar to the locational factors in Policy 71.13, including the street access to the site, and the site's proximity to transit routes and general commercial shopping centers. Policy 90.00 states that "greater residential densities shall be encouraged to locate along major and minor arterials, within one-quarter mile from neighborhood and general commercial shopping centers, and within a one-half mile wide corridor centered on existing or planned public transit routes". Another policy in particular (Policy 92.02) requires higher density housing to be located within a "reasonable walking distance" to shopping, schools, parks and public transportation. This distance is not specifically defined, but a typical distance used for a reasonable walking distance is one-quarter mile. As discussed in more detail above, the site is well within one-quarter mile of commercial uses and public transportation. There are no parks within one-quarter mile, but private open space is provided on the subject site in the floodplain area and natural open space along the Cozine Creek.

#### **Section 17.74.020**

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

The development pattern in the area surrounding the subject site includes both residential and commercial land uses and zones. The properties to the west and north between Adams Street and Baker Street are currently zoned C-3 (General Commercial). Properties immediately to the north of the subject site, but also fronting Baker Street are currently zoned O-R (Office/Residential), the same zone the applicant is proposing for the subject site. The subject site, similar to those other commercially zoned properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is zoned R-4 (Multiple Family Residential), the change of the subject site to the O-R (Office/Residential) zone is not inconsistent with the treatment of other areas along this portion of the Highway 99W corridor.

Also, the proposed O-R (Office/Residential) zone at this location meets multiple other goals or intended uses for the O-R zone. Specifically, the purpose statement for the O-R (Office/Residential) zone in Section 17.24.010 of the McMinnville City Code states:

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The purpose and intent of this zone is at least two-fold. One, it may be used to provide a transition and buffer area between commercially zoned and residentially zoned areas; and two, it is intended to provide an incentive for the preservation of old and historical structures. It may also serve as a buffer zone along major arterials between the roadway and the interior residential areas. Therefore, the requirements set forth herein should be interpreted in relationship to the protection of abutting residential areas. Implementation and interpretation should take into consideration those factors conducive to a healthy place to live, and improvements should be in scale and relationship to surrounding property uses.

The proposed zone change would be consistent with the purpose of the O-R (Office/Residential) zone, as the subject site is located between commercially zoned property across Baker Street to the west and residentially zoned property along Cows Street to the east. The change to the O-R zone would provide a transition between commercial and residential zones, and also would serve as a buffer zone along the major arterial roadway, that being Baker Street/Highway 99W, and the interior residential areas further east and northeast along Cows Street. The O-R (Office/Residential) zone also includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards would not apply if the request was to change to another commercial zone such as C-3 (General Commercial), and will provide some buffering from the adjacent residential areas.

The zoning map in the area surrounding the subject site can be seen below, showing other properties in the vicinity that are currently zoned O-R (Office/Residential) that provide for a transition between commercial and residential zones. The subject site is identified and outlined in black (boundary is approximate):

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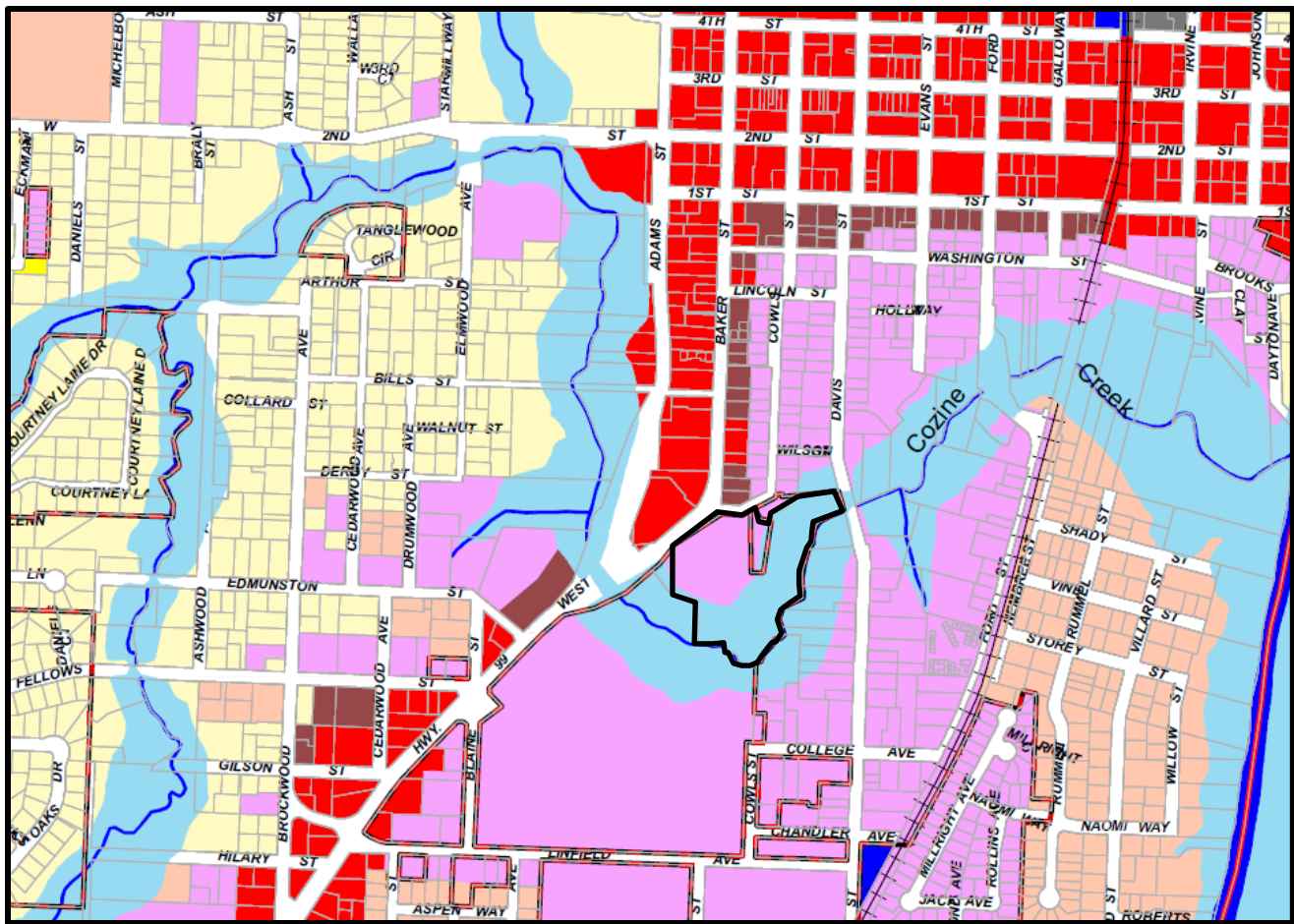
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Given the surrounding land uses and development pattern, the proposed zone change is orderly and timely. The change to the O-R (Office/Residential) zone will complement the other commercially zoned lands surrounding the subject site, and will ensure a transition from commercial to residential use.

#### Section 17.74.020

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

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential) to allow the development of office and residential uses on the subject site.

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The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cowls Street, and Baker Street and the Adams Street U-turn. In determining site generated traffic and trip distribution, it was determined that a majority of the traffic to and from the site would come to and from Highway 99W, with 45% of the trips to and from Adams Street and 50% of the trips to and from Baker Street. Only 5% of the trips were determined to travel to and from Cowls Street, so no intersections on Cowls Street were included in the traffic impact analysis.

The analysis also considered the Oregon Transportation Planning Rule (TPR) to ensure that the proposed development would not have any significant effect on any existing or planned transportation facility. To analyze the potential effects of the proposed development, the worst case trip generation within the existing Comprehensive Plan Map designation and zone was compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development Overlay District that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation for the proposed O-R (Office/Residential) zone was assumed based on the type of development that would be allowed in that zone. Specifically, it was assumed that worst case trip generation in the proposed zone would result from the buildout of only office uses on the site. An assumption was made that 40% of the buildable portion of the subject site (that area being outside of the floodplain) would be developed with a building, allowing for the rest of the area to be used for landscaping, parking, setbacks, and other associated improvements. This resulted in an assumed 49,835 square foot office building.

The traffic impact analysis determined that the proposed zone change could result in a net increase in trips from what could be developed in the existing, underlying R-4 zone. Again, this is based on the buildout of a 49,835 square foot office building. The net change in trips under the existing and proposed zoning is provided below:

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**Table 1. Trip Generation of Existing Zoning vs. Proposed Zoning**

| Existing Zoning<br>Description & ITE Code | Units  | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|---|--------|-------|----------------------|-----|-----|----------------------|-----|-----|
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| Multifamily Housing (Mid-Rise) (ITE #221) | 83     | 451   | 29                   | 7   | 22  | 37                   | 23  | 14  |
| Proposed Zoning<br>Description & ITE Code | KSF    | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| General Office (ITE #710)                 | 49.835 | 540   | 73                   | 63  | 10  | 59                   | 9   | 50  |
| Net Increase in Trips                     |        | +89   | +44                  | +56 | -12 | +22                  | -14 | +36 |

Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition

Fitted curve equations used

KSF = 1000 square feet

After identifying trip generation, those trips were then entered into a traffic model to determine impacts and functionality of the surrounding street network. The traffic analysis showed that all of the intersections included in the analysis would continue to function under the mobility standard for Oregon Department of Transportation highways, which is an intersection V/C ratio of 0.90. The intersection V/C ratios were all well under that 0.90 level, and therefore found acceptable by Oregon Department of Transportation and the City of McMinnville. The overall intersection V/C, which is a calculation of volume to capacity, increase only slightly between the 2023 background traffic and 2023 traffic including the development of the subject site. Those slight increases occurred at Baker/Handley and Baker/Cowls in the PM peak hour, and at Baker/Adams U-Turn during the AM peak hour. However, it should be noted that intersection V/C actually improved in a few situations, including at Baker/Cowls in the AM peak hour and at Baker/Adams U-Turn in the PM peak hour.

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**Table 2. SE Baker Street (Highway 99W)/SE Handley Street**

| Traffic Scenario        | 2010 HCM Methodology     |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Weekday A.M<br>Peak Hour | Weekday P.M Peak<br>Hour |
|                         | Intersection V/C         | Intersection V/C         |
| 2018 Existing Traffic   | 0.03                     | 0.05                     |
| 2023 Background Traffic | 0.03                     | 0.09                     |
| 2023 Total Traffic      | 0.03                     | 0.11                     |

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Table 3. SE Baker Street (Highway 99W)/SE Cowls Street**

| Traffic Scenario        | 2010 HCM Methodology     |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Weekday A.M<br>Peak Hour | Weekday P.M<br>Peak Hour |
|                         | Intersection V/C         | Intersection V/C         |
| 2018 Existing Traffic   | 0.06                     | 0.16                     |
| 2023 Background Traffic | 0.16                     | 0.38                     |
| 2023 Total Traffic      | 0.10                     | 0.40                     |

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Table 4. SE Baker Street (Highway 99W)/Adams U-turn**

| Traffic Scenario        | 2010 HCM Methodology     |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Weekday A.M<br>Peak Hour | Weekday P.M<br>Peak Hour |
|                         | Intersection V/C         | Intersection V/C         |
| 2018 Existing Traffic   | 0.06                     | 0.06                     |
| 2023 Background Traffic | 0.08                     | 0.14                     |
| 2023 Total Traffic      | 0.13                     | 0.09                     |

Note: 2010 Highway Capacity Manual methodology used in analysis.

More detailed analysis of the operations of each movement at each intersection were provided in Appendix G of the Traffic Impact Analysis (Synchro Intersection Capacity Analysis Report Outputs). A summary of the worst movements at each intersection are provided below. Again, only minor changes occurred in the delay times and level of service (LOS) of specific lanes or movements between the 2023 background traffic and 2023 traffic including the development of the subject site.

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| 2018 AM Peak         |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .055 | 13.4          | B   |
| Baker & Handley      | EB Lane 1  | .025 | 13.2          | B   |
| Baker & Cowls        | WB Lane 1  | .058 | 17.4          | C   |

| 2018 PM Peak         |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .064 | 14.8          | B   |
| Baker & Handley      | EB Lane 1  | .046 | 15.8          | C   |
| Baker & Cowls        | EB Lane 1  | .164 | 20.9          | C   |

| 2023 No Build AM Peak |            |      |               |     |
|-----------------------|------------|------|---------------|-----|
|                       | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn  | EB Lane 1  | .075 | 12.7          | B   |
| Baker & Handley       | EB Lane 1  | .027 | 13            | B   |
| Baker & Cowls         | WB Lane 1  | .155 | 16.2          | C   |

| 2023 No Build PM Peak |            |      |               |     |
|-----------------------|------------|------|---------------|-----|
|                       | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn  | EB Lane 1  | .144 | 17.7          | C   |
| Baker & Handley       | EB Lane 1  | .093 | 21            | C   |
| Baker & Cowls         | EB Lane 1  | .188 | 42.3          | E   |

| 2023 Build AM Peak   |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .134 | 13.4          | B   |
| Baker & Handley      | EB Lane 1  | .026 | 12.7          | B   |
| Baker & Cowls        | WB Lane 1  | .103 | 17.9          | C   |

| 2023 Build PM Peak   |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .09  | 16.9          | C   |
| Baker & Handley      | EB Lane 1  | .108 | 23.9          | C   |
| Baker & Cowls        | EB Lane 1  | .396 | 44.7          | E   |

Based on those figures, the traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential), even with the assumed maximum buildout of the subject site. The proposed development was also found to meet the Transportation Planning Rule (TPR), as the proposal did not change any functional classification of street, and did not result in any levels of traffic delay or other degradation of street functionality below the acceptable standards of the agency with jurisdiction, which in this case is the Oregon Department of Transportation. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

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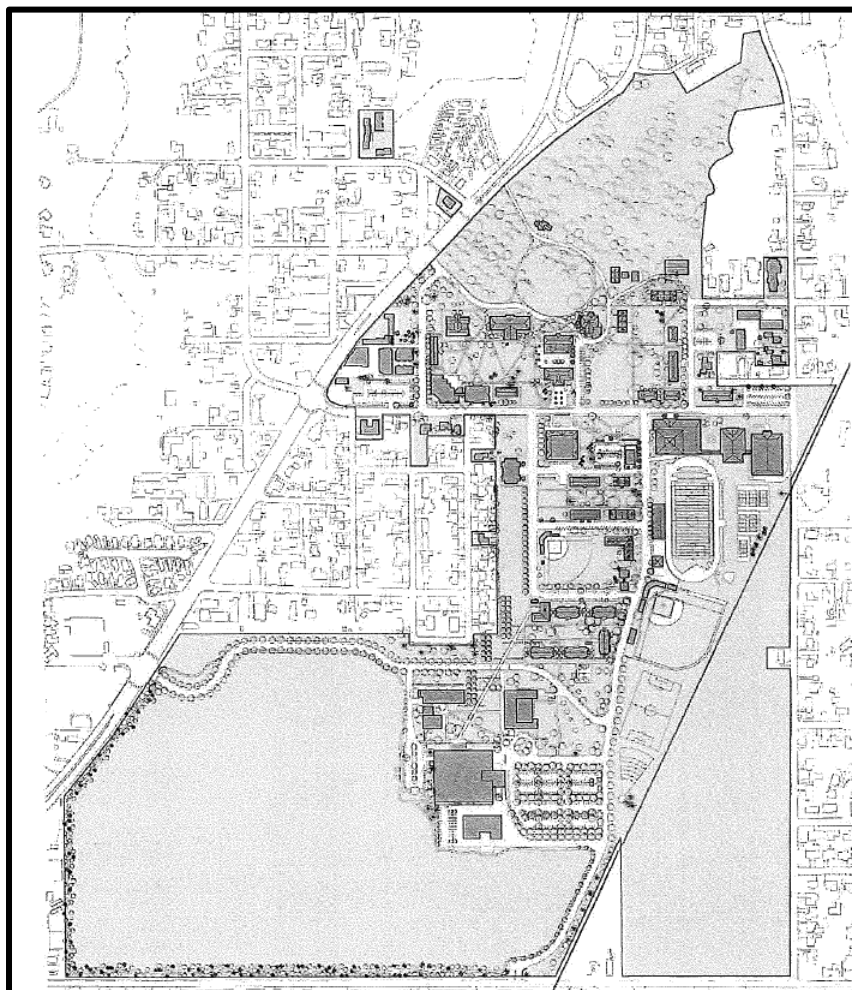
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## Planned Development Amendment Request (PDA 1-18)

Should the Comprehensive Plan Map amendment and zone change be recommended for approval, the applicant is also requesting a Planned Development Amendment. The Planned Development Amendment is necessary due to the type of zone change being requested. The existing properties are included in the Linfield College Master Plan and Planned Development Overlay District, which were approved and adopted in 2000 by Ordinance 4739. The proposed zone change would result in the properties being rezoned to O-R (Office/Residential), and no Planned Development is being requested. The properties would also no longer be owned by Linfield College, and would have no direct relationship to the operations of the campus, other than being located immediately to the north of the campus grounds. Therefore, the specific request is for a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District, effectively adjusting the boundary of the Planned Development Overlay District.

The Linfield College Master Plan included all properties owned by the college, and identified current and future uses for most areas of the campus. The overall master plan map adopted with the Linfield College Master Plan by Ordinance 4739 is provided below:



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The Planning Commission must review the proposed Planned Development Amendment against the review criteria in Section 17.74.070 of the McMinnville Municipal Code. Those criteria are as follows:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

The request is to remove the subject site and properties from the Planned Development Overlay District, so no other changes would be made to the existing Planned Development or changes to any of the regulations or conditions of approval contained within the Planned Development. The subject site is currently included within the Planned Development Overlay District, but as described briefly above, there is no specific future land use identified in the Linfield College Master Plan. More specifically, on Page 19 of the Master Plan, the Cozine Creek and surrounding areas (including the subject site north of the creek and southeast of Baker Street) are identified as a "Cozine Creek programmatic zone". However, on Page 18, the Master Plan identifies the northern boundary of the campus as the Cozine Creek. The Master Plan Goals, on Page 21, continue with a statement that "The College should decide whether to keep outlying parcels including the Columbus School Site...". Campus open spaces are discussed in more detail on Page 36, but the "Open Spaces" map shows a "Cozine Creek Park" that is more focused on the creek corridor and does not include the property in question to the north. Given that the Master Plan Goals consider the possibility of the property in question being released by the college, it appears that Linfield College has considered whether to keep control of the parcel, and decided not to and allow it to be sold and developed. This is further evidenced by the letter of support provided by the applicant from Linfield College, showing that the college is in support of the applicant's intended use of the properties.

Based on these descriptions of the subject site in the Linfield Master Plan, staff believes that there are special objectives of the proposed development, that being the Comprehensive Plan Map amendment and zone change because a final site and development plan has not been submitted, that warrant the amendment of the Planned Development Overlay District to remove the subject site and properties. The resulting development, again being the Comprehensive Plan Map amendment and zone change, would not be inconsistent with the Comprehensive Plan goals, policies, and objectives, as described in the review criteria for those land use requests above. The applicant has provided a traffic impact analysis, which was also discussed in more detail above, to show that future construction will not significantly impact the street network in the surrounding area. Also, the future build out of the site will be required to provide all required infrastructure, utilities, and drainage to support the buildings that are proposed at that time.

Therefore, staff believes that the Planned Development Amendment review criteria are satisfied. Should the Planning Commission agree and recommend approval of the Planned Development Amendment,

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staff is suggesting that the amendment be processed in the same Ordinance as the Comprehensive Plan Map Amendment and Zone Change, and that the Ordinance specify that the boundary of the Planned Development Overlay District adopted by Ordinance 4739 be amended to remove the subject site and properties.

**Fiscal Impact:**

None.

**Commission Options:**

- 1) Close the public hearing and forward a recommendation for **APPROVAL** of the applications to the McMinnville City Council, per the decision documents provided which include the findings of fact.
- 2) **CONTINUE** the public hearing to a specific date and time.
- 3) Close the public hearing, but **KEEP THE RECORD OPEN** for the receipt of additional written testimony until a specific date and time.
- 4) Close the public hearing and **DENY** the applications, providing findings of fact for the denial in the motion to deny.

**Recommendation/Suggested Motion:**

Based on the analysis and findings provided above, the Planning Department recommends that the Planning Commission recommend approval of the Comprehensive Plan Map Amendment, Zone Change, and Planned Development Amendment to the City Council. Specifically, the Planning Department suggests that the following conditions of approval be included on the approval of the Planned Development Amendment request:

1. That Ordinance 4739 is amended to remove the subject site and properties from the Linfield College Master Plan area and Planned Development Overlay District, hereby adjusting the boundary of the Planned Development Overlay District. All other standards and conditions of approval adopted by Ordinance 4739 remain in effect.

The Planning Department recommends that the Planning Commission make the following motions recommending approval of CPA 2-18/ZC 4-18/PDA 1-18 to the City Council:

**THAT BASED ON THE FINDINGS OF FACT, THE CONCLUSIONARY FINDINGS FOR APPROVAL, AND THE MATERIALS SUBMITTED BY THE APPLICANT, THE PLANNING COMMISSION RECOMMENDS THAT THE CITY COUNCIL APPROVE CPA 2-18, ZC 4-18, AND PDA 1-18, SUBJECT TO THE CONDITIONS OF APPROVAL PROVIDED IN THE DECISION DOCUMENTS.**

CD:sjs

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

503-434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A COMPREHENSIVE PLAN MAP AMENDMENT FROM A RESIDENTIAL DESIGNATION TO A COMMERCIAL DESIGNATION AT 600 SE BAKER STREET**

**DOCKET:** CPA 2-18 (Comprehensive Plan Map Amendment)

**REQUEST:** Approval to amend the Comprehensive Plan Map designation of a property from Residential to Commercial to allow for the development of office and residential uses on the subject site.

**LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.

**ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)

**APPLICANT:** MV Advancements, on behalf of property owner Linfield College

**STAFF:** Chuck Darnell, Senior Planner

**DATE DEEMED COMPLETE:** November 15, 2018

**HEARINGS BODY:** McMinnville Planning Commission

**DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**HEARINGS BODY:** McMinnville City Council

**DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**PROCEDURE:** A request to amend the Comprehensive Plan Map requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.

**CRITERIA:** The applicable criteria are specified in Section 17.74.020 of the McMinnville City Code.

**APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

**COMMENTS:**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

## DECISION

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Comprehensive Plan Map amendment (CPA 2-18) to the McMinnville City Council.

**DECISION: APPROVAL**

City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

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

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

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

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

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

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**APPLICATION SUMMARY:**

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

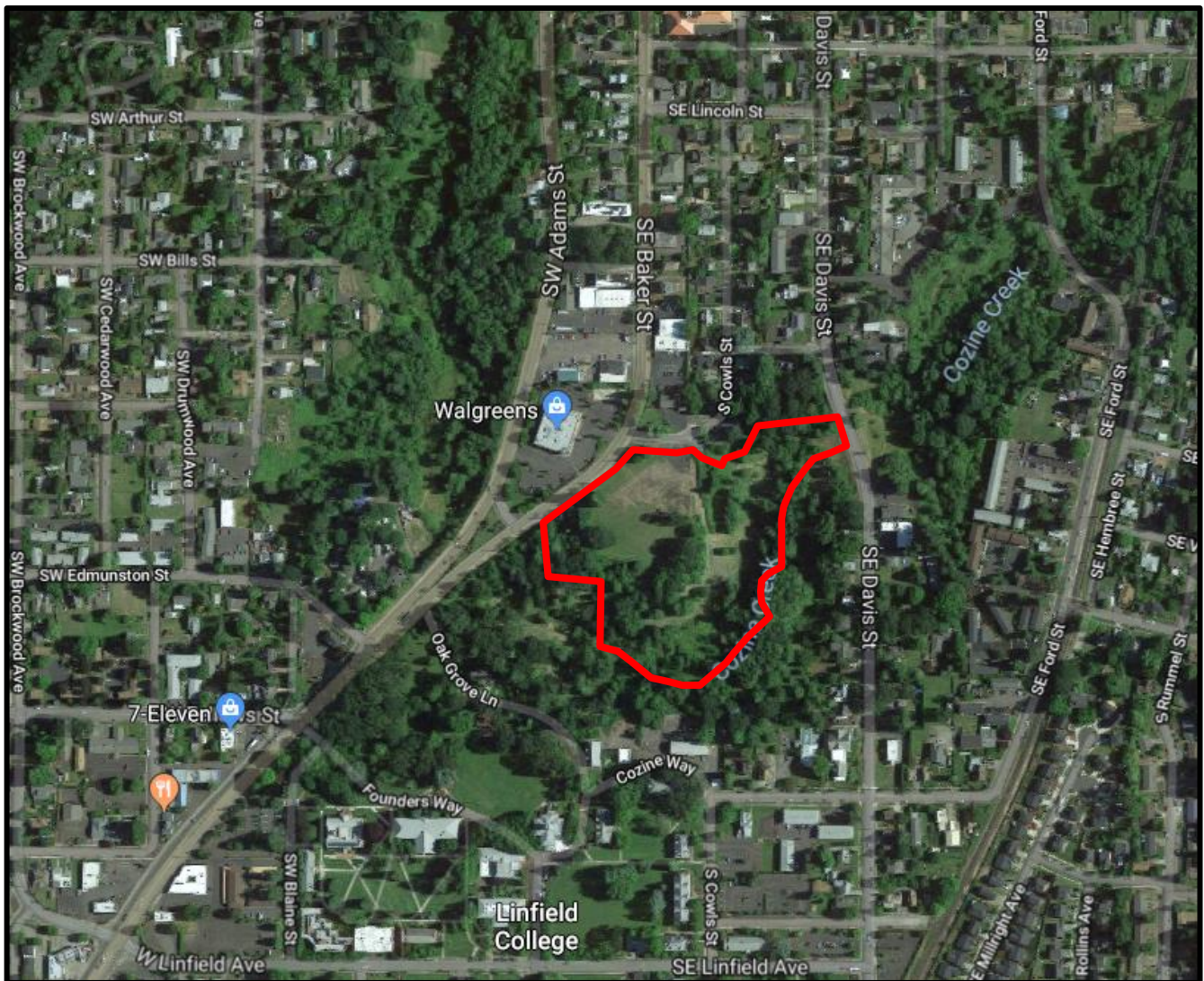
The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and is the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus.

The subject site is identified below (boundary shown below is approximate):

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***Attachments :***

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Other Attachments – See Attachment List

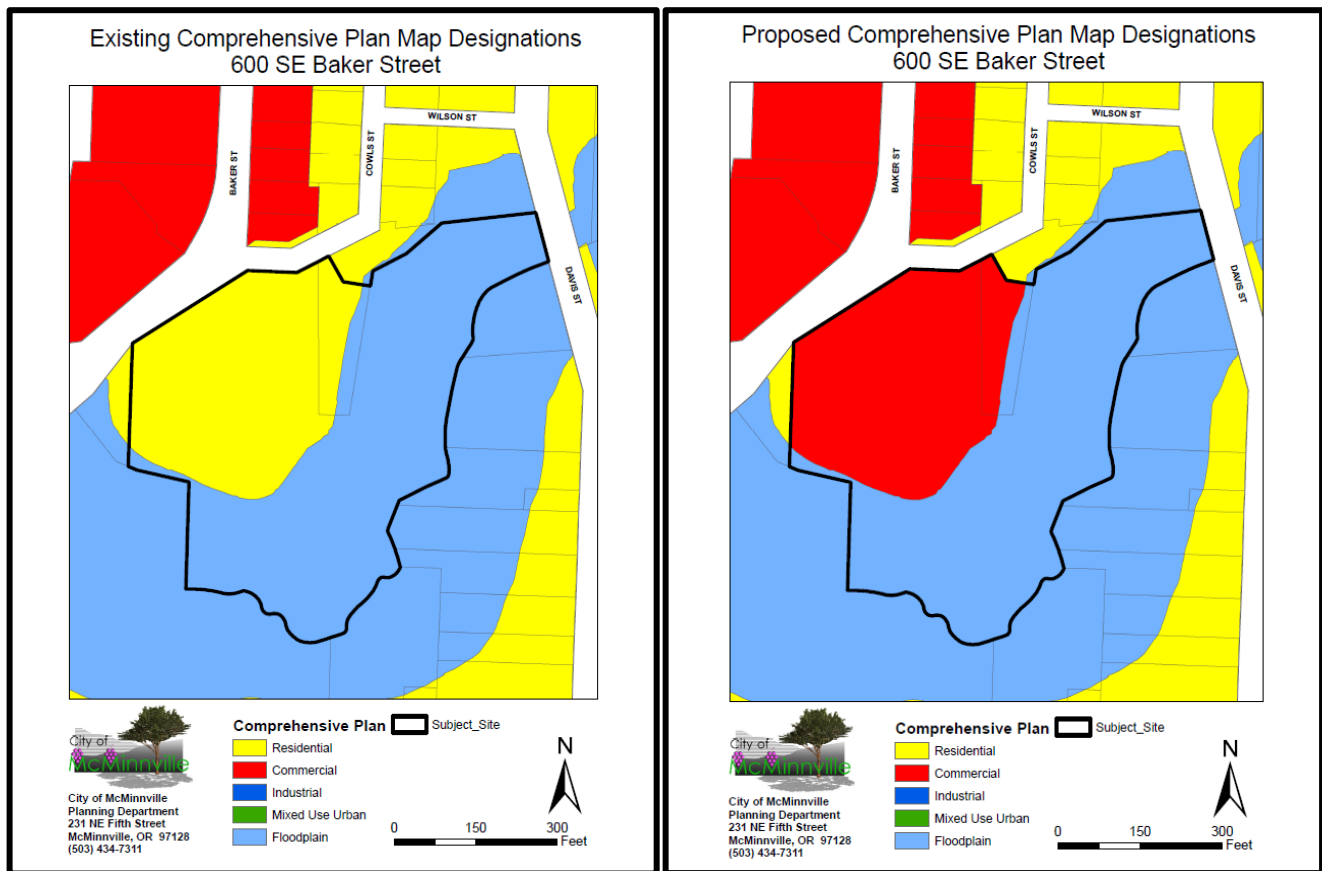


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Reference maps showing the existing and proposed Comprehensive Plan Map designations of the subject site and the surrounding properties are provided below:

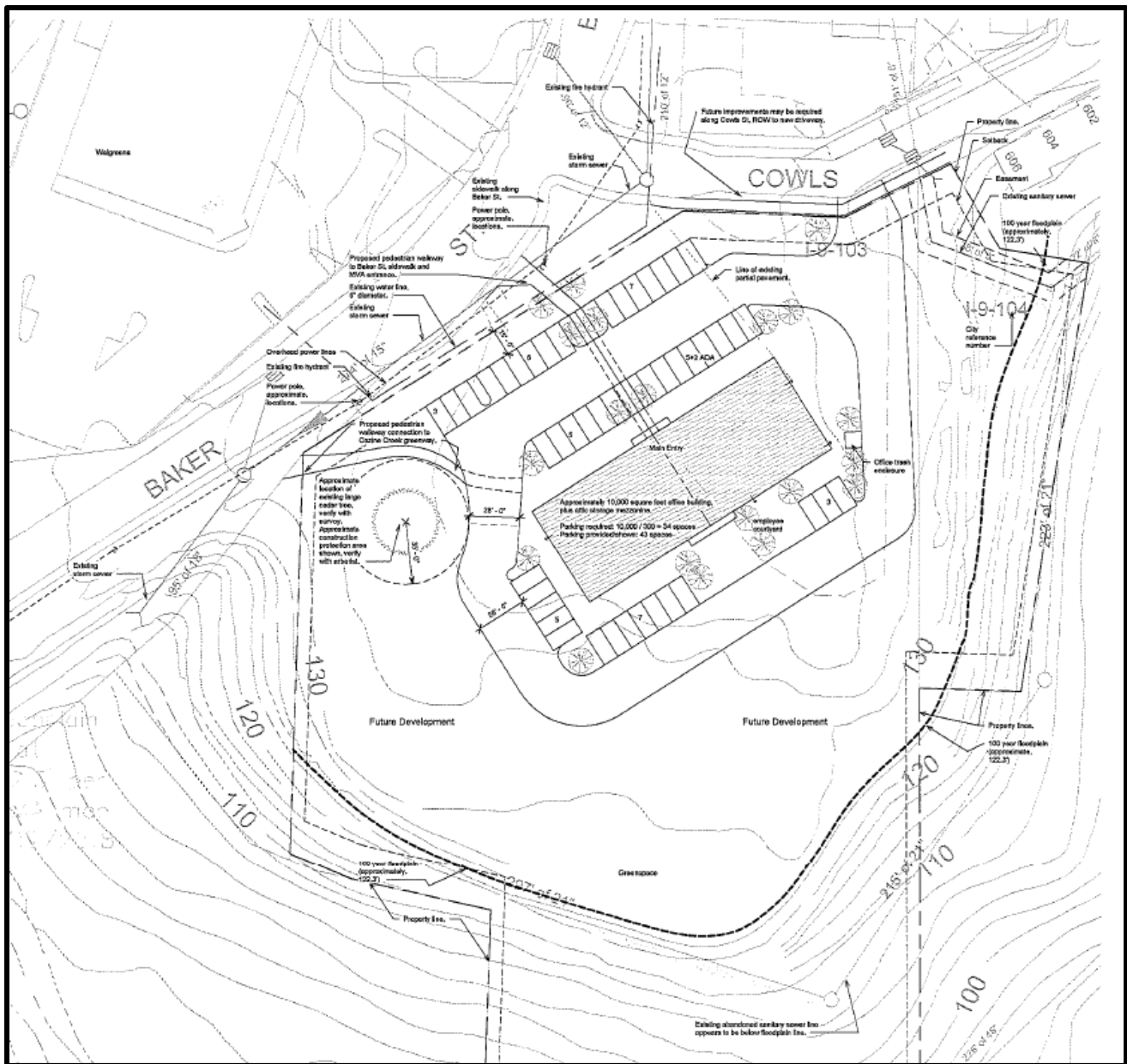


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as "future development" areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, ***which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Comprehensive Plan Map amendment***, is identified below:

**Attachments :**

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Other Attachments – See Attachment List



## **ATTACHMENTS:**

1. CPA 2-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

## **COMMENTS:**

### **Agency Comments**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill

### *Attachments :*

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County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The following comments had been received:

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

## **Public Comments**

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

## **FINDINGS OF FACT**

1. MV Advancements, on behalf of property owner Linfield College, requested an amendment to the Comprehensive Plan Map designation of a property from Residential to Commercial to allow for the development of office and residential uses on the subject site. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site is currently designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.
4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120

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(Applications– Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.

6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

### **CONCLUSIONARY FINDINGS:**

#### **McMinnville's Comprehensive Plan:**

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

**GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.**

*Policy 2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*

*Policy 9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have no plans to develop the portion of the property that is located in the Cozine Creek floodplain. Based on wetland, flood plain and topographic maps, it is estimated that approximately 50% of the site is usable (124,575 SF / 2.86 acres). The areas of the subject site that are currently designated on the Comprehensive Plan Map as Flood Plain would keep that designation, and only the portions of the subject site outside of the Flood Plan designation would be subject to the proposed Comprehensive Plan Map Amendment. The applicant has further stated that they are aware that Linfield College, in conjunction with the Greater Yamhill Watershed Council, has plans to restore the Cozine Creek property between the Linfield campus and this property to its original, native plant species. The applicant has stated that it is their intent to fully cooperate with this restoration.

**GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.**

*Policy 13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.*

*Policy 14.00 The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.*

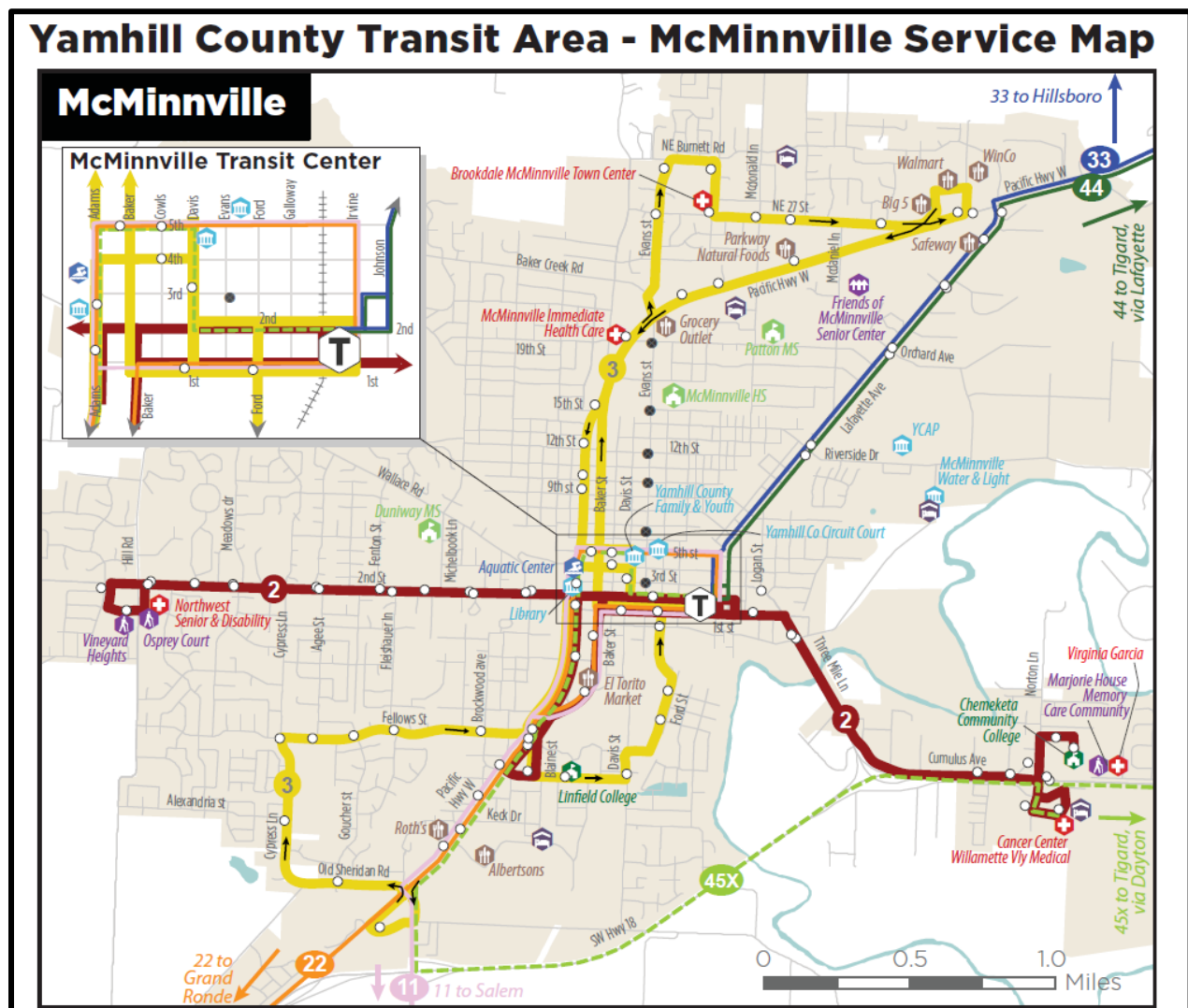
**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed

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Comprehensive Plan Map Amendment from Residential to Commercial will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



**GOAL IV 1:** TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS.

**Attachments :**

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**GOAL IV 2:** TO ENCOURAGE THE CONTINUED GROWTH OF McMinnville as the COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

*Policy 21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)*

*Policy 21.03 The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses. (Ord.4796, October 14, 2003)*

**Finding:** Goal IV 1, Goal IV 2, and Policies 21.01 and 21.03 are satisfied.

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

| <b>Figure 26. Comparison of Land Demand to Supply (2013-33)</b> |   |                   |              |                                  |
|---|---|-------------------|--------------|----------------------------------|
| <b>Acres by Plan Designation</b>                                |   |                   |              |                                  |
|   | <b>Commercial</b>   | <b>Industrial</b> | <b>Total</b> | <b>Comments</b>                  |
| <b>Vacant Land Demand</b>                                       |   |                   |              | Based on 2013-33 jobs forecast   |
| Commercial  | 164.6   | -                 | 164.6        | Commercial retail & service need |
| Industrial  | -   | 145.1             | 145.1        | Manufacturing & related sectors  |
| Institutional   | 2.2   | 8.0               | 10.2         | 62% of need w/per job method     |
| <b>Totals</b>   | <b>166.8</b>  | <b>153.2</b>      | <b>319.9</b> | Employment land demand           |
| <b>Available Land Supply</b>                                    |   |                   |              | Fully & partially vacant sites   |
| 2013 BLI Update   | 130.9   | 389.1             | 520.0        | Revised per BLI update 7/13      |
| <b>Surplus/(Deficit)</b>  | <b>(35.8)</b>   | <b>235.9</b>      | <b>200.1</b> | As of 2033 forecast year         |
| Notes:  | All acreage figures are rounded to nearest 1/10 <sup>th</sup> of an acre. |                   |              |                                  |
| Source:   | E. D. Hovee & Company, LLC.   |                   |              |                                  |

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use.

**GOAL IV 3:** TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALLY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

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

**Attachments :**

Attachment 1 – Application and Attachments

Other Attachments – See Attachment List

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

**Finding: Goal IV 3 and Policies 24.00 and 25.00 are satisfied.** The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway.

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

**Finding: Policy 30.00 is satisfied.** The applicant has proposed an access location for the commercial development that is not located on the adjacent arterial roadway, but that is in close proximity to the major arterial. The applicant has provided a traffic analysis that estimated that only 5% of the trips generated from the site will use the adjacent local residential street of Cows Street. The other 95% of trips will use Baker Street (see Appendix F, Figure 5). Applying that 5% to the numbers of Table 1 of the TIA, the full impact of a 49,835 square foot office building, which is the reasonable worst case in the proposed zone, Cows would see an increase of 4 weekday AM peak hour trips and 3 weekday PM peak hour trips. Based upon the trip difference between the existing zone (R-4) and the proposed zone, Cows would see an increase in 4 weekday daily trips, 2 weekday AM peak hour trips and 1 PM peak hour trip.

The traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

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

*Policy 32.00 Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.*

*Policy 33.00 Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling.*

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**Finding: Policies 31.00, 32.00, and 33.00 are satisfied.** At the time of building permits, all required pedestrian connections, landscaping, and other requirements of the eventual underlying zoning district will apply.

**GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.**

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

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

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

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

- 1. Major, Minor arterials.*
  - a. Access should be controlled, especially on heavy traffic-generating developments.*
  - b. Designs should minimize impacts on existing neighborhoods.*
  - c. Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
  - d. On-street parking should be limited wherever necessary.*
  - e. Landscaping should be required along public rights-of-way.*

**Finding: Goal VI 1 and Policies 117.00, 119.00, 120.00 and 122.00 are satisfied by this proposal.**

The subject site is currently adjacent to the SE Baker Street public right-of-way and street. SE Baker Street/Highway 99W is identified in the Transportation System Plan as a major arterial street. The applicant provided a traffic impact analysis that analyzed the proposed access to the site off of the major arterial but still in close proximity to allow for trips generated from the site to enter the arterial at an existing major intersection. The traffic impact analysis also analyzed the change in trips and the impacts of a reasonable worst case development that could be allowed under an eventual zoning designation, and found that there were no significant impacts to the functionality of the surrounding street network. Any right-of-way improvements required for the subject site will be required at the time of development.

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

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

**Finding: Policies 126.00 and 127.00 are satisfied.** Off-street parking will be required based on the type of development proposed and allowed under the eventual zoning of the subject site.

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

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

**Finding: Policies 130.00 and 132.15 are satisfied.** If it is determined that the existing public sidewalks are not sufficient at the time of development, they will be required to be upgraded to Public Right-of-Way Accessibility Guidelines (PROWAG) as a condition of building permit approval, which will enhance pedestrian connections between the site and the surrounding area.

**GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.**

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

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

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

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

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

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

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

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

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

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

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

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

Based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

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

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

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

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

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

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

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

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

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

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

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

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

### **McMinnville's City Code:**

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

17.74.020 Comprehensive Plan Map Amendment and Zone Change - Review Criteria. An amendment to the official zoning map may be authorized, provided that the proposal satisfies all

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relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district.

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

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

**Finding: Section 17.74.020 is satisfied by this proposal.**

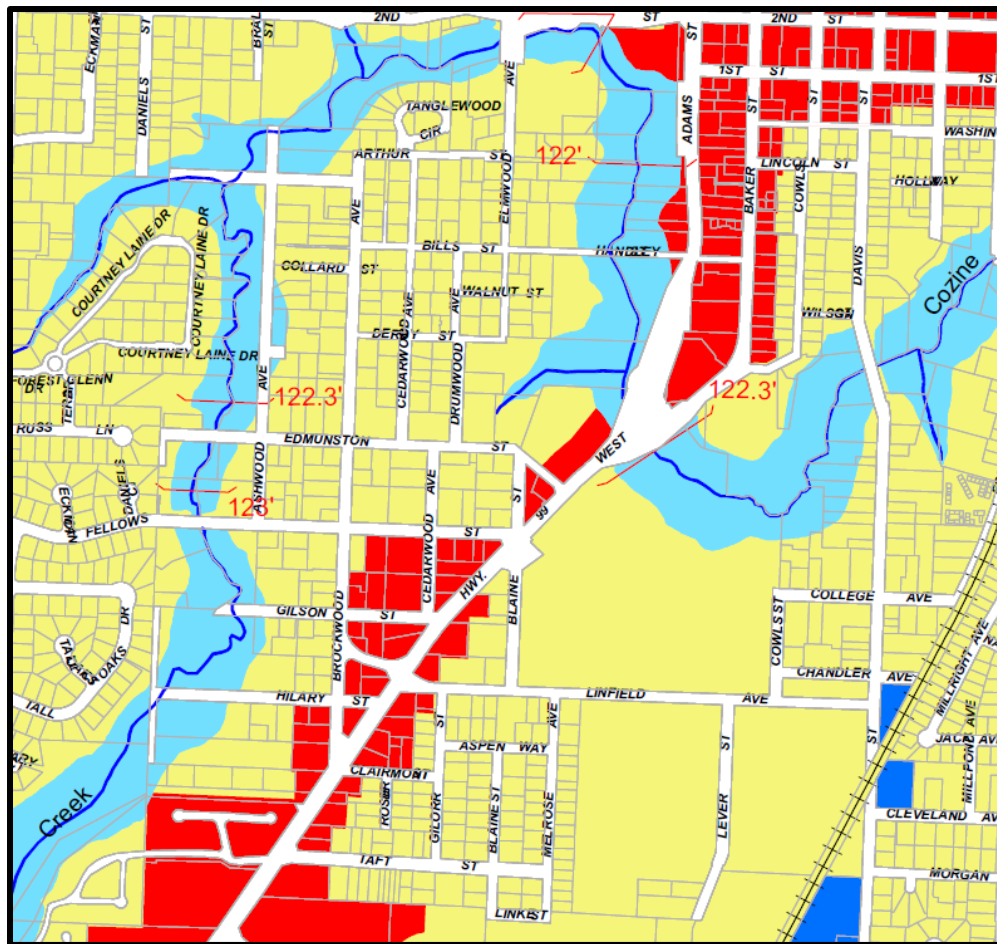
The proposed Comprehensive Plan Map amendment is consistent with the goals and policies of the Comprehensive Plan, as described in more detail above in the specific findings for each Comprehensive Plan goal and policy.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses. The properties to the west and north along Baker Street are currently designated as Commercial on the Comprehensive Plan Map. The subject site, similar to those other commercially designated properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is designated as Residential on the Comprehensive Plan, the change of the subject site to Commercial is not inconsistent with the treatment of other areas along the Highway 99W corridor, both to the south and north of the subject site. In both directions along the Highway 99W corridor, the properties fronting and immediately adjacent to Highway 99W are designated as Commercial, with the lands on the other side of those properties being designated as Residential, showing a transition from Commercial to Residential as properties are located further from the major roadway. That pattern of land use designation can be seen below:

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**Attachments :**

Attachment 1 – Application and Attachments  
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Given the surrounding land uses and development pattern, the proposed amendment of the Comprehensive Plan Map designation from Residential to Commercial is orderly and timely. The commercial land use will complement the other commercial lands surrounding the subject site, and are not inconsistent with

*Utility and Service Provision:* This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

*Street System:* The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cows Street, and Baker Street and the Adams Street U-turn. The analysis also considered the worst case trip generation within the existing Comprehensive Plan Map designation and zone, compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield

*Attachments :*

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College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation was assumed based on the type of development that would be allowed in the zoning district being proposed, should the Comprehensive Plan Map amendment be approved.

The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings. There were some changes in the number of trips and the operation of the intersections included in the traffic impact analysis, which will be reviewed and analyzed during the findings for the eventual zone change proposed for the subject site, as the specific findings of the traffic impact analysis are more directly related to the allowable development of the underlying zone.

CD:sjs

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

503-434-7311  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A  
ZONE CHANGE FROM R-4 PD (MULTIPLE-FAMILY RESIDENTIAL PLANNED DEVELOPMENT)  
TO O-R (OFFICE/RESIDENTIAL) AT 600 SE BAKER STREET**

**DOCKET:** ZC 4-18 (Zone Change)

**REQUEST:** Approval to change the zoning classification of a property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office residential uses on the subject site.

**LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.

**ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)

**APPLICANT:** MV Advancements, on behalf of property owner Linfield College

**STAFF:** Chuck Darnell, Senior Planner

**DATE DEEMED COMPLETE:** November 15, 2018

**HEARINGS BODY:** McMinnville Planning Commission

**DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**HEARINGS BODY:** McMinnville City Council

**DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**PROCEDURE:** A request to change the zoning of a property requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.

**CRITERIA:** The applicable criteria are specified in Section 17.74.020 of the McMinnville City Code.

**APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Zone Change (ZC 4-18) to the McMinnville City Council.

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**DECISION: APPROVAL**

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

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

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

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**APPLICATION SUMMARY:**

The application is a request to change the zoning classification of the property at 600 SE Baker Street from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office and residential uses on the subject site.

The subject site is currently vacant, other than some older pavement and gravel areas from the site's previous use. The site was the former location of the Columbus Elementary School, which existed upon the site until 1994. The Columbus Elementary School was demolished in 1994 following structural damage that occurred to the building during an earthquake in the spring of 1993. Linfield College has since acquired the property from the McMinnville School District, and has retained ownership of the property since that time. The applicant, MV Advancements, is under contract to purchase the property from Linfield College.

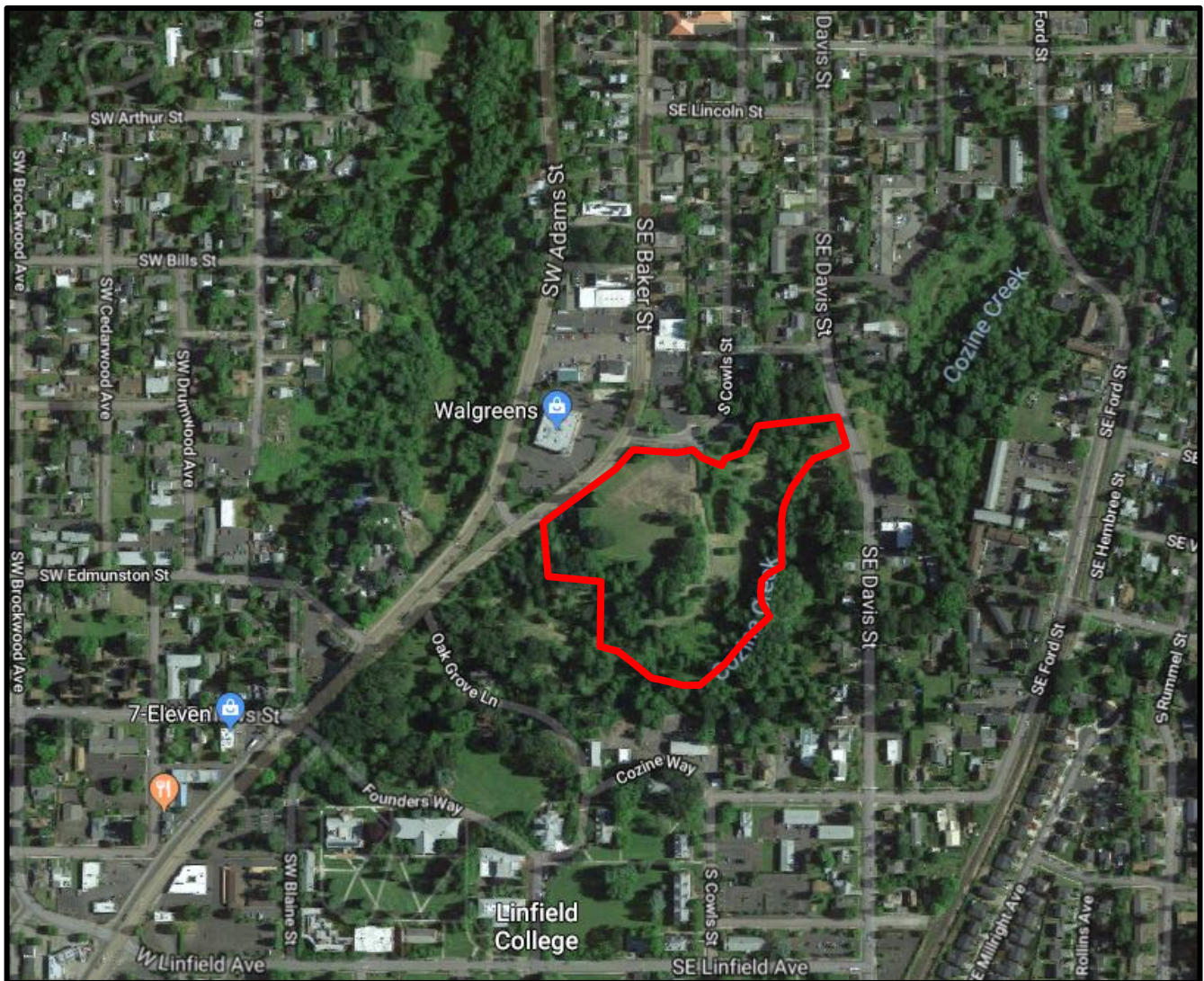
The site is bounded on the north by Cows Street, on the west by Baker Street (Highway 99W), and on the south and east mainly by the Cozine Creek. The property to the north and across Cows Street is zoned O-R (Office/Residential) and the existing uses are salon and office businesses. The property to the west and across Baker Street is zoned C-3 (General Commercial) and the existing use is retail (Walgreens). The property to the east is zoned R-4 (Multiple Family Residential) and is the existing use is a small, four-unit multiple family building. Property further to the northeast along Cows Street is also zoned R-4 (Multiple Family Residential), and consists of various residential uses (multiple family, duplex, and single family dwellings). The property to the south and across Cozine Creek is zoned R-4 PD (Multiple Family Planned Development), and is the north end of the Linfield College campus.

The subject site is identified below (boundary shown below is approximate):

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***Attachments :***

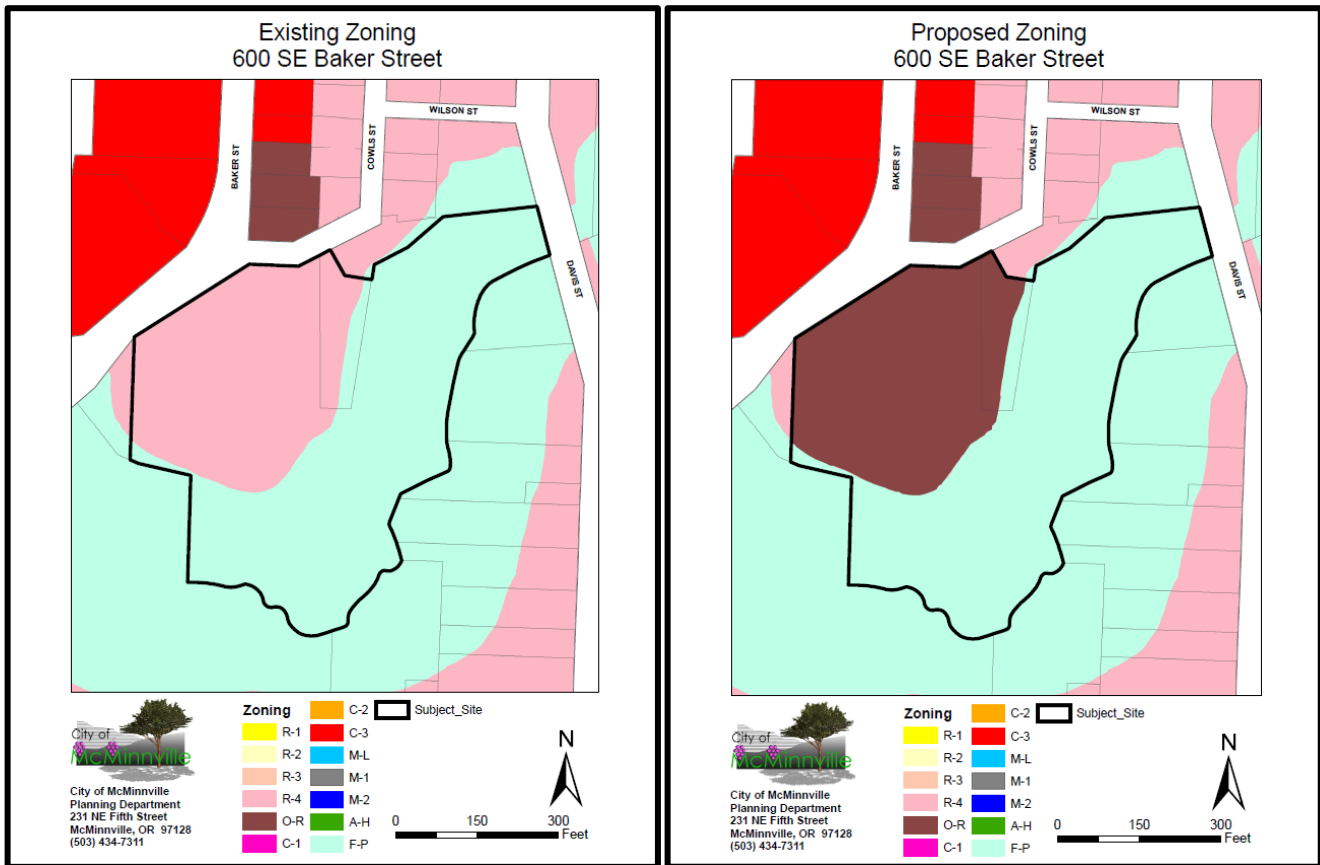
Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



**Attachments :**

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Reference maps showing the existing and proposed zoning designations of the subject site and the surrounding properties are provided below:

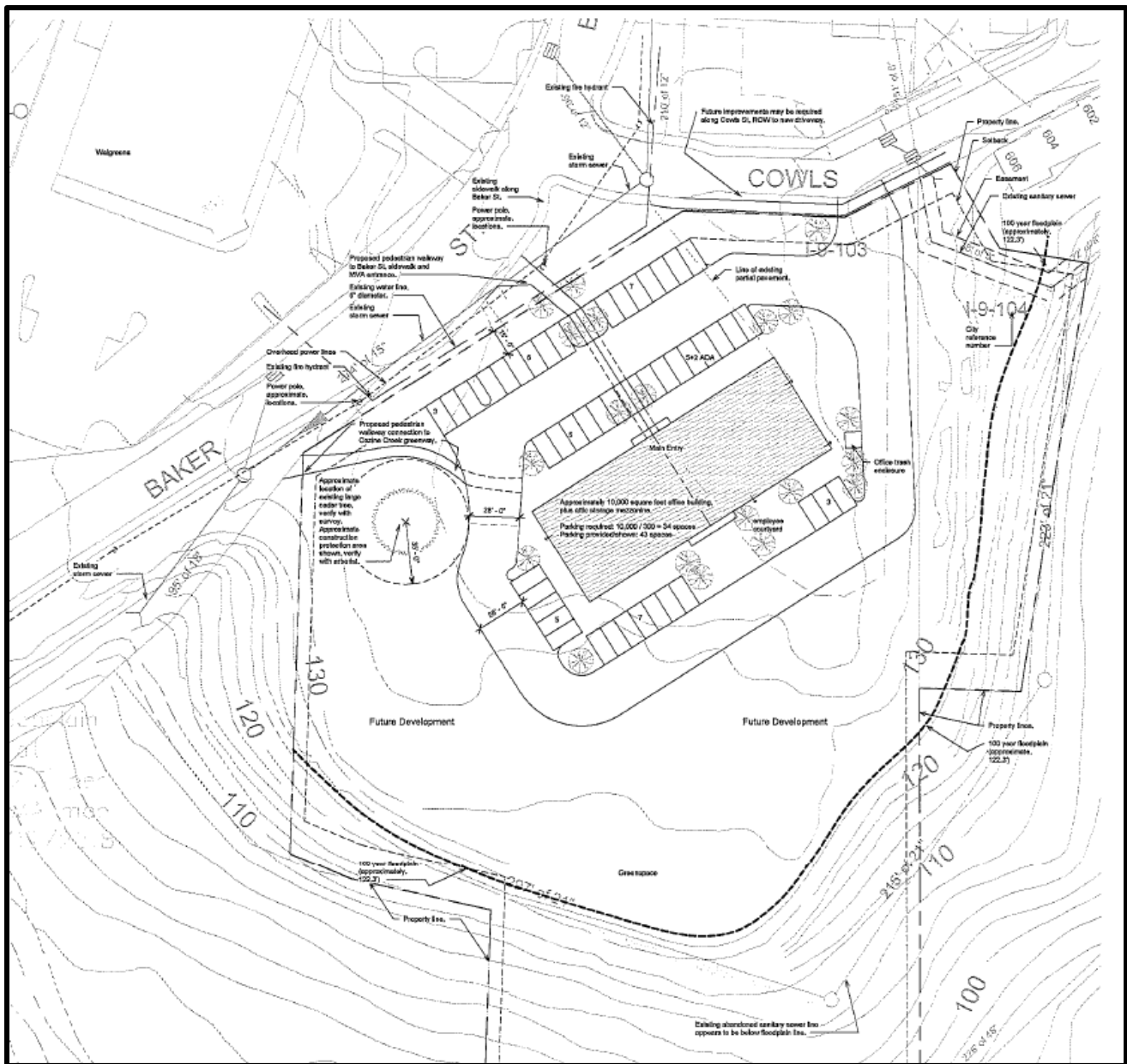


The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as "future development" areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, ***which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed zone change***, is identified below:

#### Attachments :

Attachment 1 – Application and Attachments  
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## **ATTACHMENTS:**

1. CPA 2-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

## **COMMENTS:**

### **Agency Comments**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill

#### *Attachments :*

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County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. The following comments had been received:

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

## **Public Comments**

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

## **FINDINGS OF FACT**

1. MV Advancements, on behalf of property owner Linfield College, requested a zone change on a property from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential) to allow for the development of office and residential uses on the subject site. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site is currently designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site is currently zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.
4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120 (Applications–

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### **Attachments :**

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Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.

6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

### **CONCLUSIONARY FINDINGS:**

#### **McMinnville's Comprehensive Plan:**

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

**GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.**

*Policy 2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*

*Policy 9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have no plans to develop the portion of the property that is located in the Cozine Creek floodplain. Based on wetland, flood plain and topographic maps, it is estimated that approximately 50% of the site is usable (124,575 SF / 2.86 acres). The areas of the subject site that are currently designated on the Zoning Map as F-P (Flood Plain) would keep that zoning district, and only the portions of the subject site outside of the Flood Plan zone would be subject to the proposed Zone Change. The applicant has further stated that they are aware that Linfield College, in conjunction with the Greater Yamhill Watershed Council, has plans to restore the Cozine Creek property between the Linfield campus and this property to its original, native plant species. The applicant has stated that it is their intent to fully cooperate with this restoration.

**GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.**

*Policy 13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.*

*Policy 14.00 The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.*

**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed Zone Change will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject

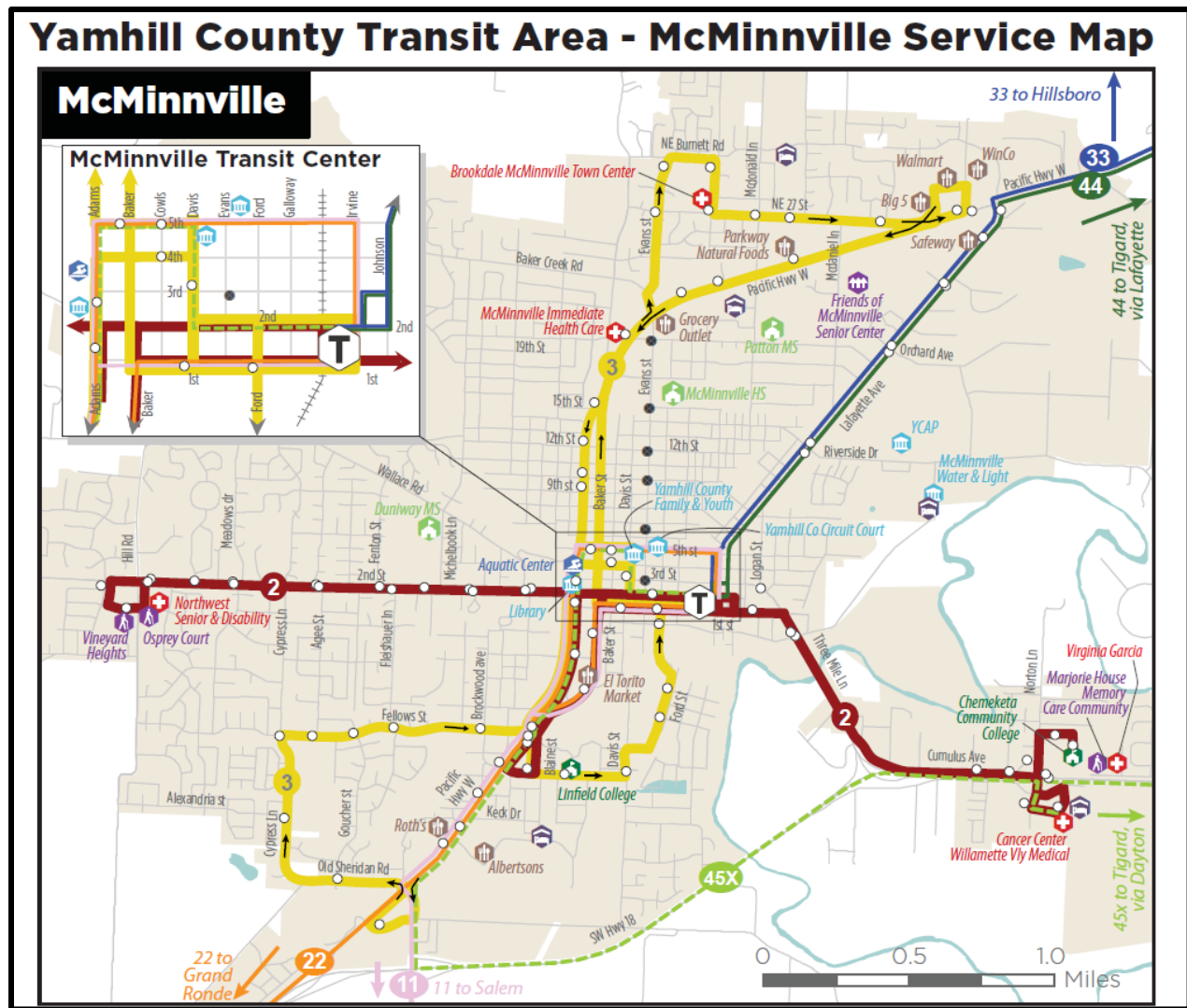
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#### **Attachments :**

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site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



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

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

**Attachments :**

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

**Policy 64.00** *The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.*

**Finding:** **Goal V 1 and Policies 58.00, 59.00, and 64.00 are satisfied by this proposal.**

The most recently acknowledged Economic Opportunities Analysis for the City of McMinnville, which was acknowledged in 2013, identified a deficit of commercial land within the McMinnville Urban Growth Boundary. The deficit was identified at an amount of 35.8 acres, as shown in Figure 26 from the Economic Opportunities Analysis below:

| <b>Figure 26. Comparison of Land Demand to Supply (2013-33)</b>                  |                   |                   |              |                                  |
|--|-------------------|-------------------|--------------|----------------------------------|
| <b>Acres by Plan Designation</b>   |                   |                   |              |                                  |
|  | <b>Commercial</b> | <b>Industrial</b> | <b>Total</b> | <b>Comments</b>                  |
| <b>Vacant Land Demand</b>  |                   |                   |              | Based on 2013-33 jobs forecast   |
| Commercial   | 164.6             | -                 | 164.6        | Commercial retail & service need |
| Industrial   | -                 | 145.1             | 145.1        | Manufacturing & related sectors  |
| Institutional  | 2.2               | 8.0               | 10.2         | 62% of need w/per job method     |
| <b>Totals</b>  | <b>166.8</b>      | <b>153.2</b>      | <b>319.9</b> | Employment land demand           |
| <b>Available Land Supply</b>   |                   |                   |              | Fully & partially vacant sites   |
| 2013 BLI Update  | 130.9             | 389.1             | 520.0        | Revised per BLI update 7/13      |
| <b>Surplus/(Deficit)</b>   | <b>(35.8)</b>     | <b>235.9</b>      | <b>200.1</b> | As of 2033 forecast year         |
| Notes: All acreage figures are rounded to nearest 1/10 <sup>th</sup> of an acre. |                   |                   |              |                                  |
| Source: E. D. Hovee & Company, LLC.  |                   |                   |              |                                  |

The proposed Comprehensive Plan map amendment would address the commercial land deficit identified in the Economic Opportunities Analysis, as approximately 2.86 acres of additional commercial land would be provided for commercial use. However, the proposal would result in the loss of 2.86 acres of land currently designated as Residential on the Comprehensive Plan Map. In the most recently acknowledged Residential Buildable Lands Inventory, which was prepared in 2001, a need for additional land for housing and residential uses was identified. That inventory, which was titled the McMinnville Buildable Land Needs Analysis and Growth Management Plan, identified a deficit of over 1,000 acres of land for housing in Table B-11 of Appendix B.

Therefore, both commercial and residential lands were identified as needed land types in the Economic Opportunities Analysis and Residential Buildable Lands Inventory. The need for residential land was much higher than the need for additional commercial land (over 1,000 acres of residential land compared to 35.8 acres of commercial land). However, the applicant has argued that their proposed zone change will still address the residential land need, as they are proposing to change the zoning to the O-R (Office/Residential) zone that allows for both commercial and residential uses. The applicant has expressed an intent to construct up to 24 residential uses on the subject site in the future.

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In regards to the existing status of the subject site, the applicant has argued that the residentially zoned land was not actually available for development of residential uses. The applicant has stated that this land, because it was owned by Linfield College, was not considered as buildable in the last Residential Buildable Lands Inventory. In the Linfield College Master Plan (as approved and adopted under a Planned Development Overlay District by Ordinance 4739), the subject site was shown as vacant land with no specific future land use identified. There were statements in the Master Plan that Linfield College still needed to determine what the future use of the subject site would be. The applicant has provided a letter of support from Linfield College, who currently owns the subject site, providing evidence of their support for the applicant's intended use of the site and the ability to construct up to 24 residential units in conjunction with MV Advancements services or for senior housing. The letter of support states that the sale of the property will include a restrictive covenant to limit the number of residential dwelling units to 24 units, and also states that Linfield College had never considered the sale of the property to allow for the development of the maximum number of dwelling units that the underlying zoning might allow. This supports the applicants arguments that the current site was actually not available for the development of residential uses, and that it will now be available for up to 24 dwelling units, along with the commercial office space.

The proposed zone change to O-R results in the establishment of a commercial zone on the property. However, it is a zone that allows for mixed use and both commercial and residential uses. The ability to have a mix of uses on the subject site will allow for unique and innovative development techniques in the establishment of both office and residential units on the subject site. The applicant has also provided evidence (in the form of a letter of support) that restrictive covenants will be placed on the site to limit the residential uses of the site to those types that would be in conjunction with MV Advancements services (which are provided to individuals with disabilities) or for senior housing. The provision of this type of housing will provide a variety of housing types and potentially lower-cost housing, and also ensures cooperation with a private group (MV Advancements) to provide better housing opportunities and improve housing conditions for low and moderate income families

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

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

*Policy 69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.*

**Finding:** **Goal V 2 and Policies 68.00 and 69.00 are satisfied by this proposal.** The zone change will allow for residential, as well as commercial, development in an area of the city that is already developed and has urban level services available to serve the site. As noted in the finding for Goal V 1 and Policies 58.00 and 59.00 above, the proposed zone change is justified, given that the zone change will provide for commercial land identified as a needed land type in the Economic Opportunities Analysis, but as a mixed use zone, will also provide an opportunity for the development of residential uses, which are also identified as needed land type in the 2001 McMinnville Buildable Land Needs Analysis and Growth Management Plan. This mixed use zone allows for the utilization of the City's only innovative mixed use zone to integrate the functions of both housing and commercial uses on the subject site.

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

1. *Areas which are not committed to low or medium density development;*
2. *Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low density residential areas;*
3. *Areas which have direct access from a major collector or arterial street;*
4. *Areas which are not subject to development limitations;*
5. *Areas where the existing facilities have the capacity for additional development;*
6. *Areas within a one-half mile wide corridor centered on existing or planned public transit routes;*
7. *Areas within one-quarter mile from neighborhood and general commercial shopping centers; and*
8. *Areas adjacent to either private or public permanent open space.*

**Finding: Policy 71.13 is satisfied by this proposal.**

As stated above, the zone change request satisfies multiple Comprehensive Plan goals and policies by providing for additional commercially zoned land, which is identified as a needed land type, while still providing opportunities for multiple family residential housing. While the proposed zone change results in a commercial zoning designation (in the Office/Residential zone), the policies related to the siting of higher density residential development apply to the zone change request, as that type of use is permitted in the O-R (Office/Residential) zone.

The subject site is not committed to low or medium density development, as the current underlying zoning is technically R-4 (Multiple Family Residential), but is overlaid by a Planned Development Overlay District that does not specify any future land use type. The subject site is bounded on the west by an arterial street (SE Baker Street/Highway 99W), and to the south and southeast by topography and the Cozine Creek, providing buffering and privacy between the subject site and adjacent properties. The only property immediately adjacent to the subject site, located immediately east along Cowls Street, is zoned R-4 (Multiple Family Residential) so therefore is not low density residential. While the Comprehensive Plan policies do not require locational factors to buffer from other adjacent high density residential areas, the proposed O-R (Office/Residential) zone includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards will provide some buffering from adjacent residential areas, even though they are also high density zones.

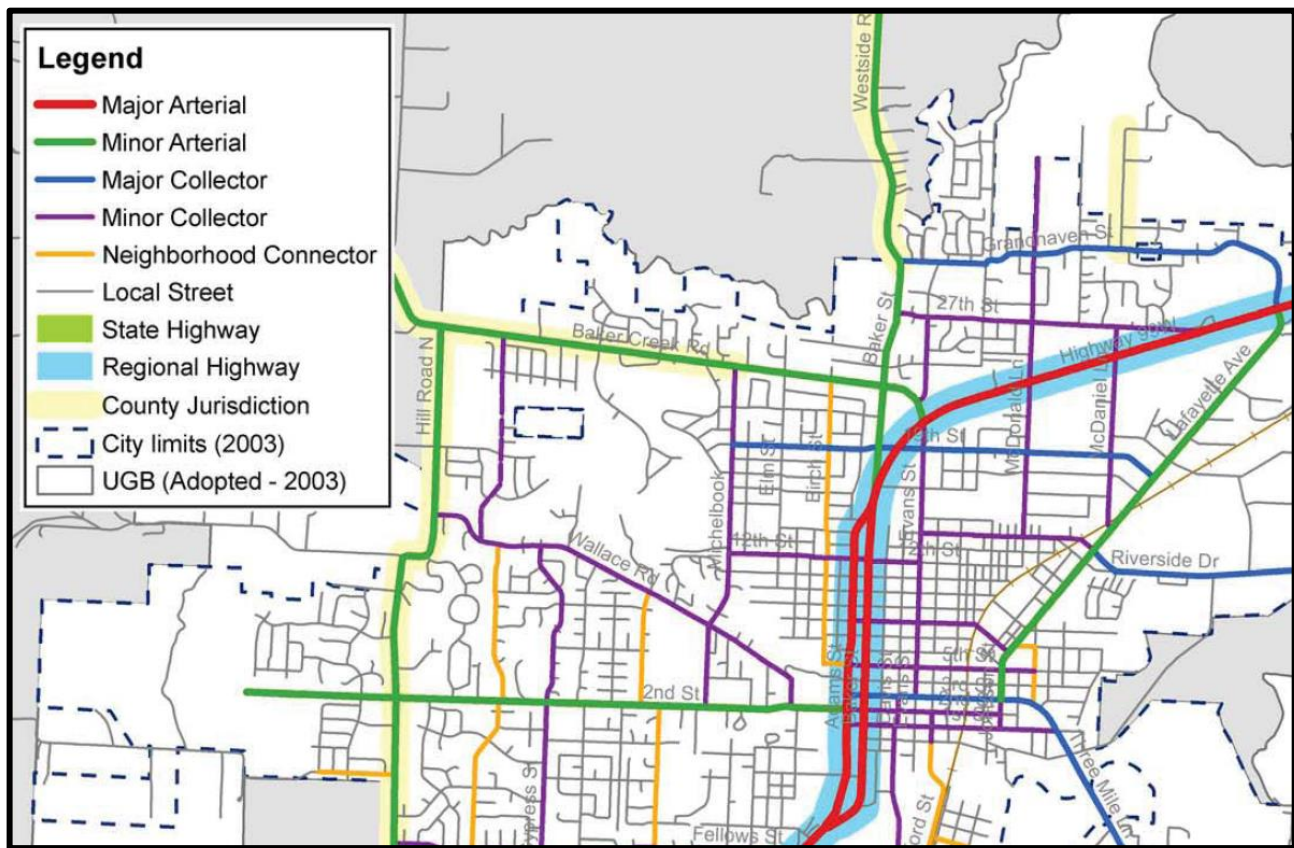
The site does have frontage on an arterial street. As shown in the Transportation System Plan street functional classification system map below, SE Baker Street/Highway 99W is classified as a major arterial street. However, the applicant is proposing to only provide access to the site from Cowls Street, given the traffic and safety concerns with having a new access directly onto SE Baker Street in this location near the connection of Adams and Baker Streets, and with its proximity to the existing intersection at Baker Street and Cowls Street. The applicant submitted a traffic impact analysis showing that the site's access onto Cowls Street can be accommodated without any significant impacts on the surrounding street network. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Comprehensive Plan Policy 91.00 does provide some additional flexibility in the type of street that a multiple-family residential development should be accessed from. Specifically, Policy 91.00 states that "Multiple-family housing developments shall be required to access

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off of arterials or collectors or streets determined by the City to have sufficient carrying capacities to accommodate the proposed development.” Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development that would be allowed in the O-R (Office/Residential) zone.



There are not any major development limitations with the subject site, and the Engineering Department has not identified any issues with providing services and infrastructure to the subject site to support higher density residential development.

As discussed in more detail above, existing transit service is located in close proximity to the site. Routes 2 and 3 along Adams and Baker Streets are well within one-half mile of the subject site. The subject site is also located well within one-quarter mile of commercially zoned property, with commercially zoned property immediately across Baker Street from the subject site and other O-R zoned property located north of the subject site across Cows Street. These commercially zoned properties currently provide retail uses and other commercial services (professional office, medical, salon, etc.) in close proximity to the subject site.

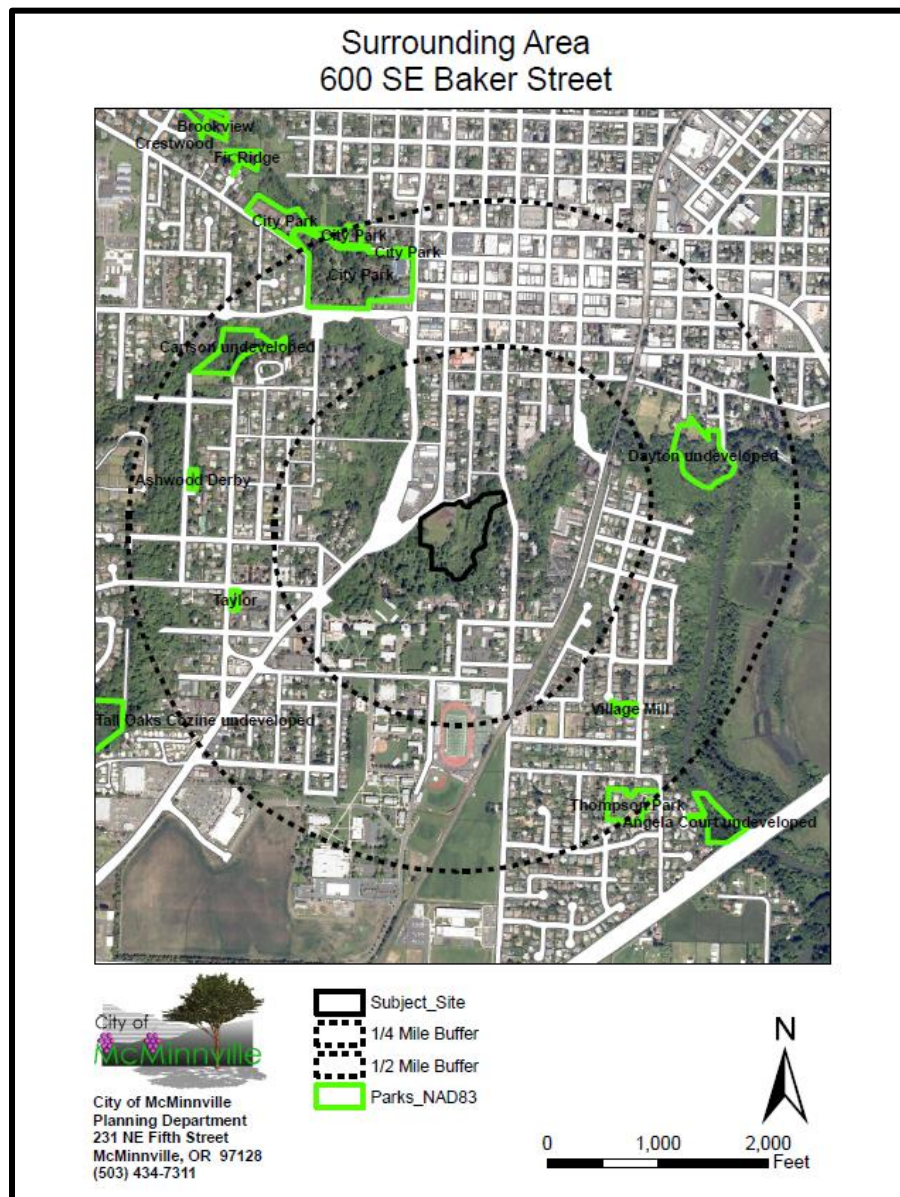
In regards to private or public open space, there is some private open space on the subject site in the areas that are designated as floodplain. These areas are protected in the McMinnville City Code, as development in the floodplain areas is very limited. In addition, the applicant is proposing to maintain this area as natural open space, with statements in the application that they will be partnering with Linfield College and the Greater Yamhill Watershed Council in their efforts to restore the Cozine Creek property between the subject site and the Linfield College campus by re-establishing native plant species. This area is considered the private open space that is required by Policy 71.13 for high density residential developments. Outside of this area, there are no other public open spaces within one-quarter mile of the site. There are multiple public open space areas within one-half mile of the

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subject site, including City Park and several smaller city parks, although some of those public properties are undeveloped.

A map showing the locations of amenities surrounding the subject site is provided below:



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

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

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**Finding: Policy 84.00 and Policy 86.00 are satisfied by this proposal.** The subject site is not specifically intended to provide subsidized housing, and the site is within the fringes of Linfield College. Therefore, neither of these policies are applicable.

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

**Finding: Policy 89.00 is satisfied by this proposal.** Landscaping will be required for any future proposed multiple-family housing development at the time of development.

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

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

*Policy 92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.*

*Policy 92.01 High-density housing shall not be located in undesirable places such as near railroad lines, heavy industrial uses, or other potential nuisance areas unless design factors are included to buffer the development from the incompatible use. (Ord. 4796, October 14, 2003)*

*Policy 92.02 High-density housing developments shall, as far as possible, locate within reasonable walking distance to shopping, schools, and parks, or have access, if possible, to public transportation. (Ord. 4796, October 14, 2003)*

**Finding: Policies 90.00, 91.00, 92.00, 92.01 and 92.02 are satisfied by this proposal.**

As discussed in more detail above, the subject site is located well within one-quarter mile of areas zoned for commercial uses, is located immediately adjacent to existing public transit routes, and is accessed off of a roadway with sufficient traffic carrying capacities to accommodate the development of the site in the proposed zone. The applicant has submitted a traffic impact analysis that shows that the zone change on the subject site would not have any significant or adverse impacts on the surrounding street system. Given the findings of the traffic impact analysis, it can be found that the site has appropriate access for higher density development. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Findings for the additional locational requirements are also provided in the findings for Policy 71.13 above. The subject site is not located near any of the undesirable places listed in Policy 92.01.

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

- 1. Sanitary sewer collection and disposal lines. Adequate municipal waste treatment plant capacities must be available.*
- 2. Storm sewer and drainage facilities (as required).*

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3. *Streets within the development and providing access to the development, improved to city standards (as required).*
4. *Municipal water distribution facilities and adequate water supplies (as determined by City Water and Light). (as amended by Ord. 4796, October 14, 2003)*
5. *Deleted as per Ord. 4796, October 14, 2003.*

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

**GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.**

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

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

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

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

1. *Major, Minor arterials.*
  - a. *Access should be controlled, especially on heavy traffic-generating developments.*
  - b. *Designs should minimize impacts on existing neighborhoods.*
  - c. *Sufficient street rights-of-way should be obtained prior to development of adjacent lands.*
  - d. *On-street parking should be limited wherever necessary.*
  - e. *Landscaping should be required along public rights-of-way.*

**Finding: Goal VI 1 and Policies 117.00, 119.00, 120.00 and 122.00 are satisfied by this proposal.**

The subject site is currently adjacent to the SE Baker Street public right-of-way and street. SE Baker Street/Highway 99W is identified in the Transportation System Plan as a major arterial street. The applicant provided a traffic impact analysis that analyzed the proposed access to the site off of the major arterial but still in close proximity to allow for trips generated from the site to enter the arterial at an existing major intersection. The traffic impact analysis also analyzed the change in trips and the impacts of a reasonable worst case development that could be allowed under an eventual zoning designation, and found that there were no significant impacts to the functionality of the surrounding street network. More detail on the traffic impact analysis is provided in the findings for the zone change review criteria below. Any right-of-way improvements required for the subject site will be required at the time of development.

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

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

**Finding: Policies 126.00 and 127.00 are satisfied.** Off-street parking will be required based on the type of development proposed and allowed under the eventual zoning of the subject site.

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

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

**Finding: Policies 130.00 and 132.15 are satisfied.** If it is determined that the existing public sidewalks are not sufficient at the time of development, they will be required to be upgraded to Public Right-of-Way Accessibility Guidelines (PROWAG) as a condition of building permit approval, which will enhance pedestrian connections between the site and the surrounding area.

**GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.**

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

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

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

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

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

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

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

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

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

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

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

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

Based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

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

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

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

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

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

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

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

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

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

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

**Finding: Policy 178.00 is satisfied.** The applicant is proposing to amend the current zoning designations of this site to O-R (Office/Residential) to allow for both office and multiple family housing uses on the subject site, thereby achieving a more compact form of urban development and energy conservation in an area of the city that is already fully developed and provided with urban services.

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

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

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

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**McMinnville's City Code:**

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

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

- A. The proposed amendment is consistent with the goals and policies of the comprehensive plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to service the proposed uses or other potential uses in the proposed zoning district.

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

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

**Finding: Section 17.74.020 is satisfied by this proposal.**

The proposed Zone Change is consistent with the goals and policies of the Comprehensive Plan, as described in more detail above in the specific findings for each Comprehensive Plan goal and policy.

The development pattern in the area surrounding the subject site includes both residential and commercial land uses and zones. The properties to the west and north between Adams Street and Baker Street are currently zoned C-3 (General Commercial). Properties immediately to the north of the subject site, but also fronting Baker Street are currently zoned O-R (Office/Residential), the same zone the applicant is proposing for the subject site. The subject site, similar to those other commercially zoned properties, is located immediately adjacent to Baker Street/Highway 99W, a higher volume roadway that is generally more compatible with commercial uses than residential uses. While land adjacent to the subject site to the east and further northeast along Cows Street is zoned R-4 (Multiple Family Residential), the change of the subject site to the O-R (Office/Residential) zone is not inconsistent with the treatment of other areas along this portion of the Highway 99W corridor.

Also, the proposed O-R (Office/Residential) zone at this location meets multiple other goals or intended uses for the O-R zone. Specifically, the purpose statement for the O-R (Office/Residential) zone in Section 17.24.010 of the McMinnville City Code states:

The purpose and intent of this zone is at least two-fold. One, it may be used to provide a transition and buffer area between commercially zoned and residentially zoned areas; and two, it is intended to provide an incentive for the preservation of old and historical structures. It may also serve as a buffer zone along major arterials between the roadway and the interior residential areas. Therefore, the requirements set forth herein should be interpreted in relationship to the protection of abutting residential areas. Implementation and interpretation

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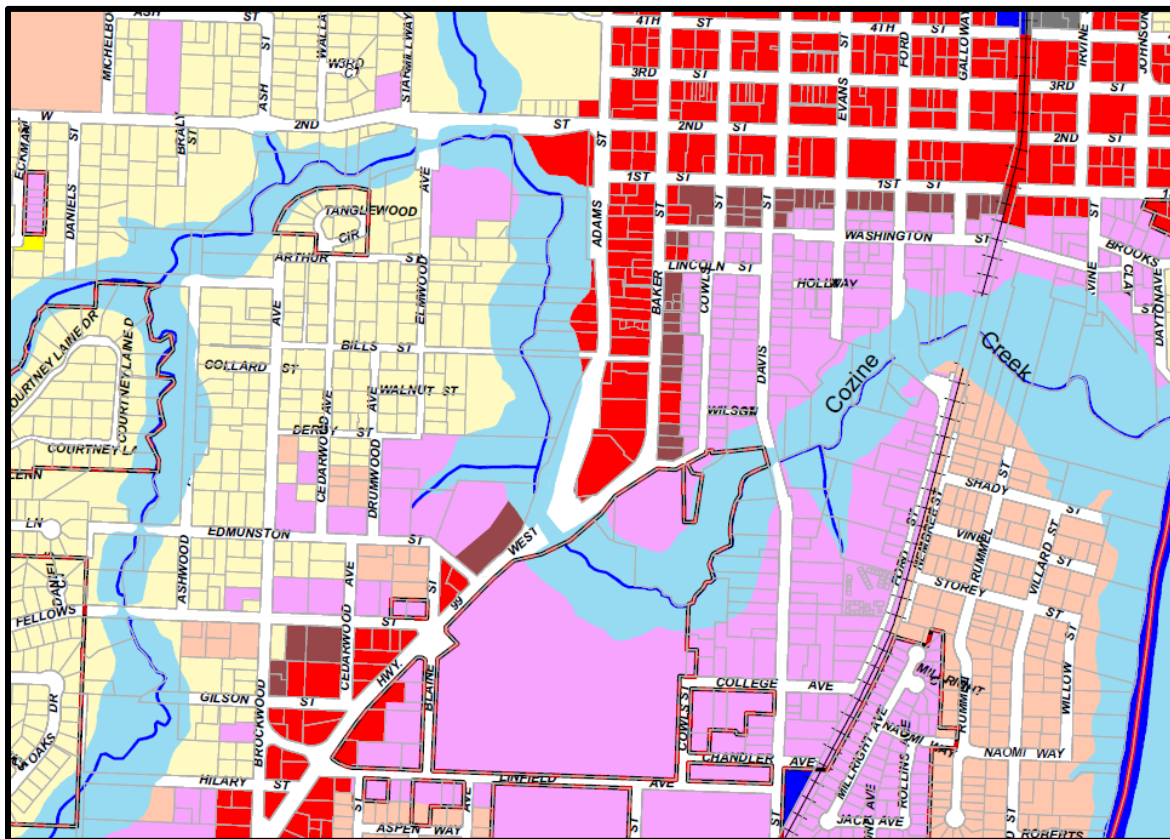
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should take into consideration those factors conducive to a healthy place to live, and improvements should be in scale and relationship to surrounding property uses.

The proposed zone change would be consistent with the purpose of the O-R (Office/Residential) zone, as the subject site is located between commercially zoned property across Baker Street to the west and residentially zoned property along Cows Street to the east. The change to the O-R zone would provide a transition between commercial and residential zones, and also would serve as a buffer zone along the major arterial roadway, that being Baker Street/Highway 99W, and the interior residential areas further east and northeast along Cows Street. The O-R (Office/Residential) zone also includes some yard requirements that will provide setbacks and spacing between buildings and property lines, as well as a limitation on building height to no more than 35 feet, which is the maximum building height in lower density residential zones. These standards would not apply if the request was to change to another commercial zone such as C-3 (General Commercial, and will provide some buffering from the adjacent residential areas.

The zoning map in the area surrounding the subject site can be seen below, showing other properties in the vicinity that are currently zoned O-R (Office/Residential) that provide for a transition between commercial and residential zones.



Given the surrounding land uses and development pattern, the proposed zone change is orderly and timely. The change to the O-R (Office/Residential) zone will complement the other commercially zoned lands surrounding the subject site, and will ensure a transition from commercial to residential use.

**Utility and Service Provision:** This area is well served by existing sanitary and storm sewer systems as well as other public utilities. The Engineering Department has reviewed this proposal and has offered no concerns with providing adequate services to this site to support development at the subject site. At

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the time of development of the site, all necessary utilities and improvements will be required to be completed along with the building permit activities.

**Street System:** The applicant has provided a traffic impact analysis that concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential) to allow the development of office and residential uses on the subject site.

The traffic impact analysis included an analysis of the impacts of development of the site on three intersections near the subject site, at Baker Street and SE Handley Street, Baker Street and Cows Street, and Baker Street and the Adams Street U-turn. In determining site generated traffic and trip distribution, it was determined that a majority of the traffic to and from the site would come to and from Highway 99W, with 45% of the trips to and from Adams Street and 50% of the trips to and from Baker Street. Only 5% of the trips were determined to travel to and from Cows Street, so no intersections on Cows Street were included in the traffic impact analysis.

The analysis also considered the Oregon Transportation Planning Rule (TPR) to ensure that the proposed development would not have any significant effect on any existing or planned transportation facility. To analyze the potential effects of the proposed development, the worst case trip generation within the existing Comprehensive Plan Map designation and zone was compared to the reasonable worst case trip generation within the proposed Comprehensive Plan Map designation and zone. The existing zoning of R-4 PD (Multiple Family Residential Planned Development) includes a Planned Development Overlay District that actually does not specify any particular use on the subject site, only showing it as vacant and noting that future use of the property needed to be determined by Linfield College. Therefore, the applicants assumed the worst case trip generation in the existing zone to be a maximum build out of the number of apartment units that would be allowed in the underlying R-4 zone (83 units based on the lot size). The worst case trip generation for the proposed O-R (Office/Residential) zone was assumed based on the type of development that would be allowed in that zone. Specifically, it was assumed that worst case trip generation in the proposed zone would result from the buildout of only office uses on the site. An assumption was made that 40% of the buildable portion of the subject site (that area being outside of the floodplain) would be developed with a building, allowing for the rest of the area to be used for landscaping, parking, setbacks, and other associated improvements. This resulted in an assumed 49,835 square foot office building.

The traffic impact analysis determined that the proposed zone change could result in a net increase in trips from what could be developed in the existing, underlying R-4 zone. Again, this is based on the buildout of a 49,835 square foot office building. The net change in trips under the existing and proposed zoning is provided below:

**Table 1. Trip Generation of Existing Zoning vs. Proposed Zoning**

| Existing Zoning<br>Description & ITE Code | Units  | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|---|--------|-------|----------------------|-----|-----|----------------------|-----|-----|
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| Multifamily Housing (Mid-Rise) (ITE #221) | 83     | 451   | 29                   | 7   | 22  | 37                   | 23  | 14  |
| Proposed Zoning<br>Description & ITE Code | KSF    | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| General Office (ITE #710)                 | 49.835 | 540   | 73                   | 63  | 10  | 59                   | 9   | 50  |
| Net Increase in Trips                     |        | +89   | +44                  | +56 | -12 | +22                  | -14 | +36 |

Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition

Fitted curve equations used

KSF = 1000 square feet

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After identifying trip generation, those trips were then entered into a traffic model to determine impacts and functionality of the surrounding street network. The traffic analysis showed that all of the intersections included in the analysis would continue to function under the mobility standard for Oregon Department of Transportation highways, which is an intersection V/C ratio of 0.90. The intersection V/C ratios were all well under that 0.90 level, and therefore found acceptable by Oregon Department of Transportation and the City of McMinnville. The overall intersection V/C, which is a calculation of volume to capacity, increase only slightly between the 2023 background traffic and 2023 traffic including the development of the subject site. Those slight increases occurred at Baker/Handley and Baker/Cowls in the PM peak hour, and at Baker/Adams U-Turn during the AM peak hour. However, it should be noted that intersection V/C actually improved in a few situations, including at Baker/Cowls in the AM peak hour and at Baker/Adams U-Turn in the PM peak hour.

**Table 2. SE Baker Street (Highway 99W)/SE Handley Street**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.03                 | 0.05                 |
| 2023 Background Traffic | 0.03                 | 0.09                 |
| 2023 Total Traffic      | 0.03                 | 0.11                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Table 3. SE Baker Street (Highway 99W)/SE Cowls Street**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.06                 | 0.16                 |
| 2023 Background Traffic | 0.16                 | 0.38                 |
| 2023 Total Traffic      | 0.10                 | 0.40                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

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**Table 4. SE Baker Street (Highway 99W)/Adams U-turn**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.06                 | 0.06                 |
| 2023 Background Traffic | 0.08                 | 0.14                 |
| 2023 Total Traffic      | 0.13                 | 0.09                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

More detailed analysis of the operations of each movement at each intersection were provided in Appendix G of the Traffic Impact Analysis (Synchro Intersection Capacity Analysis Report Outputs). A summary of the worst movements at each intersection are provided below. Again, only minor changes occurred in the delay times and level of service (LOS) of specific lanes or movements between the 2023 background traffic and 2023 traffic including the development of the subject site.

| 2018 AM Peak         |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .055 | 13.4          | B   |
| Baker & Handley      | EB Lane 1  | .025 | 13.2          | B   |
| Baker & Cowls        | WB Lane 1  | .058 | 17.4          | C   |

| 2018 PM Peak         |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .064 | 14.8          | B   |
| Baker & Handley      | EB Lane 1  | .046 | 15.8          | C   |
| Baker & Cowls        | EB Lane 1  | .164 | 20.9          | C   |

| 2023 No Build AM Peak |            |      |               |     |
|-----------------------|------------|------|---------------|-----|
|                       | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn  | EB Lane 1  | .075 | 12.7          | B   |
| Baker & Handley       | EB Lane 1  | .027 | 13            | B   |
| Baker & Cowls         | WB Lane 1  | .155 | 16.2          | C   |

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| 2023 No Build PM Peak |            |      |               |     |
|-----------------------|------------|------|---------------|-----|
|                       | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn  | EB Lane 1  | .144 | 17.7          | C   |
| Baker & Handley       | EB Lane 1  | .093 | 21            | C   |
| Baker & Cows          | EB Lane 1  | .188 | 42.3          | E   |

| 2023 Build AM Peak   |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .134 | 13.4          | B   |
| Baker & Handley      | EB Lane 1  | .026 | 12.7          | B   |
| Baker & Cows         | WB Lane 1  | .103 | 17.9          | C   |

| 2023 Build PM Peak   |            |      |               |     |
|----------------------|------------|------|---------------|-----|
|                      | Worst Mvmt | V/C  | Delay (s/veh) | LOS |
| Baker & Adams U-Turn | EB Lane 1  | .09  | 16.9          | C   |
| Baker & Handley      | EB Lane 1  | .108 | 23.9          | C   |
| Baker & Cows         | EB Lane 1  | .396 | 44.7          | E   |

Based on those figures, the traffic impact analysis concluded that the surrounding street network has the capacity to accommodate the number of trips that would result from the applicant's request to amend the Comprehensive Plan Map designation and complete a zone change to O-R (Office/Residential), even with the assumed maximum buildout of the subject site. The proposed development was also found to meet the Transportation Planning Rule (TPR), as the proposal did not change any functional classification of street, and did not result in any levels of traffic delay or other degradation of street functionality below the acceptable standards of the agency with jurisdiction, which in this case is the Oregon Department of Transportation. The Engineering Department and the Oregon Department of Transportation reviewed the traffic impact analysis, and neither had any concerns with the analysis or the findings.

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

503-434-7311

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

**DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF A  
PLANNED DEVELOPMENT AMENDMENT TO REMOVE PROPERTIES FROM AN EXISTING  
PLANNED DEVELOPMENT OVERLAY DISTRICT AT 600 SE BAKER STREET**

**DOCKET:** PDA 1-18 (Planned Development Amendment)

**REQUEST:** Approval to amend the existing Planned Development Overlay District and Linfield College Master Plan boundary to remove properties from the Overlay District and Master Plan boundary. The original Planned Development Overlay District was adopted in 2000 by Ordinance 4739.

**LOCATION:** The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M., respectively.

**ZONING:** The subject site's current zoning is R-4 PD (Multiple Family Residential Planned Development)

**APPLICANT:** MV Advancements, on behalf of property owner Linfield College

**STAFF:** Chuck Darnell, Senior Planner

**DATE DEEMED COMPLETE:** November 15, 2018

**HEARINGS BODY:** McMinnville Planning Commission

**DATE & TIME:** December 20, 2018. Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**HEARINGS BODY:** McMinnville City Council

**DATE & TIME:** January 22, 2018 (tentative). Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville, Oregon.

**PROCEDURE:** A request to amend an existing Planned Development requires an application to be reviewed by the Planning Commission during a public hearing, as described in Section 17.72.120 of the McMinnville City Code.

**CRITERIA:** The applicable criteria are specified in Section 17.74.070 of the McMinnville City Code.

**APPEAL:** The decision may be appealed within 15 days of the date the decision is mailed as specified in Section 17.72.180 of the McMinnville City Code.

**COMMENTS:**

This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Engineering Department, Building Department, Parks Department, City Manager, and City Attorney; McMinnville Water and Light; McMinnville School District No. 40; Yamhill County Public Works; Yamhill County Planning Department; Frontier Communications; Comcast; and Northwest Natural Gas. Their comments are provided in this exhibit.

## DECISION

Based on the findings and conclusions, the Planning Commission recommends **APPROVAL** of the Planned Development Amendment (PDA 1-18) to the McMinnville City Council, **subject to the conditions of approval provided in this document.**

**DECISION: APPROVAL WITH CONDITIONS**

City Council: \_\_\_\_\_  
Scott Hill, Mayor of McMinnville

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

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

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

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

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

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

**APPLICATION SUMMARY:**

Preceding the proposed Planned Development Amendment were two related requests on the same properties and subject site. Those requests were to amend the Comprehensive Plan Map designation on a portion of the site from Residential to Commercial, and to rezone a portion of the site from R-4 PD (Multiple Family Residential Planned Development) to O-R (Office/Residential) to allow for development of an office use and future multiple-family residential uses on the subject site.

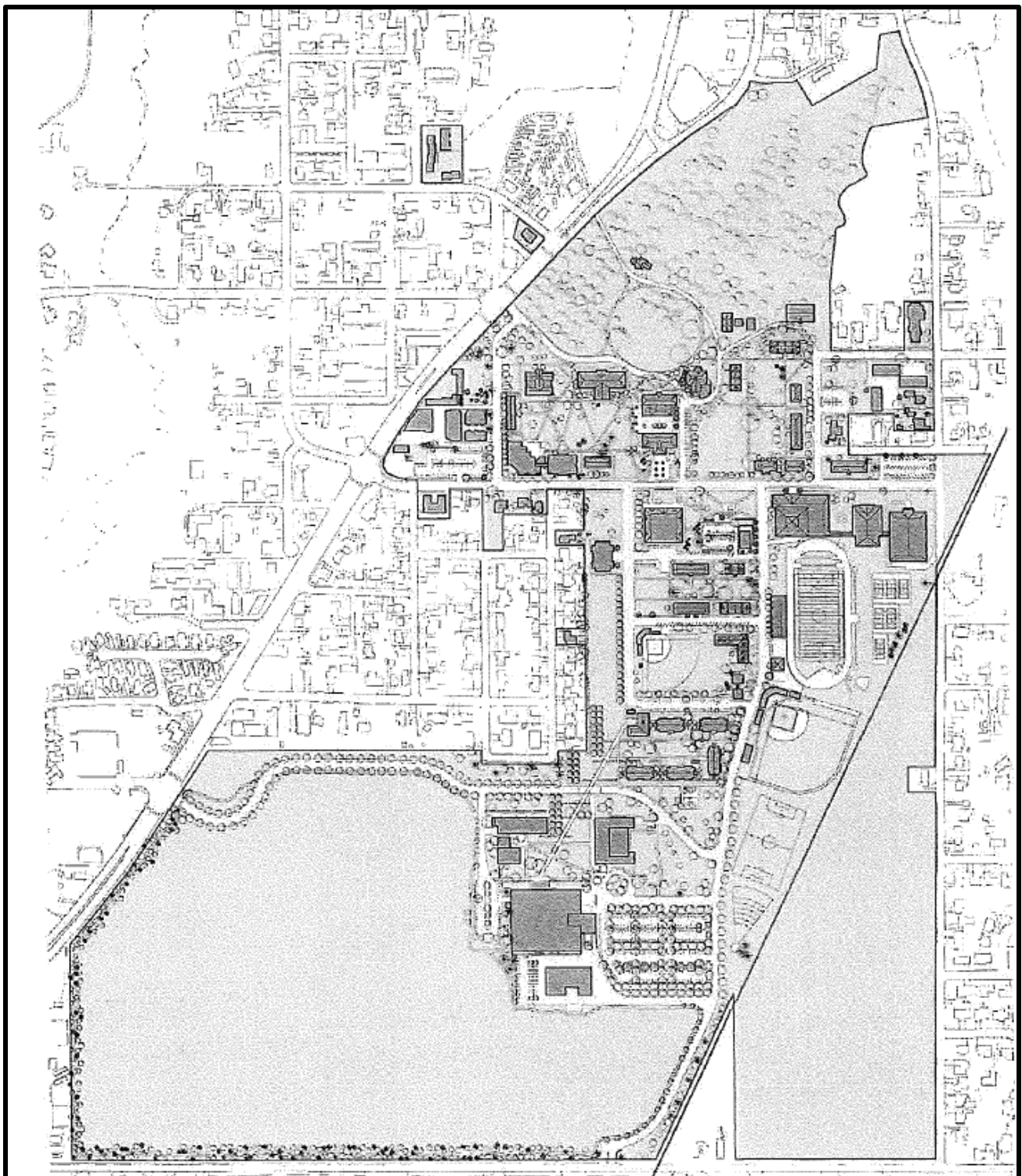
The Planned Development Amendment is necessary due to the type of zone change that was requested. The existing properties are included in the Linfield College Master Plan and Planned Development Overlay District, which were approved and adopted in 2000 by Ordinance 4739. The requested zone change would result in the properties being rezoned to O-R (Office/Residential), and no Planned Development is being requested. The properties would also no longer be owned by Linfield College, and would have no direct relationship to the operations of the campus, other than being located immediately to the north of the campus grounds. Therefore, the specific request is for a Planned Development Amendment to remove the subject site from the Linfield College Master Plan area and Planned Development Overlay District, effectively adjusting the boundary of the Planned Development Overlay District.

The Linfield College Master Plan included all properties owned by the college, and identified current and future uses for most areas of the campus. The overall master plan map adopted with the Linfield College Master Plan by Ordinance 4739 is provided below:

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***Attachments :***

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

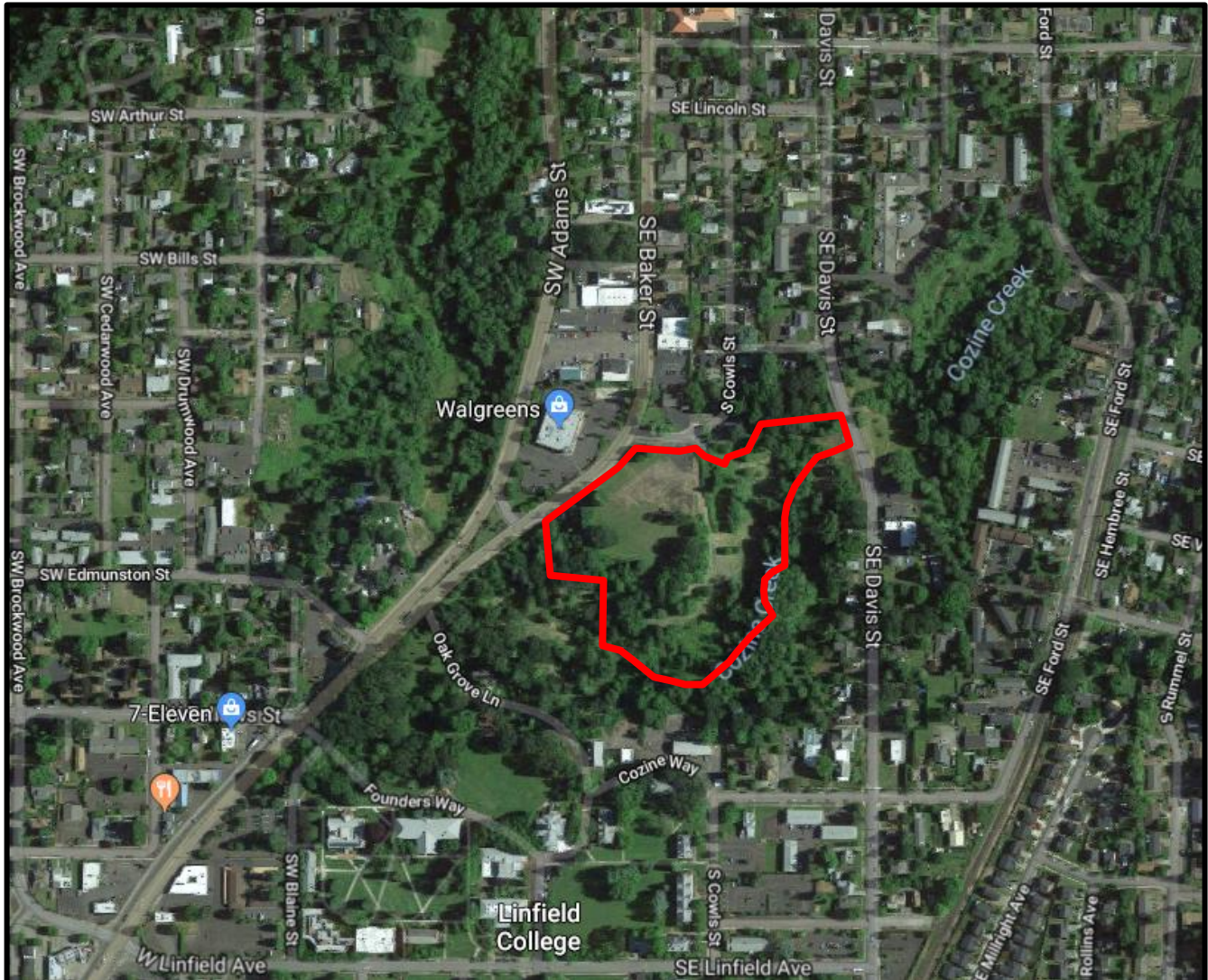


**Attachments :**

Attachment 1 – Application and Attachments

Other Attachments – See Attachment List

The subject site is identified below (boundary shown below is approximate):



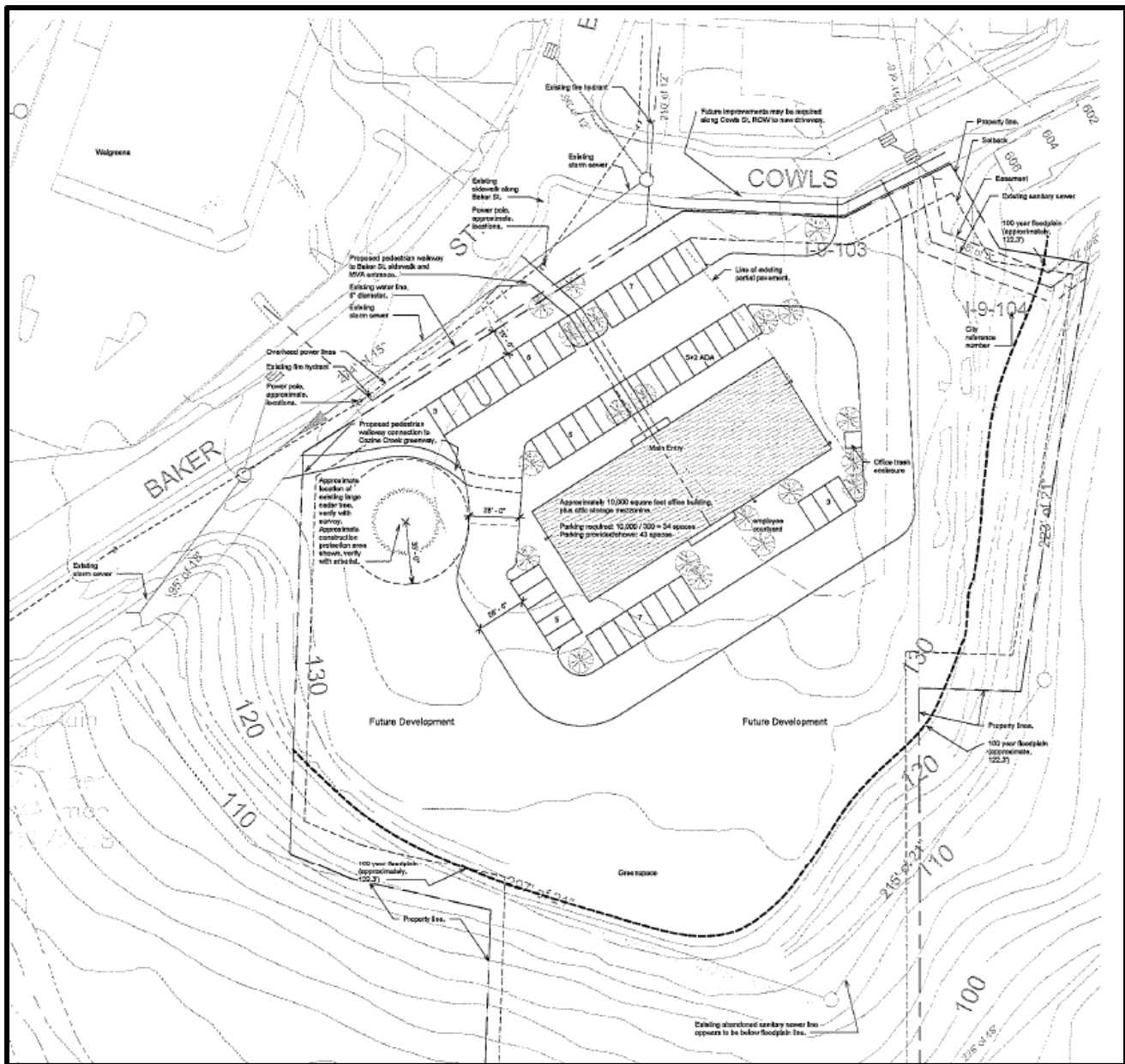
The applicant has submitted a conceptual development plan for the site, which they have specifically requested to not be binding on the site in any way, to depict the potential office and multiple-family residential uses they anticipate to construct on the site. The concept plan shows the development of an approximately 10,000 square foot office building, and identifies areas to the south of the office building as “future development” areas where up to 24 multiple family dwelling units could be constructed.

The concept plan, ***which again is not proposed to be binding on the site and is not subject to site or design review as part of the proposed Planned Development Amendment***, is identified below:

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



### **CONDITIONS:**

1. That Ordinance 4739 is amended to remove the subject site and properties from the Linfield College Master Plan area and Planned Development Overlay District, hereby adjusting the boundary of the Planned Development Overlay District. All other standards and conditions of approval adopted by Ordinance 4739 remain in effect.

### **ATTACHMENTS:**

1. PDA 1-18 Application and Attachments (on file with the Planning Department)
2. Oregon Department of Transportation Review Documents and Comments (on file with the Planning Department)

#### *Attachments :*

Attachment 1 – Application and Attachments

Other Attachments – See Attachment List

**COMMENTS:****Agency Comments**

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

- McMinnville Engineering Department

The application demonstrates that the transportation and sanitary sewer infrastructure is adequate to support the proposal. At the time of building permits, the appropriate infrastructure improvements will be required.

Thus, no comments or suggested conditions of approval.

- Oregon Department of Transportation

Attached are ODOT's comments on the subject TIA\*. Specific questions on these comments should be directed to Keith Blair. Based on this review, we have no comments or objection to the proposed comprehensive plan amendment and zone change. Please include ODOT in any future notifications on this project including findings and conditions of approval.

\*Note – Full ODOT comments referenced above are listed as an attachment and are on file with the Planning Department.

**Public Comments**

Notice of this request was mailed to property owners located within 300 feet of the subject site. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. As of the date of the Planning Commission public hearing on December 20, 2018, no public testimony had been received by the Planning Department.

**FINDINGS OF FACT**

1. MV Advancements, on behalf of property owner Linfield College, requested a Planned Development Amendment to remove properties from an existing Planned Development Overlay District. The subject site is located at 600 SE Baker Street, and is more specifically described as Tax Lots 101 and 200, Section 20DD, T. 4 S., R. 4 W., W.M.
2. The site was designated as Residential on the McMinnville Comprehensive Plan Map, 1980. The site was zoned R-4 PD (Multiple Family Residential Planned Development) on the McMinnville Zoning Map. Prior to the proposed Planned Development Amendment, the Comprehensive Plan Map designation was amended to Commercial, and the site was rezoned to O-R (Office/Residential), creating the need for the proposed Planned Development Amendment.
3. Sanitary sewer and municipal water and power can adequately serve the site. The municipal water reclamation facility has sufficient capacity to accommodate expected waste flows resulting from development of the property.

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***Attachments :***

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

4. This matter was referred to the following public agencies for comment: McMinnville Fire Department, Police Department, Parks and Recreation Department, Engineering and Building Departments, City Manager, and City Attorney, McMinnville School District No. 40, McMinnville Water and Light, Yamhill County Public Works, Yamhill County Planning Department, Recology Western Oregon, Frontier Communications, Comcast, Northwest Natural Gas. No comments in opposition were provided to the Planning Department.
5. Notice of the application was provided by the City of McMinnville to property owners within 300 feet of the subject site, as required by the process described in Section 17.72.120 (Applications– Public Hearings) of the McMinnville Zoning Ordinance. Notice of the public hearing was also provided in the News Register on Tuesday, December 11, 2018. No public testimony was provided to the Planning Department prior to the Planning Commission public hearing.
6. The applicant has submitted findings (Attachment 1) in support of this application. Those findings are herein incorporated.

### **CONCLUSIONARY FINDINGS:**

#### **McMinnville's Comprehensive Plan:**

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

**GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.**

*Policy 2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*

*Policy 9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*

**Finding: Goal II 1 and Policies 2.00 and 9.00 are satisfied.** The applicant has stated that they have no plans to develop the portion of the property that is located in the Cozine Creek floodplain. Based on wetland, flood plain and topographic maps, it is estimated that approximately 50% of the site is usable (124,575 SF / 2.86 acres). The areas of the subject site that are currently designated on the Comprehensive Plan Map as Flood Plain would keep that designation, and only the portions of the subject site outside of the Flood Plan designation would be subject to the proposed Comprehensive Plan Map Amendment. The applicant has further stated that they are aware that Linfield College, in conjunction with the Greater Yamhill Watershed Council, has plans to restore the Cozine Creek property between the Linfield campus and this property to its original, native plant species. The applicant has stated that it is their intent to fully cooperate with this restoration.

**GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.**

*Policy 13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land*

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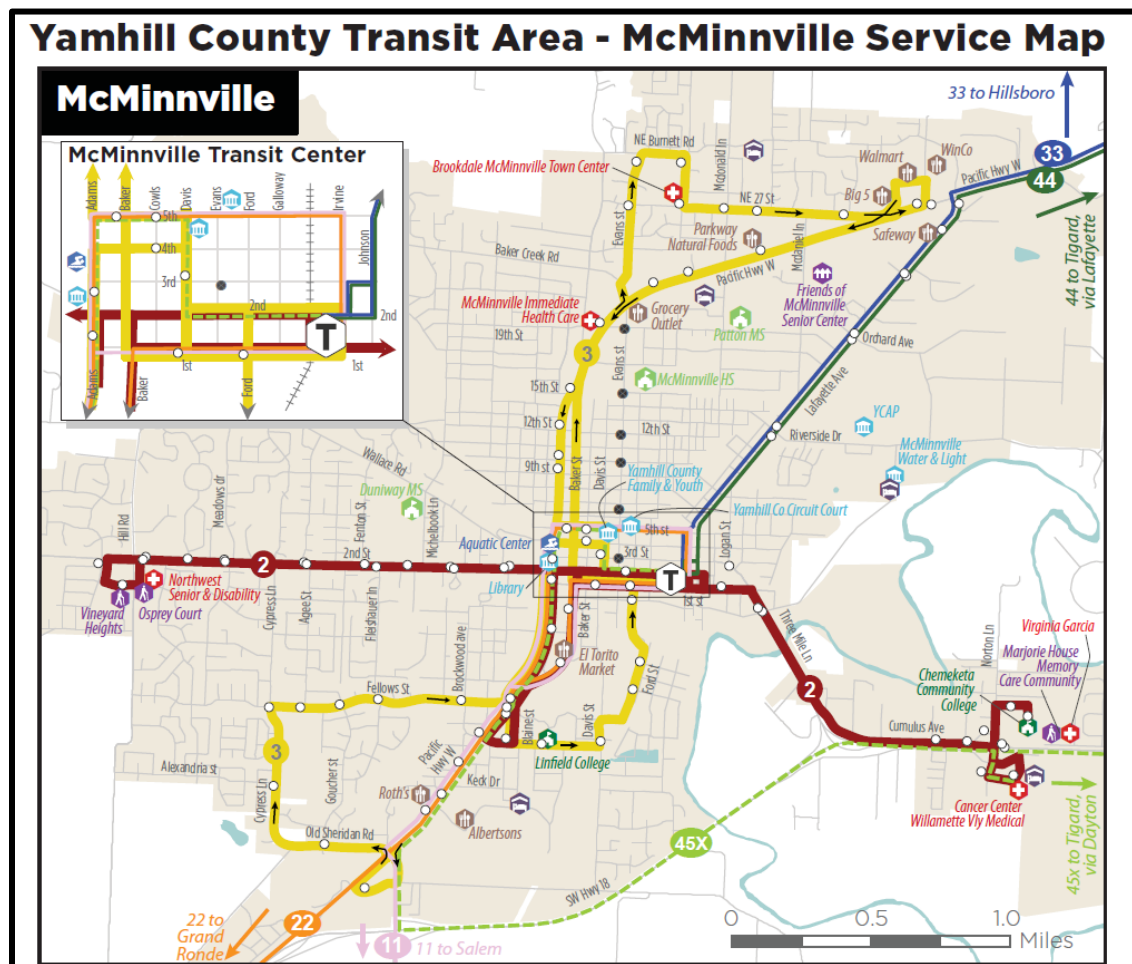
#### **Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.

**Policy 14.00** The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.

**Finding: Goal III 1 and Policies 13.00 and 14.00 are satisfied.** The applicant, MV Advancements, is an organization that provides social services to individuals who experience disabilities. The proposed Comprehensive Plan Map Amendment from Residential to Commercial will allow the applicant to locate office uses on the subject site, thereby providing their services in a location that is properly located to service the community. They have selected the subject site due to its location, being in close proximity to other community services that their clients would need to access. The proximity to downtown McMinnville and the other social service providers in that area allows for the MV Advancements site to still easily provide its services to the community. The site is located on a public transit route, an important locational factor for this social service use as many of their clients rely on public transit for transportation services. Both local routes (Route 2 and Route 3) serve the subject site, with northbound Route 2 passing immediately adjacent to the site, and southbound Route 3 passing close to the site on Adams Street just west of the subject site before Adams Street connects back with SE Baker Street heading southwest. Both of those routes run at regular 10-minute intervals throughout the day on all weekdays, providing connections throughout the city and also to the transit center where connections can be made with other routes.



#### Attachments :

Attachment 1 – Application and Attachments

Other Attachments – See Attachment List

- Policy 72.00 Planned developments shall be encouraged as a favored form of residential development as long as social, economic, and environmental savings will accrue to the residents of the development and the city.*
- Policy 73.00 Planned residential developments which offer a variety and mix of housing types and prices shall be encouraged.*
- Policy 74.00 Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.*
- Policy 75.00 Common open space in residential planned developments shall be designed to directly benefit the future residents of the developments. When the open space is not dedicated to or accepted by the City, a mechanism such as a homeowners association, assessment district, or escrow fund will be required to maintain the common area.*
- Policy 76.00 Parks, recreation facilities, and community centers within planned developments shall be located in areas readily accessible to all occupants.*
- Policy 77.00 The internal traffic system in planned developments shall be designed to promote safe and efficient traffic flow and give full consideration to providing pedestrian and bicycle pathways.*
- Policy 78.00 Traffic systems within planned developments shall be designed to be compatible with the circulation patterns of adjoining properties.*

**Finding: Policies 72.00, 73.00, 74.00, 75.00, 76.00, 77.00, and 78.00 are satisfied by this proposal.**

The proposed Planned Development Amendment results in the removal of the subject site from the Planned Development Overlay District and Linfield College Master Plan area. The removal of the property is necessary due to the approval of a Comprehensive Plan Map amendment and Zone Change on the subject sites that were found to meet all applicable Comprehensive Plan goals, policies, and review criteria. The Planned Development Amendment, as it is solely the removal of the subject site from a much larger Overlay District, does not result in any change to the remainder of the Planned Development Overlay District. Specifically, a condition of approval is included to ensure that all other standards and conditions of approval adopted by Ordinance 4739 in the approval of the original Planned Development Overlay District would remain in effect.

**GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.**

- Policy 136.00 The City of McMinnville shall insure that urban developments are connected to the municipal sewage system pursuant to applicable city, state, and federal regulations.*
- Policy 139.00 The City of McMinnville shall extend or allow extension of sanitary sewage collection lines with the framework outlined below:*

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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

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

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

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

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

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

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

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

1. *Sufficient municipal water system supply, storage and distribution facilities, as determined by McMinnville Water and Light, are available or can be made available, to fulfill peak demands and insure fire flow requirements and to meet emergency situation needs.*
2. *Sufficient municipal sewage system facilities, as determined by the City Public Works Department, are available, or can be made available, to collect, treat, and dispose of maximum flows of effluents.*

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

3. *Sufficient water and sewer system personnel and resources, as determined by McMinnville Water and Light and the City, respectively, are available, or can be made available, for the maintenance and operation of the water and sewer systems.*
4. *Federal, state, and local water and waste water quality standards can be adhered to.*
5. *Applicable policies of McMinnville Water and Light and the City relating to water and sewer systems, respectively, are adhered to.*

**Finding: Goal VII 1 and Policies 136.00, 139.00, 142.00, 143.00, 144.00, 145.00, 147.00 and 151.00 are satisfied by the proposal.**

Based on comments received, adequate levels of sanitary sewer collection, storm sewer and drainage facilities, municipal water distribution systems and supply, and energy distribution facilities, either presently serve or can be made available to serve the site. Additionally, the Water Reclamation Facility has the capacity to accommodate flow resulting from development of this site. Administration of all municipal water and sanitary sewer systems guarantee adherence to federal, state, and local quality standards. The City of McMinnville shall continue to support coordination between city departments, other public and private agencies and utilities, and McMinnville Water and Light to insure the coordinated provision of utilities to developing areas and in making land-use decisions.

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

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

**Finding: Policies 153.00 and 155.00 are satisfied.** Emergency services departments have reviewed this request and no concerns were raised. Any requirements of the Oregon Fire Code or Building Code will be required at the time of development.

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

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

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

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

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

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

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**Attachments :**

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

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

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

*Policy 188.00 The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

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

### **McMinnville's City Code:**

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

17.74.070 Planned Development Amendment - Review Criteria. An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

**Finding: Section 17.74.070 is satisfied by this proposal.**

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#### *Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List

The request is to remove the subject site and properties from the Planned Development Overlay District, so no other changes would be made to the existing Planned Development or changes to any of the regulations or conditions of approval contained within the Planned Development. Specifically, a condition of approval is included to ensure that all other standards and conditions of approval adopted by Ordinance 4739 in the approval of the original Planned Development Overlay District would remain in effect.

The subject site is currently included within the Planned Development Overlay District, but there are no specific future land uses identified in the Linfield College Master Plan for the subject site. More specifically, on Page 19 of the Master Plan, the Cozine Creek and surrounding areas (including the subject site north of the creek and southeast of Baker Street) are identified as a "Cozine Creek programmatic zone". However, on Page 18, the Master Plan identifies the northern boundary of the campus as the Cozine Creek. The Master Plan Goals, on Page 21, continue with a statement that "The College should decide whether to keep outlying parcels including the Columbus School Site...". Campus open spaces are discussed in more detail on Page 36, but the "Open Spaces" map shows a "Cozine Creek Park" that is more focused on the creek corridor and does not include the property in question to the north. Given that the Master Plan Goals consider the possibility of the property in question being released by the college, the fact that the application was submitted for removal of the properties from the Planned Development Overlay District is evidence that Linfield College has considered whether to keep control of the parcel, and decided not to and allow it to be sold and developed. This is further evidenced by the letter of support provided by the applicant from Linfield College, showing that the college is in support of the applicant's intended use of the properties.

Based on these descriptions of the subject site in the Linfield Master Plan, there are special objectives of the proposed development (that being the Comprehensive Plan Map amendment and zone change because a final site and development plan has not been submitted) that warrant the amendment of the Planned Development Overlay District to remove the subject site and properties. The resulting development, again being the Comprehensive Plan Map amendment and zone change, would not be inconsistent with the Comprehensive Plan goals, policies, and objectives, as described in the findings of fact in the Decision Documents for those land use requests. The applicant has provided a traffic impact analysis, which was also described in the findings of fact in the Decision Documents for the two prior land use requests, to show that future construction will not significantly impact the street network in the surrounding area. Also, the future build out of the site will be required to provide all required infrastructure, utilities, and drainage to support the buildings that are proposed at that time.

CD:sjs

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*Attachments :*

Attachment 1 – Application and Attachments  
Other Attachments – See Attachment List



September 28, 2018

Heather Richards  
City of McMinnville Planning Department  
231 NE 5<sup>th</sup> Street  
McMinnville, OR 97128

**RE: Comprehensive Plan Map Amendment, Zone Change and Planned Development  
Amendment for property located at 600 SE Baker Street**

Dear Heather,

We are pleased to submit the paperwork to begin the application process for the Linfield property located at 600 SE Baker Street. Enclosed please find the following documents:

- Comprehensive Plan Map Amendment and Zone Change application form
- Planned Development Amendment form
- Site plan
- Legal description of the subject site
- Copy of the current development overlay for Linfield College
- Payment for the applicable review fee
- Details as required from the neighborhood meeting (held on September 19, 2018)
- Traffic Impact Analysis

If you require any of this information electronically, please let us know. We look forward to working with your team as the process moves forward.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Schlotfeldt".

Kathy Schlotfeldt  
Executive Director

A handwritten signature in blue ink that reads "Dave Haugeberg".

Dave Haugeberg  
President

**Enclosures:**

Conceptual site plan  
Map with location of proposed site



**Planning Department**

231 NE Fifth Street • McMinnville, OR 97128  
(503) 434-7311 Office • (503) 474-4955 Fax  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**Office Use Only:**

File No. CRA 2-18/ZC4-18  
Date Received 9-28-18  
Fee CRA=707.<sup>50</sup>/ZC=11625.<sup>00</sup>  
Receipt No. 18MD204  
Received by CS

## Comprehensive Plan Map Amendment/ Zone Change Application

### Applicant Information

Applicant is: ☐ Property Owner ☒ Contract Buyer ☐ Option Holder ☐ Agent ☐ Other \_\_\_\_\_

Applicant Name MV Advancements Phone 503-472-2248

Contact Name Kathy Schlotfeldt Phone 503-687-2507  
(If different than above)

Address 319 NE 5th Street

City, State, Zip McMinnville, OR 97128

Contact Email Kathy@madvancements.org

### Property Owner Information

Property Owner Name Linfield College Phone 503-883-2458  
(If different than above)

Contact Name Mary Ann Rodriguez Phone 502-833-4256

Address 900 SE Baker Street

City, State, Zip McMinnville, OR 97128

Contact Email mrodrigu1@linfield.edu

### Site Location and Description

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

Property Address 600 SE Baker St. McMinnville,

Assessor Map No. R4420DD - 60101 + 00200 Total Site Area 5.8 acres

Subdivision \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_

Comprehensive Plan Designation Residential Zoning Designation R4PD - Multi family

This request is for a:

☒ **Comprehensive Plan Amendment**

☒ **Zone Change**

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property. \_\_\_\_\_

*See application attached*

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2). \_\_\_\_\_

*See application attached*

3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay. \_\_\_\_\_

*See application attached*

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

*Not applicable*

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

*See application attached*

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

*See application attached*

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

*See application attached*

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

*See application attached*

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

- ☒ A site plan (drawn to scale, with a north arrow, legible, and of a reproducible size), indicating existing and proposed features within and adjacent to the subject site, such as: access; lot and street lines with dimensions; distances from property lines to structures; improvements; and significant features (slope, vegetation, adjacent development, drainage, etc.). If of a larger size, provide five (5) copies in addition to **an electronic copy** with the submittal.
- ☒ A legal description of the parcel(s), preferably taken from the deed.
- ☒ Payment of the applicable review fee, which can be found on the Planning Department web page.

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

*Kathy Schotfeldt*  
Applicant's Signature

9/28/18  
Date

*MD Rodriguez*  
Property Owner's Signature

9-28-18  
Date

# CONCEPTUAL SITE PLAN

MARCIA A. MIKESH  
ARCHITECT, INC.

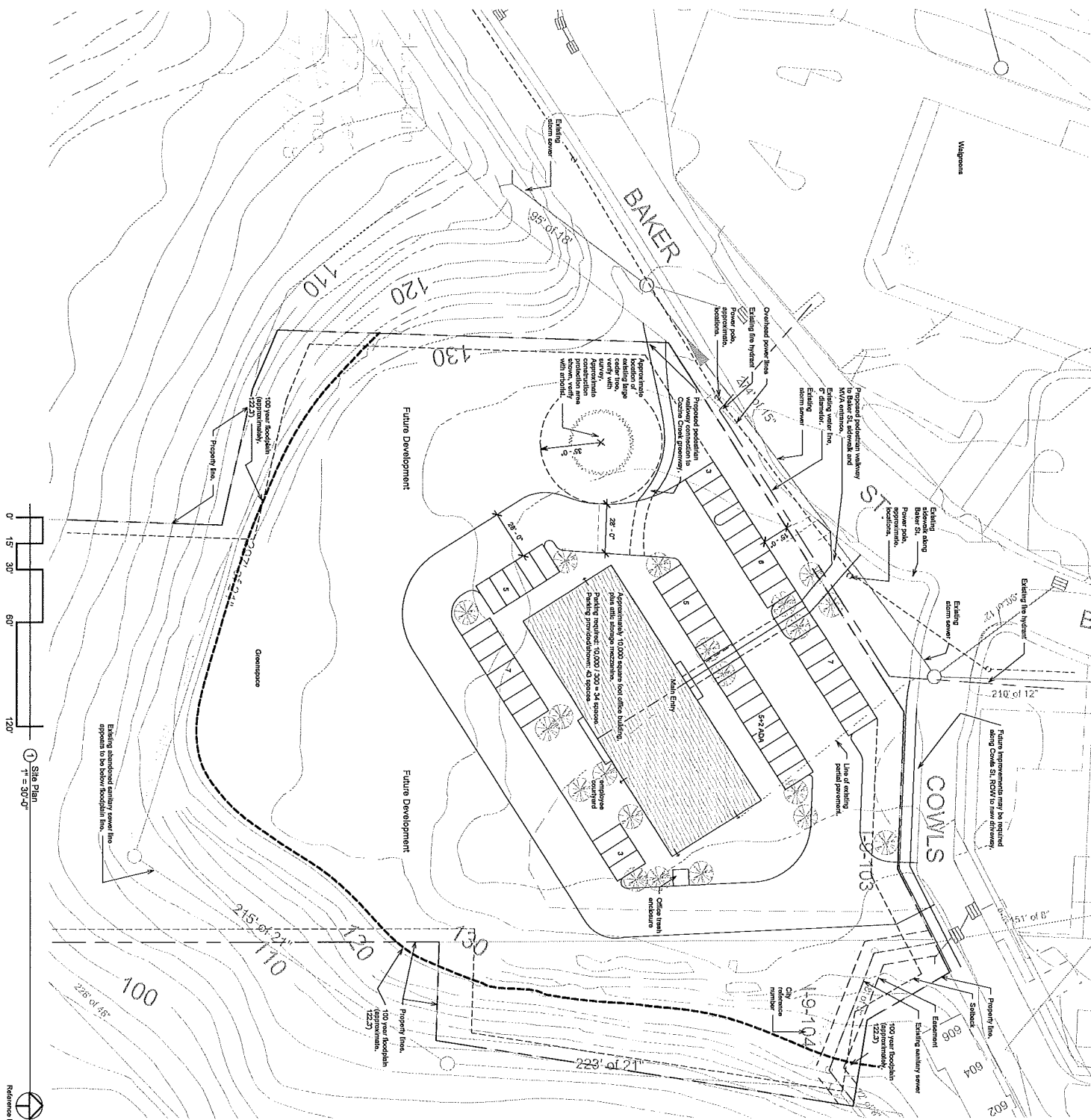
524 SE Hemlock St.  
McMinnville, OR 97128-6061  
P: 503.474.1900  
www.goodhut.com  
marcia@goodhut.com

Site location: 600 SE Baker St., McMinnville, OR  
Current property owner: Lillard College  
Applicant: MV Advancements, www.mvadvancements.org  
Mailing Address: PO Box 24, McMinnville, OR 97128  
Phone: 503.474.1900  
Fax: 503.474.1900  
Cell: (503) 733-0285  
Email: info@mvadvancements.org

## Preliminary Not for Construction

- Site Plan Notes**
1. This plan base drawing was provided by City of McMinnville. It is a preliminary drawing and is not to be used for construction. It is subject to change without notice.
  2. The site plan shows the location of the proposed building and parking lot. The building is shown as a rectangular structure with a flat roof. The parking lot is shown as a series of rectangular spaces.
  3. The site plan shows the location of the proposed building and parking lot. The building is shown as a rectangular structure with a flat roof. The parking lot is shown as a series of rectangular spaces.
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  11. The site plan shows the location of the proposed building and parking lot. The building is shown as a rectangular structure with a flat roof. The parking lot is shown as a series of rectangular spaces.

| No. | Description | Date    |
|-----|-------------|---------|
| 1   | Site Plan   | 2018.06 |
| 2   | Site Plan   | 2018.06 |
| 3   | Site Plan   | 2018.06 |
| 4   | Site Plan   | 2018.06 |
| 5   | Site Plan   | 2018.06 |
| 6   | Site Plan   | 2018.06 |
| 7   | Site Plan   | 2018.06 |
| 8   | Site Plan   | 2018.06 |
| 9   | Site Plan   | 2018.06 |
| 10  | Site Plan   | 2018.06 |
| 11  | Site Plan   | 2018.06 |



0' 15' 30' 60' 120'

① Site Plan

1" = 30'-0"

Reference North

**Planning Department**

231 NE Fifth Street • McMinnville, OR 97128  
(503) 434-7311 Office • (503) 474-4955 Fax  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

**Office Use Only:**

File No. PDA 1-18  
Date Received 9-28-18  
Fee 442.50  
Receipt No. 18A0206  
Received by SA

## Planned Development Amendment Application

**Applicant Information**

Applicant is: ☐ Property Owner ☒ Contract Buyer ☐ Option Holder ☐ Agent ☐ Other \_\_\_\_\_

Applicant Name MV Advancements Phone 503-472-2248  
Contact Name Kathy Schlotfeldt Phone 503-687-2507  
(If different than above)  
Address 319 NE 5th Street  
City, State, Zip McMinnville, OR 97128  
Contact Email Kathy@mvadvancements.org

**Property Owner Information**

Property Owner Name Linfield College Phone 503-883-2458  
(If different than above)  
Contact Name Mary Ann Rodriguez Phone 562-833-4256  
Address 900 SE Baker Street  
City, State, Zip McMinnville, OR 97128  
Contact Email mrodrigu1@linfield.edu

**Site Location and Description**

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

Property Address 600 SE Baker St. McMinnville  
Assessor Map No. R4 420DD-00104 + 00200 Total Site Area 5.8 acres  
Subdivision \_\_\_\_\_ Block \_\_\_\_\_ Lot \_\_\_\_\_  
Comprehensive Plan Designation Residential Zoning Designation R4-Multi-family-P.

1. Show in detail how your request seeks to amend the existing planned development overlay. State the reason(s) for the request and the intended use(s) of the property: \_\_\_\_\_

See application attached

2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Volume II): \_\_\_\_\_

See application attached

3. Considering the pattern of development in the area and surrounding land uses, show, in detail, how the proposed amendment is orderly and timely: \_\_\_\_\_

*See application attached*

4. Describe any changes in the neighborhood or surrounding area which might support or warrant the request: \_\_\_\_\_

*See application attached*

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

*See application attached*

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

*See application and traffic analysis*

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

- ☒ A site plan (drawn to scale, legible, and of a reproducible size). The site plan should show existing and proposed features such as: access; lot and street lines with dimensions in feet; distances from property lines; improvements; north direction arrow, and significant features (slope, vegetation, adjacent development, drainage, etc.).
- ☒ A copy of the current planned development overlay ordinance.
- ☒ A legal description of the subject site, preferably taken from the deed.
- ☒ Payment of the applicable review fee, which can be found on the Planning Department web page.

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

*Kathy Schotfelte*  
Applicant's Signature

9/28/18  
Date

*MB Rodnauer*  
Property Owner's Signature

9/28/18  
Date

MARCIA A. MIKESH  
ARCHITECT, INC.

524 SE Hembree St.  
McMinnville, OR 97128-6051  
P: 503.474.1900  
www.goodhut.com  
marcia@goodhut.com

Site location: 800 SE Baker St, McMinnville, OR  
Current property owner: Linfield College  
Applicant: MV Advancements, [www.mvadvancements.org](http://www.mvadvancements.org)  
Mailing Address: PO Box 28, McMinnville, OR 97128  
Office: 310 NE Fifth St, McMinnville, OR 97128  
Owner contact: Kathy Schlotfeldt, Executive Director, MVA, Inc.  
tel: (503) 793-1095 direct: (503) 687-2507  
[kathy@mvadvancements.org](mailto:kathy@mvadvancements.org)

## Preliminary Not for Construction

## Site Plan Notes:

- [illegible]

[illegible]

### New Site for

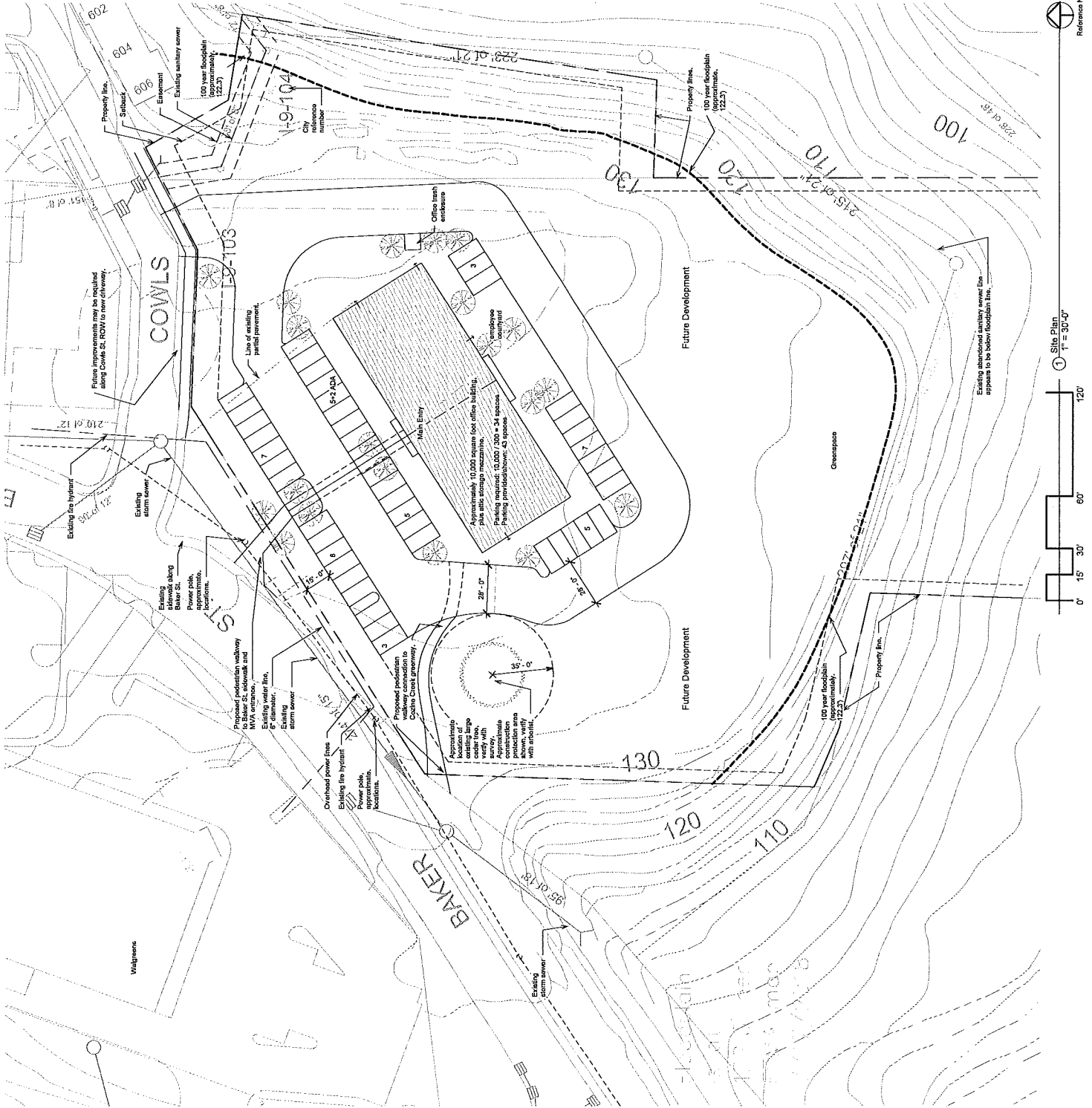
MV Advancements  
Site Plan

|                |           |
|----------------|-----------|
| Project number | 2018,06   |
| Data           | 8/22/2018 |

A1

Scale

## Reference North



**Property address:** 600 SE Baker St. McMinnville, OR 97128

**Assessor Map No:** R4420DD-00101 and R4420DD-00200

**Total site area:** 5.89 acres (approximately ½ is buildable, and ½ is in the Cozine Creek flood plain)

**Comprehensive Plan Designation:** Residential

**Zoning Designation:** R4- Multi-family residential

**Site location and description:** The Old Columbus School location

**PARCEL 1:**

A tract of land in Section 20, Township 4 South, Range 4 West of the Willamette Meridian, County of Yamhill and State of Oregon, and being a portion of that tract conveyed to Emily J. Snelling by Deed recorded in Book "R", Page 367, described as follows:

BEGINNING at a point 864.40 feet South and 16 links East of the intersection of the center line of "B" Street in McMinnville with the South line of W. T. Newbys Donation Land Claim and running East 154.44 feet; thence South 394.48 feet; thence South 48° West 1.0 chain; thence South 68° West 63 links; thence North 70° West to a point due South of beginning point; thence North to Place of Beginning. EXCEPTING THEREFROM the following:

BEGINNING at the City monument in the center of Baker Street and on the North line of South Cowls Street; thence South 00° 35' West 20 feet; thence South 88° 50' East 158.36 feet to the TRUE PLACE OF BEGINNING; thence South 287.7 feet to an iron pin on the East boundary of School District No. 40 school grounds; thence North 02° 01-1/2' West 282.62 feet; thence North 62° 17' East 11.3 feet to the TRUE PLACE OF BEGINNING. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

**PARCEL 2:**

Situate in Section 20, Township 4 South, Range 4 West of the Willamette Meridian, Yamhill County, Oregon as follows:

BEGINNING 847.44 feet South and 16 links East of intersection of center line of "B" Street with South line of W. T. Newbys Donation Land Claim, said, beginning point being the Northeast corner of a tract conveyed by Emily J. Snelling to George Squire which deed is recorded in Book "Y", Page 555, Deed Records for Yamhill County, Oregon; running South 448.80 feet; thence North 79° West 25 feet; thence North to the North line of said Squires tract; thence North 44° East to angle in North line of said Squires tract; thence East 16 links to Place of Beginning. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

**PARCEL 3:**

A tract of land in Section 20, Township 4 South, Range 4 West of the Willamette Meridian in Yamhill County, Oregon, described as follows:

BEGINNING at a point on the Southerly line of South Baker Street in the City of McMinnville, Oregon, said point being 20.44 feet West and 48.0 feet South of the intersection of the center lines of South Baker Street and South Cowls Street and on the line between the land owned by School District No. 40, known as the Columbus School Grounds, and a tract of land owned by Linfield College, the same being recorded in Volume 46, Page 567, Records of Deeds of Yamhill County; thence running South along said line 392.9 feet to the Southeast corner of said college tract; thence North 70° West along the Southerly line of said tract 40.34 feet; thence North 79° West along said Southerly line 99.0 feet; thence North 64° West along said Southerly line 16.60 feet; thence North parallel to the East line of said tract 227.2 feet to a point on the Southerly line of South Baker Street; thence North 50° 15' East along the Southerly

line of South Baker Street 195.1 feet to the Place of Beginning. SAVE AND EXCEPT that portion conveyed to the State of Oregon, by and through its Department of Transportation in Warranty Deed recorded January 4, 1996 as Instrument No. 199600163, Deed and Mortgage Records.

**PARCEL 4:**

A tract of land in the City of McMinnville, Yamhill County, Oregon described as follows: BEGINNING at the City monument in the center of Baker Street, and on the North line of Cowls Street, extended; thence South 00° 35' West 20.0 feet; thence South 88° 50' East 158.36 feet to an iron pipe at the Northeast corner of the Columbus School Property; thence South 287.7 feet to the TRUE POINT OF BEGINNING; thence East 56.55 feet; thence North 07° 09-1/2' East 269.56 feet; thence North 60° 53' East 70.0 feet; thence North 46° 56-1/2' East 95.9 feet to an iron pipe supposedly marking the Southeast corner of Lot 11, Block 1, SUNNYSIDE ADDITION to the City of McMinnville, Yamhill County, Oregon; thence North 81° 43' East along the South line of that tract described in Yamhill County Deed Records, Volume 121, Page 465 to the West line of Davis Street; thence Southeasterly along the West line of Davis Street to the center of Cozine Creek; thence Southwesterly up the center of Cozine Creek to a point approximately 61 feet West and 635 feet South of said City monument where the center of Cozine Creek intersects an East boundary line of the Linfield College property; thence North along said East boundary 190 feet more or less to a point on the South line of Columbus School grounds, which is 61.09 feet West and 443.55 feet South of said monument; thence following the present Columbus School boundary as follows: South 70° East 40.34 feet; thence South 77° 12' East 96.38 feet; thence North 68° East 41.58 feet; thence North 48° East 66.0 feet; thence North 106.78 feet to the TRUE PLACE OF BEGINNING.

**PARCEL 5:**

BEGINNING at the Southeast corner of Lot 11, Block 1, SUNNYSIDE ADDITION to the City of McMinnville, Yamhill County, Oregon; thence South 46° 56' 30" West 95.9 feet; thence South 60° 53' West 70 feet; thence South 07° 09' 30" West 28 feet to the TRUE PLACE OF BEGINNING; thence Northwesterly tangent to the last named bearing, 50 feet; thence Northwesterly to a point on the South line of Cowls Street that is South 61° 02' West 109.58 feet from the Southwest corner of said Lot 11, Block 1; thence Southwesterly along the South line of said Cowls Street, 21 feet to the Northeast corner of the Columbus School Tract; thence South along the East line of the Columbus School Tract 282.62 feet; thence East 56.55 feet; thence North 07° 09' 30" East 241.56 feet to the TRUE POINT OF BEGINNING.

# **Supporting Narrative for Comprehensive Plan Amendment and Zone Change Applications**

## ***Residential to Commercial, and R-4 PD (Multi-Family Residential Planned Development) Zone to O-R (Office/Residential) Zone, Respectively***

600 SE Baker St. McMinnville, OR  
Assessor's Map No. R4420DD – 00101 & 00200  
September 28, 2018

### ***1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property.***

The applicant wishes to construct an office building to consolidate several programs as well as the company's administrative staff at the former Columbus School site located at 600 SE Baker St. in McMinnville. The total acreage is 5.8, while the usable/buildable acreage is 2.86 and the remaining portion is impacted by wetlands and the 100 year flood plain.

For this project to move forward, the following land use applications will be required:

- Removal of the property from the Linfield Planned Development Overlay Zone that was approved by the City in 2000
- A comprehensive plan map amendment from Residential to Commercial
- A zone change from R-4 PD to O-R

MV Advancements (MVA) is a non-profit corporation, founded in 1966 to provide employment, residential and community inclusion supports to adults who experience intellectual and/or developmental disabilities. Our mission is to assist persons with disabilities to develop to their highest potential and achieve fulfilling lives. Our vision is that these adults will be fully supported to be involved in their community, developing meaningful relationships at work, at home and at leisure.

During Phase 1, MV Advancements intends to develop the site to include a corporate headquarters office building with approximately 10,000 sq/ft. This building will be a consolidation of several locations and services around our community and it will house up to 50 employees including our administrative staff, employment staff, McMinnville Community Inclusion program, a training room and community space. The community space will be available upon request to other organizations in Yamhill County. Required off-street parking and landscaping will also be provided as part of this phase of development.

Phase 2 of the project would include up to 24 apartment units that would provide needed housing for people with intellectual/developmental disabilities well as possible senior housing.

The access to public transportation and the close access to other services and agencies within the community will create a real opportunity to improve the lives of the individuals we support.

In 2000, the City took action to approve a request from Linfield College to apply a planned development overlay to their entire campus as a tool to help guide its future growth and

development. This planned development included the subject property, which had a few years prior been acquired by the College from the McMinnville School District. Commissioners may recall that this is the site of the former Columbus Elementary School, which was razed in 1994 due to damage sustained during the 1993 Spring Break earthquake. With this property's sale to MV Advancements, the site will no longer have relevance to Linfield's long range development plans. For that reason, the applicant requests the portion of the planned development that encumbers the subject site be removed.

The requested comprehensive plan amendment and zone change are necessary to permit the proposed professional office use on this property; multi-family residential use is permitted by the current zoning, as well as by the Office-Residential zone.

It should be noted that Purchase and Sale Agreement between MVA and Linfield contains the following restrictive covenants regarding use of the property, one of which reads as follows:

The restrictive covenant will allow residential uses, but only those that are in conjunction with the services being performed by the Buyer, and/or for senior citizen housing, and only if permitted by all applicable laws, rules, and regulations. The specifically allowed residential uses would be limited to no more than 24 individual units and with buildings no taller than two stories. All other residential uses would be prohibited.

Please see attached letter from Linfield supporting this application and their statement that they would not support the development of the property for the maximum capacity of 83 housing units.

Further details regarding the applicant's proposed development, and findings in support of its requested land use applications, are provided in the following pages and attached materials.

***2. Show in detail, by citing specific goals and policies, how your request is consistent with applicable goals and policies of the McMinnville Comprehensive Plan (Vol. 2).***

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

GOAL II 1: TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.

*2.00 The City of McMinnville shall continue to enforce appropriate development controls on lands with identified building constraints, including, but not limited to, excessive slope, limiting soil characteristics, and natural hazards.*

*9.00 The City of McMinnville shall continue to designate appropriate lands within its corporate limits as "floodplain" to prevent flood induced property damages and to retain and protect natural drainage ways from encroachment by inappropriate uses.*

Applicant Response: Goal II and Policy 2.00 and 9.00 are satisfied as applicant has no plans to develop the portion of the property that is located in the Cozine Creek floodplain. Based on wetland, flood plain and topographic maps, it is estimated that approximately 50% of the site is usable (124,575 SF / 2.86 acres).

The applicant is aware that Linfield College, in conjunction with the Greater Yamhill Watershed Council has plans to restore the Cozine Creek property between the Linfield campus and this

property, to its original, native plant species. It is the applicant's intent to fully cooperate with this restoration.

GOAL III 1: TO PROVIDE CULTURAL AND SOCIAL SERVICES AND FACILITIES COMMENSURATE WITH THE NEEDS OF OUR EXPANDING POPULATION, PROPERLY LOCATED TO SERVICE THE COMMUNITY AND TO PROVIDE POSITIVE IMPACTS ON SURROUNDING AREAS.

*13.00 The City of McMinnville shall allow future community center type facilities, both public and private, to locate in appropriate areas based on impacts on the surrounding land uses and the community as a whole, and the functions, land needs, and service area of the proposed facility.*

*14.00 The City of McMinnville shall strive to insure that future public community facilities, where possible and appropriate, are consolidated by locating the new structures in close proximity to other public buildings. This will be done in order to realize financial benefits, centralize services, and positively impact future urban development.*

Applicant Response: Goal III and Policy 13.00 and 14.00 are supported for the following reasons:

MVA provides social services to individuals who experience disabilities. We have seen an increase in individuals needing our services. The location of the property is in close proximity to other community services including the library, the Developmental Disabilities case management entities, public transportation and recreational activities including the city pool, local parks and historic downtown 3<sup>rd</sup> Street. We have been looking for suitable property that would meet our criteria of being close to community services and the downtown core for some time. This was the only property we have found that meets our current and future needs.

GOAL IV 1: TO ENCOURAGE THE CONTINUED GROWTH AND DIVERSIFICATION OF McMINNVILLE'S ECONOMY IN ORDER TO ENHANCE THE GENERAL WELL-BEING OF THE COMMUNITY AND PROVIDE EMPLOYMENT OPPORTUNITIES FOR ITS CITIZENS. COMMERCIAL DEVELOPMENT

GOAL IV 2: TO ENCOURAGE THE CONTINUED GROWTH OF McMINNVILLE AS THE COMMERCIAL CENTER OF YAMHILL COUNTY IN ORDER TO PROVIDE EMPLOYMENT OPPORTUNITIES, GOODS, AND SERVICES FOR THE CITY AND COUNTY RESIDENTS.

*21.01 The City shall periodically update its economic opportunities analysis to ensure that it has within its urban growth boundary (UGB) a 20-year supply of lands designated for commercial and industrial uses. The City shall provide an adequate number of suitable, serviceable sites in appropriate locations within its UGB. If it should find that it does not have an adequate supply of lands designated for commercial or industrial use it shall take corrective actions which may include, but are not limited to, redesignation of lands for such purposes, or amending the UGB to include lands appropriate for industrial or commercial use. (Ord.4796, October 14, 2003)*  
*21.03 The City shall support existing businesses and industries and the establishment of locally owned, managed, or controlled small businesses. (Ord.4796, October 14, 2003)*

Applicant Response: MV Advancements is a small, non-profit business with approximately 160 employees. MVA is based in McMinnville with employment services also provided in Polk and Marion counties. We have been unable to find adequate commercial space for a corporate headquarters within the city except for this Linfield property.

Approval of this request would provide some 2.86 acres of land for commercial use. According to the conclusions of the City's adopted Economic Opportunities Analysis, there is a need for approximately 36 additional acres of commercial land during the planning period (2013-2033). The redesignation of this property from Residential to Commercial would help satisfy that unmet need.

It should be noted that this zone change will not result in a loss of AVAILABLE R4 residential land, as this property was not a part of the available land for development in the City's most recent housing needs analysis. However, the O-R zone will allow for residential development, so this change will expand available residential land within the City limits.

Also, please see the letter of support from Linfield College specifically supporting the level of development as proposed.

Goal IV 1 & 2 and Policy 21.01 and 21.03 are met by this request.

GOAL IV 3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.

*24.00 The cluster development of commercial uses shall be encouraged rather than auto-oriented strip development. (Ord.4796, October 14, 2003)*

Applicant Response: Policy 24.00 is satisfied as the development of the site is consistent with the current commercial clustering of business in the area. We intend to create a campus feel that will blend aesthetically with existing properties.

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

Applicant Response: Policy 25.00 is satisfied as the request to rezone to O-R (Office/Residential) is consistent with the surrounding land uses. On the North side of Cows Street, the immediate two properties, including the You-Nique Boutique Hair Salon and Hagan Hamilton Insurance, are currently zoned O-R. Directly west (across Baker Street), the parcels are zoned C-3 including Walgreens, The El Rancho Market and St. Vincent de Paul Thrift store. To the East, the adjacent property is zoned R-4. Further, the applicant notes that the purpose of the Office Residential zone, as stated in the McMinnville Zoning Ordinance, is to provide a transition and buffer area between commercially zoned and residentially zoned areas, and as a buffer zone along major arterials between the roadway and the interior residential areas. The requested action furthers those objectives and is therefore consistent with Policy 25.00.

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

Applicant Response: Access for the proposed development would be located off Cows Street, near the site's northeast corner and some 150 feet east of the street's intersection with Baker

Street. Cows Street is classified as a local residential street in the City's Transportation System Plan; Baker Street is classified as a major arterial. Access for this property is limited to Cows Street as it is bordered on two sides by the Cozine Creek floodplain, and to the west by Baker Street, onto which direct access from this site is prohibited. The access has been located back from the Cows Street and Baker Street intersection to minimize conflict at that intersection and promote its use, rather than alternate routes such as travel further east and north on Cows Street.

Further, according to the applicant's submitted traffic impact analysis (TIA), most of the trips generated by this proposed development would travel west and north through the Baker Street/Cows Street intersection and not east and north on Cows Street. Per the traffic impact analysis (see Appendix F, Figure 5), it is estimated that 5% of the site traffic would utilize Cows and that 95% would use Baker Street. Applying that 5% to the numbers of Table 1 of the TIA, the full impact of a 49,835 square foot office building, which is the reasonable worst case in the proposed zone, Cows would see an increase of 4 weekday AM peak hour trips and 3 weekday PM peak hour trips. Based upon the trip difference between the existing zone (R-4) and the proposed zone, Cows would see an increase in 4 weekday daily trips, 2 weekday AM peak hour trips and 1 PM peak hour trip.

Policy 30.00 is therefore satisfied.

*31.00 Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)*

Applicant Response: Policy 31.00 is satisfied as the property is bordered by sidewalks for both bicycle/pedestrian traffic. Further, Cows, as the closest residential street would continue to provide pedestrian connections to the existing residential properties.

*32.00 Where necessary, landscaping and/or other visual and sound barriers shall be required to screen commercial activities from residential areas.*

Applicant Response: Policy 32.00 is satisfied as the applicant intends to landscape the property appropriately and the design will be reviewed by the City of McMinnville Landscape Review Committee prior to the issuance of building permits.

*33.00 Encourage efficient use of land for parking; small parking lots and/or parking lots that are broken up with landscaping and pervious surfaces for water quality filtration areas. Large parking lots shall be minimized where possible. All parking lots shall be interspersed with landscaping islands to provide a visual break and to provide energy savings by lowering the air temperature outside commercial structures on hot days, thereby lessening the need for inside cooling. (Ord.4796, October 14, 2003)*

Applicant Response: Policy 33.00 is satisfied as applicant intends to provide adequate space for off street parking and will comply with landscape requirements in accordance with City ordinances.

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

*64.00 The City of McMinnville shall work in cooperation with other governmental agencies, including the Mid-Willamette Valley Council of Governments and the Yamhill County Housing Authority, and private groups to determine housing needs, provide better housing opportunities and improve housing conditions for low and moderate income families.*

Applicant Response: Goal V 1 and Policy 64.00 is met as applicant, once the commercial building is complete will consider the development of low-income housing for individuals with disabilities and/or seniors.

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

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

Applicant response: Policy 68.00 is satisfied as the property is located close to the city center where urban services are already available including public transportation.

*69.00 The City of McMinnville shall explore the utilization of innovative land use regulatory ordinances which seek to integrate the functions of housing, commercial, and industrial developments into a compatible framework within the city.*

Applicant response: Policy 69.00 is met as the applicant intends to integrate the functions of commercial and housing developments into the site.

*71.05 The City of McMinnville shall encourage annexations and rezoning which are consistent with the policies of the Comprehensive Plan so as to achieve a continuous five-year supply of buildable land planned and zoned for all needed housing types. (Ord.4840, January 11, 2006; Ord. 4243, April 5, 1983; Ord. 4218, November 23, 1982)*

Applicant response: As part of this proposed commercial development, the applicant is considering the development within the subject property of approximately 24 residential housing units for developmentally disabled adults. If constructed, the units would generally be located within the eastern portion of the site.

The City's most recently completed Housing Needs Analysis (EcoNorthwest, 2001) provides the following as regard housing for special needs individuals:

#### “HOUSING NEEDS OF SPECIAL POPULATIONS

In its Housing Strategies Workbook, the Oregon Department of Housing and Community Services identifies several “special populations” that have housing needs distinctly different than the general population. These include runaway

youth, elderly and frail individuals, large families, farmworkers, persons recently released from state institutions, and persons infected with the HIV virus, among others. The housing needs of these special populations are highly dependent on individual circumstances. Moreover, it is not uncommon for the same individual to be classified into two or more of the categories. As such, it is very difficult to develop an estimate of the number and type of housing units needed for these special populations. In this section we estimate the number of persons with such disabilities and provide projections based on anticipated population growth in Yamhill County. For reasons stated above, we do not attempt to estimate the number or types of units needed to house individuals with special housing needs. Table 5-28 summarizes the number of persons statewide and in Yamhill County who fall within each of the special population categories. **Although the need varies by group, collectively, these groups have significant housing needs.** [Emphasis added]. Please refer to the Housing Strategies Workbook for a detailed discussion of issues and special considerations for these populations.”<sup>1</sup>

The report authors go on to conclude that the need for housing for special needs individuals in McMinnville “is considerable.”<sup>2</sup>

The applicant notes that regardless of the type of housing proposed, the City’s adopted Housing Needs Analysis finds that all residential zones are deficient in terms of the acreage available to meet the demands of the planning period.<sup>3</sup>

Given the above findings, Policy 71.05 is satisfied by this request as additional housing units would be made available to meet the needs of city residents.

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

- 1. Areas which are not committed to low or medium density development;*
- 2. Areas which can be buffered by topography, landscaping, collector or arterial streets, or intervening land uses from low density residential areas in order to maximize the privacy of established low-density residential areas;*
- 3. Areas which have direct access from a major collector or arterial street;*
- 4. Areas which are not subject to development limitations;*
- 5. Applications for multiple-family zone changes will be considered in relation to the above factors, e.g., sewer line capacity and dispersal of units. In addition, requests for zone changes to multiple-family shall consider those factors set for in Section 17.74.020 (Comprehensive Plan Map Amendment and Zone Change – Review Criteria) of the zoning ordinance (Ord. 4796, October 14, 2003; Ord. 4218, November 23, 1985).*

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<sup>1</sup> “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, p. 5-29.

<sup>2</sup> “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, p. 5-30.

<sup>3</sup> “McMinnville Housing Needs Analysis,” EcoNorthwest, May 2001, Table 6-2, p. 6-4.

Applicant response: Policy 71.13 is met as this request satisfies the above listed criteria as noted elsewhere in this narrative. In summary, the property is not committed to low or medium density development; it is buffered by topography, existing higher density development, and arterial streets from other low-density development; the site has access via Cowls Street to Baker Street, a major arterial; and the area proposed for development (above the Cozine Creek floodplain) is not subject to development limitations.

*74.00 Distinctive natural, topographic, and aesthetic features within planned developments shall be retained in all development designs.*

Applicant response: Policy 74.00 is met as applicant intends to develop a landscape plan to fit in with the natural area including Cozine Creek wetlands.

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

Applicant response: Policy 80.00 is met as applicant intends to fully cooperate with Linfield College, in conjunction with the Greater Yamhill Watershed Council, to support plans to restore the Cozine Creek property between the Linfield campus and this property, to its original, native plant species.

*81.00 Residential designs which incorporate pedestrian and bikeway paths to connect with activity areas such as schools, commercial facilities, parks, and other residential areas, shall be encouraged.*

Applicant response: Policy 81.00 is satisfied as the property is bordered by sidewalks to accommodate both bicycle/pedestrian traffic. Further, Cowls, as the closest residential street, will continue to provide pedestrian connections to the existing activity areas.

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

Applicant response: Policy 86.00 would not apply as the dispersal policy is not applicable to the subject site, which sits within the fringes of the downtown core and surrounding Linfield College area.

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

Applicant response: Policy 90.00 is met as the development of apartments at this site will result in meeting the goal of locating greater residential densities along major arterials (Baker Street) and it is in walking distance to shopping and public transit routes.

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

Applicant response: The applicant's submitted Traffic Impact Analysis finds that: 1) the proposed development would generate few new trips during the AM and PM peak periods (the PM peak period actually goes down); and 2) the vast majority of those new trips would travel to and from the site on Baker Street, a major arterial street, and the short section of Cowls Street extending from Baker Street to the subject site's northeast corner. It also notes that very few trips would travel to the east and north from the site on Cowls Street. Both Baker Street and Cowls Street have sufficient carrying capacity to accommodate the proposed development, as documented by the Traffic Impact Analysis, and comments from the City of McMinnville Community Development Director. Policy 91.00 is therefore satisfied. See the attached Traffic Impact Analysis for details.

*92.00 High-density housing developments shall be encouraged to locate along existing or potential public transit routes.*

Applicant Response: Policy 92.00 is satisfied as Route 2 of the Yamhill County Transit Area public transit serves the proposed site and there is a current bus stop located to the west side of the property.

GOAL VI 1: TO ENCOURAGE DEVELOPMENT OF A TRANSPORTATION SYSTEM THAT PROVIDES FOR THE COORDINATED MOVEMENT OF PEOPLE AND FREIGHT IN A SAFE AND EFFICIENT MANNER.

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

Applicant Response: Goal IV and Policy 126.00 is satisfied as the Applicant intends to provide off-street parking for both phases of the project. Based upon the building size, the City would require a minimum of 34 spaces. We anticipate having a minimum of 43 spaces for the office building and will provide for the apartments' parking in phase 2, based upon the nature of the development and as may be required by City off-street parking standards.

GOAL VII 1: TO PROVIDE NECESSARY PUBLIC AND PRIVATE FACILITIES AND UTILITIES AT LEVELS COMMENSURATE WITH URBAN DEVELOPMENT, EXTENDED IN A PHASED MANNER, AND PLANNED AND PROVIDED IN ADVANCE OF OR CONCURRENT WITH DEVELOPMENT, IN ORDER TO PROMOTE THE ORDERLY CONVERSION OF URBANIZABLE AND FUTURE URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMINNVILLE URBAN GROWTH BOUNDARY.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Applicant Response: Policies 173.00 and 177.00 are satisfied in that no concerns regarding this proposal have been voiced to the applicant in their discussions with McMinnville Water and Light or Northwest Natural Gas.

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

Applicant Response: Policy 178.00 is satisfied in that the applicant is proposing to develop property near the city center at urban densities and intensities, thereby promoting a compact urban development pattern and conserving energy.

GOAL X 1: TO PROVIDE OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN THE LAND USE DECISION MAKING PROCESS ESTABLISHED BY THE CITY OF McMINNVILLE.

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

*requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*

Applicant Response: Goal X I and Policy 188.00 are satisfied in that McMinnville continues to provide opportunities for the public to review and obtain copies of the application materials and completed staff report prior to the holding of public hearing(s). All members of the public have access to provide testimony and ask questions during the public review and hearing process. In addition, the applicant was required to conduct a neighborhood meeting prior to submitting this application. There were 15 guests in attendance at a neighborhood meeting which was hosted at the McMinnville Community Center on September 19, 2018 beginning at 6:00 PM. In summary, the following questions/ comments were received as well as MVA response to attendees:

1. Is Cows Street the only access/entrance to the property? Answer: yes
2. You state that you will have 50 employees, but do you have enough parking?  
Answer: yes, we will provide sufficient off street parking in excess of City requirements.
3. There is already a traffic concern on Cows Street will the development make this worse? Answer: We have a traffic study that indicates that there is sufficient capacity for the development. Further, based upon discussions with City staff, it was agreed that impact along Cows Street would be minor enough (due to the narrow nature of the street: i.e.: traffic flows to where it moves most freely) that it was not included in the study area.
4. Do you plan to develop the entire acreage, even the flood plain? Answer: Our plan is to develop only the property above the 100 year flood plain.
5. When will you do a survey of the property? Answer: In order to reduce costs, we are waiting until we have assurance that the zone change will be approved before incurring the expense.
6. There is a concern about current traffic flows on Baker Street north, past Cows Street and in front of Hagan Hamilton. Is there any way to sequence the lights on Baker Street to address? Answer: MVA is willing to work with other businesses to address this concern about the flow of traffic on Baker Street with the City of McMinnville.
7. Will this re-zoning application impact any other property? Answer: No, only the Linfield property located at 600 SE Baker Street.

***3. If your request is subject to the provisions of a planned development overlay, show, in detail, how the request conforms to the requirements of the overlay.***

The current planned development overlay that encumbers the subject site and Linfield College campus is not relevant to MV Advancement's development plans. Further, with the sale of this property to MV Advancements, it is no longer relevant to Linfield College and its long-range development plans. The owner (Linfield College) is therefore asking for this PD to be removed from the subject property.

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

Not applicable.

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

The request to rezone to O-R (Office/Residential) is consistent with the surrounding land uses. On the North side of Cows Street, the immediate two properties including the You-Nique Boutique Hair Salon and Hagan Hamilton Insurance are currently zoned O-R. Directly west (across Baker Street), the parcels are zoned C-3 including Walgreens, The El Rancho Market and St. Vincent de Paul Thrift store. To the East, the adjacent property is zoned R-4.

The site design for this property proposes a commercial building on the west side of the property which would be across from currently zoned O-R and C-3 properties. On the east side of the property, the proposed residential apartment units would be adjacent to residential property (R-4).

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

There is a long history of public use of the property. Until 1993 the property was the site of the Columbus Elementary School. After the school was deemed unsafe after the 1993 Spring Break earthquake, the property has remained vacant. It was subsequently acquired by Linfield College (the property owner).

At the same time, the neighborhood has moved to a more commercial use and this proposed project would support this transition to increase commercial usage.

The applicant notes that the purpose of the Office Residential zone, as stated in the McMinnville Zoning Ordinance, is to provide a transition and buffer area between commercially zoned and residentially zoned areas, and as a buffer zone along major arterials between the roadway and the interior residential areas. The requested action furthers those objectives and therefore supports or warrants this request.

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

All public utilities already exist to the site based upon our conversation with McMinnville Water & Light and City Staff.

The applicant has discussed the conceptual plans with representatives of McMinnville Water and Light and the City of McMinnville. Based upon those conversations, the applicant believes that sufficient capacity exists to serve the proposed development. Specific to the subject site, sanitary sewer service extends to the site's northeast corner, water service consists of a 12-inch ductile iron line on the north side of Cows Street and electricity services exists at the site's

southwest corner (underground) and (overhead) facilities. In addition, storm sewer service is available on the west side of the property, along Baker Street. The onsite storm sewer system will be designed to comply with the City's adopted *Storm Sewer Master Plan*.

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

The office building will house approximately 50 employees of MV Advancements. Access to the property will be off of Cows Street; no direct access to Baker Street from this property would be permitted. This will have negligible impact on Cows Street as it is a narrow street and vehicles will go where the traffic flows more freely, which would be Baker Street. Intersections along Cows Street were discussed with City Staff and it was agreed that impacts along Cows Street would be minor enough that they should not be included in the study area.

The following study intersections were identified and discussed with City of McMinnville and Oregon Department of Transportation staff for evaluation:

- 1) SE Baker Street (Highway 99W)/SE Handley Street
- 2) SE Baker Street (Highway 99W)/SE Cows Street
- 3) SE Baker Street (Highway 99W)/Adams Street U-turn

In the Traffic Impact Analysis performed by Greenlight Engineering (a copy of which is attached) all study intersections will operate adequately per Oregon Department of Transportation (ODOT) requirements evaluated at the 2023 horizon year without mitigation. There are no study intersections under the jurisdiction of the City of McMinnville. The Transportation Planning Rule requirements are met and there is adequate capacity for this development. See details of expected trip generation in the attached report.

Per preliminary conversations with the Oregon Department of Transportation (ODOT), they have indicated that they are pleased with the current bus stop located adjacent to the property and the existing right turn lane onto Cows Street from Baker Street. Further, ODOT has submitted written response to the record of this hearing stating that it has no comments or objections to this requested comprehensive plan amendment and zone change.



Vice President for Finance & Administration  
900 SE Baker Street  
McMinnville, OR 97128-6894  
t 503.883.2458 f 503.883.2630

November 7, 2018

Chair and Members of the Planning Commission  
City of McMinnville  
231 NE 5th Street  
McMinnville, OR 97128

RE: Zone Change Application for 600 SE Baker Street

Dear Chair and Committee Members,

Linfield College supports the Zone Change Application jointly submitted by MV Advancements (MVA) and Linfield for the property that the college owns at 600 SE Baker Street in McMinnville.

Linfield acquired this property from the McMinnville School District after the Columbus Grade School was condemned as a result of the earthquake of 1993. The college has been approached by interested buyers on several occasions who desired to fully develop the property. Given the close proximity of this property to Linfield's campus, the college carefully considered how development could impact Linfield's mission. The college would not sell the property if it resulted in the development of maximum capacity, high-density housing.

While negotiating with MV Advancements, the college required that the sale of the property include a Restrictive Covenant that limits the number of residential units that can be built. Specifically, the sales agreement restricts residential development to only those that are in conjunction with services performed by MVA and/or senior citizen housing, and allows no more than 24 individual units, with buildings no taller than two stories.

Linfield believes that with restrictions including those set forth above, the project will be beneficial to Linfield, MVA, and the public.

Sincerely,

Mary Ann Rodriguez  
Vice President, Finance and Administration

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# Traffic Impact Analysis

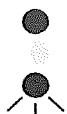
## MV Advancements Comprehensive Plan Amendment /Zone Change

600 SE Baker Street  
McMinnville, Oregon

September 10, 2018



EXPIRATION DATE: DEC. 31 2018



**GREENLIGHT ENGINEERING**  
TRAFFIC ENGINEERING/TRANSPORTATION PLANNING

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## EXECUTIVE SUMMARY

MV Advancements has proposed a comprehensive plan amendment and zone change in support of a project in McMinnville, Oregon. The site is located at 600 SE Baker Street and is 5.8 acres in size and currently split zoned as R-4 (Multiple Family Residential Zone) and F-P (Flood Plain). The 2.86 acre R-4 portion of the site is proposed to be rezoned to O-R (Office Residential Zone). The F-P portion will remain unchanged.

It is anticipated that the site will eventually be developed to consist of 10,000 square feet of office space and potentially up to 24 apartment units for adults with development disabilities and/or seniors. A conceptual site plan is illustrated in Appendix A. This report addresses the Transportation Planning Rule as required in a comprehensive plan amendment and zone change application. The following summarizes the key points of this transportation impact analysis (TIA):

- The 5.8 acre site is currently split zoned R-4 (Multiple Family Residential Zone). Only the 2.86 acre R-4 portion of the site is developable due to the presence of the 100 year floodplain of Cozine Creek that is located in the 2.94 acre F-P zone portion of the site.
- After the zone change/comprehensive plan amendment is approved, the preliminary development plan includes an office building of approximately 10,000 square feet to accommodate around 50 employees. In a future phase, it is envisioned that approximately 24 units of housing for developmentally disabled residents and/or seniors will be added.
- Analysis periods include the existing year (2018) and year 2023 to address the requirements of the Comprehensive Plan Amendment/Zone Change and Oregon's Transportation Planning Rule. The Transportation Planning Rule requires an analysis at horizon of the local jurisdiction's planning period. In this case, the City of McMinnville's Transportation System Plan planning period is 2023.
- The following study intersections were identified and discussed with City of McMinnville and Oregon Department of Transportation staff for evaluation:
  - 1) SE Baker Street (Highway 99W)/SE Handley Street
  - 2) SE Baker Street (Highway 99W)/SE Cows Street
  - 3) SE Baker Street (Highway 99W)/Adams Street U-turn

- Intersections along Cows Street were discussed with City staff and it was agreed that impacts along Cows Street would be minor enough that they should not be included in the study area.
- All study intersections will operate adequately per Oregon Department of Transportation (ODOT) requirements evaluated at the 2023 horizon year without mitigation. There are no study intersections under the jurisdiction of the City of McMinnville. The Transportation Planning Rule requirements are met.

## INTRODUCTION

This transportation impact analysis (TIA) has been prepared to determine the impacts to the City of McMinnville and ODOT street systems in the immediate vicinity of a proposed project located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cows Street at 600 SE Baker Street. The proposed project includes a comprehensive plan amendment and zone change that will support a future development that is planned to consist of 10,000 square feet of office space. Additionally, a possible future phase of development may include 24 apartment units for developmentally disabled adults and/or seniors. In establishing the project scope and performing the analysis, a number of important elements have been identified and considered, including the following items:

- Rather than analyzing a specific development plan, a Comprehensive Plan Amendment/Zone Change and Transportation Planning Rule analysis requires the analysis of the reasonable worst case trip generation allowed within the existing zone is compared to the reasonable worst case trip generation allowed within the proposed zone. The difference in trips (if the proposed zoning generates more trips than the existing zone) are then evaluated to assess the impacts of the proposed zone over the existing zone to determine if the project has a “significant effect” per the Transportation Planning Rule.
- Within the existing zone, the site could reasonably accommodate up to 83 units of apartments, representing the reasonable worst case trip generation. Within the proposed zone, the site could reasonably accommodate up to 49,835 square feet of office space.
- The trip generation rates are based on the 10<sup>th</sup> edition of the Institute of Transportation Engineer's *Trip Generation Manual*.
- In-process trips, or those trips generated by other developments in the project vicinity were not included in the analysis as the travel demand model accounts for regional growth in traffic volumes through 2023.
- 2023 traffic volumes were generated utilizing travel demand model outputs provided by the Oregon Department of Transportation. The outputs were post-processed according

to ODOT's *Analysis Procedures Manual (APM)*, which relies upon the methodology of *NCHRP Report 765*.

- Capacity analysis of critical intersections for both the weekday AM peak hour and weekday PM peak hour under 2018 existing, 2023 background and 2023 total traffic conditions were evaluated. Critical intersections were determined based upon communication with City of McMinnville and ODOT staff and include the following:
  - 1) SE Baker Street (Highway 99W)/SE Handley Street
  - 2) SE Baker Street (Highway 99W)/SE Cows Street
  - 3) SE Baker Street (Highway 99W)/Adams Street U-turn
- Review of pedestrian, bicycle and automobile safety issues in the area.
- Evaluation of accessibility to nearby transit services.
- Evaluation of the project's compliance with Oregon's Transportation Planning Rule.
- Queuing analysis for background and total traffic conditions in 2023.

The Appendices to this report contains technical data including: traffic counts, capacity analysis reports, queuing analysis and crash data.

## **SITE DESCRIPTION, CRITICAL INTERSECTIONS, AND STREETS**

The site is located on the southeast corner of the intersection of SE Baker Street (Highway 99W)/SE Cows Street. Currently, the site is vacant although there are two existing access points constructed to SE Cows Street. With development, access will be provided to Cows Street only. No access will be proposed to SE Baker Street.

A preliminary site plan is provided in Appendix A and a vicinity map is provided below.



Vicinity Map

**SE Baker Street (Highway 99W)** is under the jurisdiction of ODOT. The road is a two lane, one-way northbound facility with a posted speed of 30 MPH. Baker Street forms a one-way couplet with Adams Street which serves southbound traffic. There are curbs and continuous sidewalk. Along the site frontage, there is width for a paved shoulder which is partially striped with no parking allowed. North of SE Cows Street, on-street parking is introduced on both the east and west side of SE Baker Street. According to the *Oregon Highway Plan*<sup>1</sup>, Highway 99W is classified as a Regional Highway (not a freight route) while the City of McMinnville's *Transportation System Plan*<sup>2</sup> classifies SE Baker Road as a major arterial.

**SE Cows Street** is under the jurisdiction of the City of McMinnville. The road is a two lane facility with a posted speed of 25 MPH. There are curbs and sidewalks along most of SE Cows Street. Along the project frontage there is an existing curb and curb tight sidewalk. SE Cows Street is classified as a local street according to Exhibit 2-3 of the City TSP.

1 <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

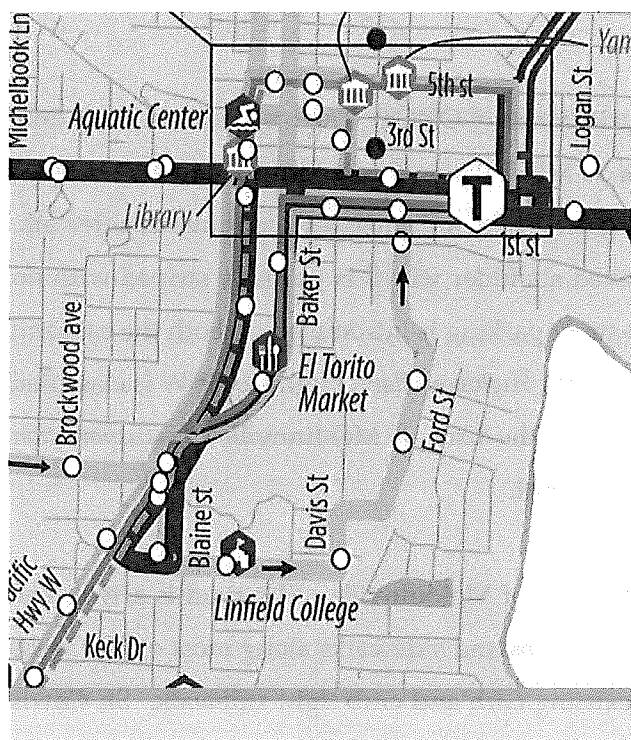
2 <https://www.mcminnvilleoregon.gov/planning/page/transportation-system-plan>

**SE Handley Street** is under the jurisdiction of the City of McMinnville. The road is a two lane facility not posted for speed. Between SE Baker Street and SE Adams Street, Handley Street is only approximately 230 feet in length. There are curbs and a continuous sidewalk on the south side of SE Handley Street. SE Handley Street is classified as a local street according to Exhibit 2-3 of the City TSP.

Figure 1 of Appendix F illustrates the existing intersection control and lane configurations.

### TRANSIT SERVICE

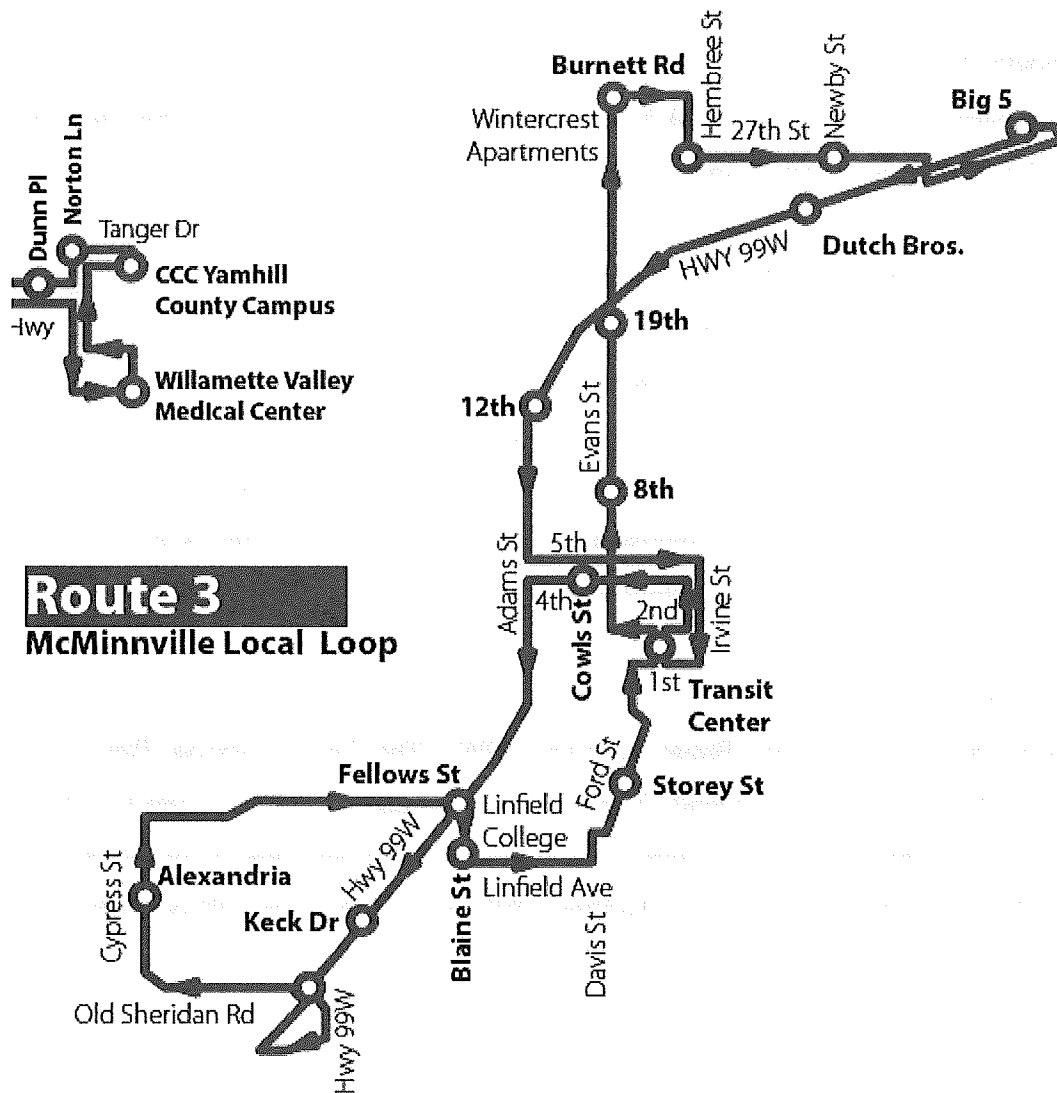
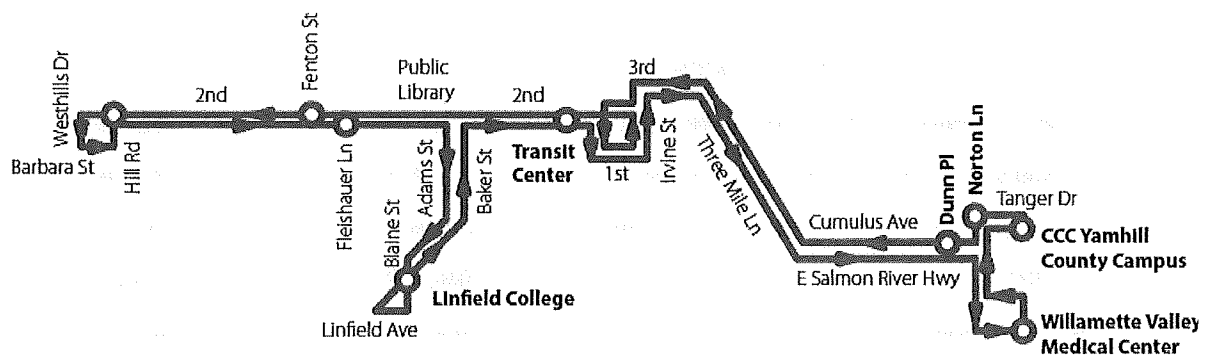
Yamhill County Transit Area<sup>3</sup> operates several bus lines on Highway 99W near the project site. Nearest the site, Route 2 operates on one hour headways on weekdays only. There is a northbound bus stop adjacent to the site on SE Baker Street and a southbound bus stop near the SE Adams Street/SE Handley Street. Route 3 also serves the southbound bus stop at SE Adams Street/SE Handley Street.



<sup>3</sup> <http://www.yctransitarea.org/>

## Route 2

### McMinnville East-West Express



## Route 3

### McMinnville Local Loop

Given the relative infrequency of bus service, no specific trip generation reduction is assumed as part of this study. However, it is likely that some users of the future development will arrive and depart by transit.

## PEDESTRIAN & BICYCLE CIRCULATION

As previously discussed, there are continuous sidewalks on SE Baker Street. The sidewalk along the west side of SE Cows Street is continuous although there are gaps on the east side. There are no separated bike facilities on SE Baker Street although ODOT has marked a paved shoulder on SE Baker Street south of SE Cows Street. North of SE Cows Street, SE Baker Street allows on-street parking, but there are no separated bicycling facilities. Along the site's frontage, there are already sidewalks.

## STUDY INTERSECTIONS

Through coordination with the City of McMinnville and ODOT, the following intersections were identified as the necessary study intersections:

- 1) SE Baker Street (Highway 99W)/SE Handley Street
- 2) SE Baker Street (Highway 99W)/SE Cows Street
- 3) SE Baker Street (Highway 99W)/Adams U-turn

The SE Baker Street (Highway 99W)/Adams U-turn intersection is located south of SE Cows Street and serves as the southernmost intersection in the couplet. This intersection serves southbound Highway 99W traffic destined for the site.

## MOBILITY STANDARDS

ODOT has jurisdiction over SE Baker Street (Highway 99W). The *Oregon Highway Plan (OHP)* provides that Highway 99W is a Statewide Highway (not a freight route) through the study intersections. Since McMinnville is not within the Portland Metro area and is posted with a speed of 30 MPH, the mobility standard for Highway 99W is a v/c ratio of 0.90 per Table 6 of the OHP<sup>4</sup>.

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<sup>4</sup> <http://www.oregon.gov/ODOT/Planning/Documents/OHP.pdf>

Since all of the study intersections are along Highway 99W, ODOT's mobility standard is the applicable operating standard. The City of McMinnville does not have jurisdiction over any of the study intersections.

## EXISTING TRAFFIC VOLUMES

Manual turning movement counts were collected in July 2018 during the weekday AM and PM peak hours at the study intersections. Traffic counts included auto, bus, truck, bicycles, and pedestrians, with 15-minute breakdowns during the AM (7-9 am) and PM (4-6 pm) peak periods.

The study intersections raw traffic volumes were seasonally adjusted per ODOT's APM to develop 30 highest hour volumes (30 HV). The preferred method for seasonally adjusting raw traffic counts is the "On-Site ATR Method". However, there is not an automatic traffic recorder near the site.

The ATR Characteristic Table Method of the APM was also evaluated as the next best alternative according to the APM. However, there were no ATRs in Oregon that were similar in characteristics to this section of SE Baker Street (Highway 99W) and also within 10% of the AADT of the project site.

Finally, the Seasonal Trend Method of the APM was evaluated and ultimately used in the seasonal adjustment for this project.

Appendix B includes the raw traffic counts. Appendix C includes the 30<sup>th</sup> highest hour volume seasonal adjustment worksheet. Figure 2 of Appendix F illustrates the existing traffic volumes.

## 2023 BACKGROUND TRAFFIC VOLUMES

Since the application proposes a change in zoning and a comprehensive plan amendment, an estimate of long-term traffic operations is required in order to satisfy the requirements of Oregon's Transportation Planning Rule. As the City of McMinnville's *Transportation System Plan* is based upon a horizon year of 2023, a planning horizon year of 2023 was used for this analysis. ODOT provided 2003 and 2023 travel demand model link volumes. These link

volumes have been post-processed in accordance with ODOT's *APM*, which relies heavily upon *NCHRP Report 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The 2023 background traffic volumes are based upon the conditions that would be expected with the existing zoning in place without the approval of the zone change.

ODOT's travel demand model doesn't adequately establish traffic volumes at the study intersections as they are local streets that were not considered in the model. To account for the development of the site under the R-4 zoning in 2023, the trip generation associated with 83 units of apartments (see "Trip Generation" section of report) on the site been added to the 2018 existing traffic to evaluate a more appropriate 2023 background traffic condition. This adjustment better reflects the conditions that would be created with the approval of the proposed zone change.

Figure 4 in Appendix F illustrates the 2023 traffic background volumes for both the weekday AM and PM peak hours. Appendix D contains the 2003 and 2023 transportation model data. Appendix E contains the *APM* based post-processing spreadsheet.

## TRIP GENERATION

Vehicle trip generation rates from the 10<sup>th</sup> Edition of the *ITE Trip Generation Manual* were applied in establishing the site's generated trips. It is anticipated that 10,000 square feet of office space will be developed in the near term and a future development may include 24 apartment units for adults with developmental disabilities and/or seniors.

However, in order to establish compliance with the City's zone change and comprehensive plan amendment requirements as well as Oregon's Transportation Planning Rule, the reasonable worst case difference in trip generation of the proposed zone versus the existing zone must be evaluated.

Only approximately 2.86 acres of the 5.8 acre site is developable and zoned R-4. The R-4 portion of the site is proposed to be rezoned to O-R. The remaining 2.94 acre portion of the site is undevelopable and zoned F-P due to the presence of the 100 year floodplain of Cozine Creek. Additionally, there are steep slopes on a part of the R-4 portion of the site that may further

reduce the developable area. However, a reduction for that portion is not considered in this analysis.

Based on a review of City code, it was determined that the reasonable worse case development in the existing R-4 (Multiple Family Residential Zone) would be 83 units of apartments. According to City Code, apartments can be constructed at 29 units per acre. The trip generation of 83 units of apartments is included in Table 1 below.

2.86 acres equates to approximately 124,585 square feet. Based on the assumption that 40% of the buildable site would be constructed with actual office structure on only one level with the other area attributable to landscaping, parking, setbacks, circulation areas and garbage/recycling, etc. there is approximately 49,835 square foot of office that could be reasonably constructed on the site. Thus, it was determined that the worse case development in the proposed O-R (Office Residential Zone) would be 49,835 square feet of office space. The trip generation based on that amount of office space is included in Table 1 below.

Table 1 also establishes the net increase in trip generation between the existing zoning and the proposed zoning and illustrates the new trips generated as part of the zone change/comprehensive plan amendment that are used to establish compliance with the Transportation Planning Rule.

**Table 1. Trip Generation of Existing Zoning vs. Proposed Zoning**

| Existing Zoning<br>Description & ITE Code | Units  | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|---|--------|-------|----------------------|-----|-----|----------------------|-----|-----|
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| Multifamily Housing (Mid-Rise) (ITE #221) | 83     | 451   | 29                   | 7   | 22  | 37                   | 23  | 14  |
| Proposed Zoning<br>Description & ITE Code | KSF    | Daily | Weekday AM Peak Hour |     |     | Weekday PM Peak Hour |     |     |
|   |        |       | Total                | In  | Out | Total                | In  | Out |
| General Office (ITE #710)                 | 49.835 | 540   | 73                   | 63  | 10  | 59                   | 9   | 50  |
| Net Increase in Trips                     |        | +89   | +44                  | +56 | -12 | +22                  | -14 | +36 |

Source: ITE Trip Generation Manual, 10<sup>th</sup> Edition

Fitted curve equations used

KSF = 1000 square feet

It should be noted that in the weekday AM peak hour, there is a reduction in the outbound trips from the existing zone to the proposed zone. Similarly, in the weekday PM peak hour, there is a reduction in the inbound trips from the existing zone to the proposed zone. The travel demand model provides no estimates of projected side street volumes at SE Handley Street, SE Cows Street, and the Adams Street U-turn. Additionally, the side street volumes of each roadway are very low under existing conditions. As a result, it was decided to apply the site trip generation of the existing zone in order to develop 2023 background traffic volumes and to better account for the limitations of the travel demand model. In the 2023 total traffic conditions, the difference between the existing and proposed trip generation is considered.

### TRIP DISTRIBUTION

The net increase in trips estimated in Table 1 were distributed on the transportation network based upon a review of the ODOT link volumes, existing traffic volumes and patterns, a review of the existing street network, and the evaluation of driveway use. On the low volume side streets where the ODOT travel demand forecasting model lacks information, the full trip generation of the existing zone was applied in generating the 2023 background traffic volumes. The difference in trip generation between the existing zone and proposed zone were applied to generate the 2023 total traffic volumes.

This trip generation and distribution were performed to determine the impacts of the proposed zoning versus the existing zoning in establishing compliance with the Transportation Planning Rule.

Figure 3 in Appendix F illustrates the assumed trip distribution pattern and the assignment of site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 background traffic conditions. Figure 5 illustrates the assumed trip distribution pattern and the assignment of net new site generated trips to the study intersections during both the weekday AM and PM peak hour to generate traffic volumes for the 2023 total traffic conditions. It should be noted that during the weekday AM peak hour, there is a reduction in outbound traffic between the existing and proposed zoning. For turning movements where the anticipated 2023 total traffic volumes would be less than the existing traffic, no reductions were assumed.

## **2023 TOTAL TRAFFIC VOLUMES**

In order to determine the impacts of the proposed zone change and comprehensive plan amendment on the street system as required by Oregon's Transportation Planning Rule, a comparative analysis of trips generated by the existing zoning compared to the proposed zoning was provided in Table 1. The increase in trips from the existing zoning to the proposed zoning was then added to the 2023 background traffic condition to determine the zone change/comprehensive plan amendment's impact on the transportation network. This summation represents the 2023 total traffic scenario or the condition that would be expected with the approval of the zone change.

Figure 6 in Appendix F illustrates the 2023 total traffic volumes.

## **TRAFFIC OPERATIONS ANALYSIS**

Capacity analysis for 2018 existing, 2023 background and 2023 total traffic conditions has been performed at each of the relevant study intersections.

Synchro 10 and SimTraffic 10 software was utilized in our analysis. The analysis is based upon the methodology of the 2010 Highway Capacity Manual.

Traffic flow figures show the traffic data and turn movements for the weekday AM and PM peak hour conditions that were used in the traffic operation analysis.

Tables 2 to 4 provide a summary of the intersection capacity results. The Synchro software capacity summary reports are included in Appendix G.

**Table 2. SE Baker Street (Highway 99W)/SE Handley Street**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.03                 | 0.05                 |
| 2023 Background Traffic | 0.03                 | 0.09                 |
| 2023 Total Traffic      | 0.03                 | 0.11                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Table 3. SE Baker Street (Highway 99W)/SE Cows Street**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.06                 | 0.16                 |
| 2023 Background Traffic | 0.16                 | 0.38                 |
| 2023 Total Traffic      | 0.10                 | 0.40                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

**Table 4. SE Baker Street (Highway 99W)/Adams U-turn**

| Traffic Scenario        | 2010 HCM Methodology |                      |
|-------------------------|----------------------|----------------------|
|                         | Weekday AM Peak Hour | Weekday PM Peak Hour |
|                         | Intersection V/C     | Intersection V/C     |
| 2018 Existing Traffic   | 0.06                 | 0.06                 |
| 2023 Background Traffic | 0.08                 | 0.14                 |
| 2023 Total Traffic      | 0.13                 | 0.09                 |

Note: 2010 Highway Capacity Manual methodology used in analysis.

As described previously, ODOT's mobility standard requires the SE Baker Street (Highway 99W) intersections to operate with a v/c ratio of 0.90 or less. Based on the results provided above, it is clear that all of the study intersections operate adequately in the 2018 existing traffic, 2023 background and 2023 total traffic conditions.

## TRANSPORTATION PLANNING RULE ANALYSIS

The Transportation Planning Rule (TPR) is a statewide regulation that ensures that the transportation system is adequate as planned and requires the evaluation of traffic impacts that could result from changes to adopted zoning and comprehensive plans. The Transportation Planning Rule reads as follows:

### 660-012-0060

#### *Plan and Land Use Regulation Amendments*

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

- a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- b) *Change standards implementing a functional classification system; or*
- c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*

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

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

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

In this case, subsection (A) is not applicable since the proposed zone change and subsequent development is not expected to impact nor alter the functional classification of any existing or planned facility. The proposal does not include a change to any functional classification

standards. (A) is not triggered as the types of travel or access would not be inconsistent with the functional classification of any of the transportation facilities in the vicinity of the site.

Our analysis illustrates that Subsection (B) is also not applicable since all study intersections are anticipated to operate adequately in the 2023 horizon year. The proposed zone change/comprehensive plan amendment does not push any intersections into failure, therefore (B) is addressed.

Our analysis also illustrates that Subsection (C) is addressed as no study intersections are anticipated to not meet applicable mobility standards.

The requirements of the Transportation Planning Rule are met.

## **QUEUING ANALYSIS**

Queuing is a critical issue in the review of the operations and safety of intersections and access points. Queue spill back not only impacts the capacity of an intersection, but can also result in safety issues.

The impact of the project on queuing is reported for all study intersections for the 2023 background and 2023 total traffic conditions.

The simulation analysis was performed using SimTraffic 10 and is based upon the procedures and calibration per ODOT's *APM*<sup>5</sup>. There are no queuing issues in the 2023 background or total traffic conditions. Full intersection queuing results are provided in Appendix H.

## **TRAFFIC SAFETY**

A review of the recent crash history in the area does not indicate that there is an existing safety problem at any of the study intersections in the vicinity of the site. There are no crash patterns or crash rates that are of concern. ODOT requires an analysis of the critical crash rate of study intersections. The ODOT critical crash calculator<sup>6</sup> output sheets and raw crash data is provided in Appendix I.

<sup>5</sup> Accessed at <http://www.oregon.gov/odot/td/tp/pages/apm.aspx>

<sup>6</sup> <http://www.oregon.gov/ODOT/Planning/Documents/CriticalRateCalculator.zip>

The crash rate of the SE Baker Street (Highway 99W)/SE Handley Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/SE Cowls Street intersection is just 0.28 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.41 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

The crash rate of the SE Baker Street (Highway 99W)/Adams U turn intersection is just 0.09 crashes per million entering vehicles. Per the ODOT critical crash calculator, the critical crash rate for a similar intersection is 0.36 crashes per million entering vehicles. Since the crash rate is below the critical crash rate, there is not reason to analyze the intersection further.

Based upon the above information, it is clear that there is not an existing safety issue at any of the study intersections.

## **SUMMARY AND RECOMMENDATIONS**

The proposed zone change/comprehensive plan amendment can be approved with no mitigation. The Transportation Planning Rule requirements are met. All study intersections will operate adequately in the City of McMinnville's TSP horizon year of 2023 per ODOT standards.

There are no existing or anticipated safety issues within the study area.

## APPENDICES

- A) Preliminary Site Plan
- B) Traffic Counts
- C) 30<sup>th</sup> Highest Hour Volumes (30 HV)/Seasonal Adjustment Worksheet
- D) ODOT Travel Demand Model Output Sheets
- E) 2023 Background & Total Traffic Volumes
- F) Traffic Flow Figures
  - Figure 1, Intersection Control & Lane Channelization
  - Figure 2, 2018 Existing Traffic Weekday AM & PM Traffic Volumes
  - Figure 3, Site Trip Distribution Weekday AM & PM Peak Hour
  - Figure 4, 2023 Background Traffic Weekday AM & PM Traffic Volumes
  - Figure 5, Site Trip Distribution Weekday AM & PM Peak Hour
  - Figure 6, 2023 Total Traffic Weekday AM & PM Traffic Volumes
- G) Synchro Intersection Capacity Analysis Report Outputs
- H) SimTraffic Queuing Results
- I) Critical Crash Rate Calculator & Crash Data

**Appendix A**

***Preliminary Site Plan***

MARCIA A. MIKESH  
ARCHITECT, INC.  
524 SE Hagberry St.  
McKinnville, OR 97128-4051  
P: 503.474.1900  
www.goodhut.com  
marcia@goodhut.com

Site location: 250 SE Baker St., McMinnville, OR  
Current property owner: United College  
Applicant: MV Advancements, Incorporated  
Office: 310 NE 7th St., McMinnville, OR 97128  
Phone: 503.474.1900  
Fax: 503.474.1901  
Email: info@mvadvancements.com  
www.mvadvancements.com

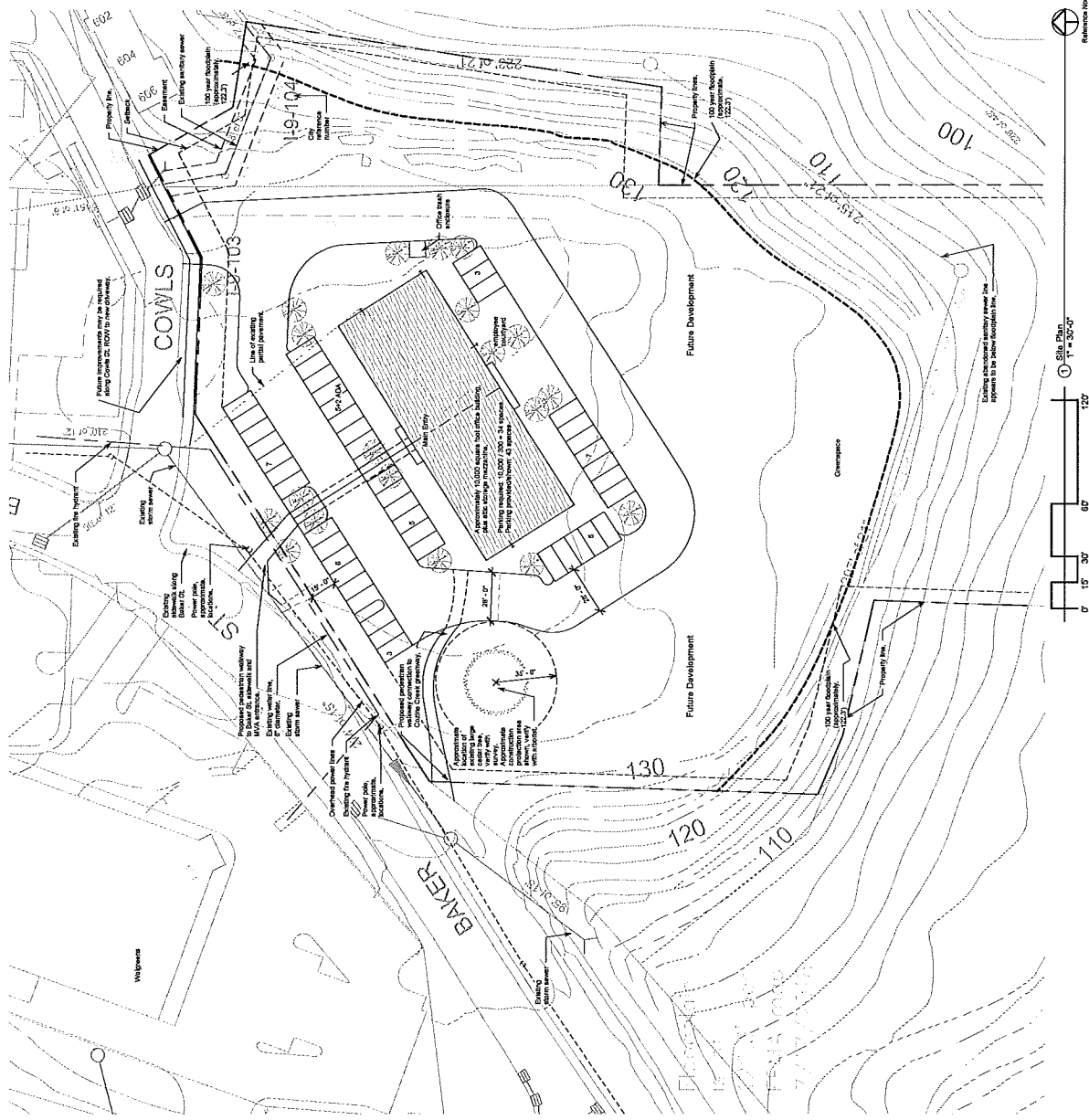
## Preliminary Not for Construction

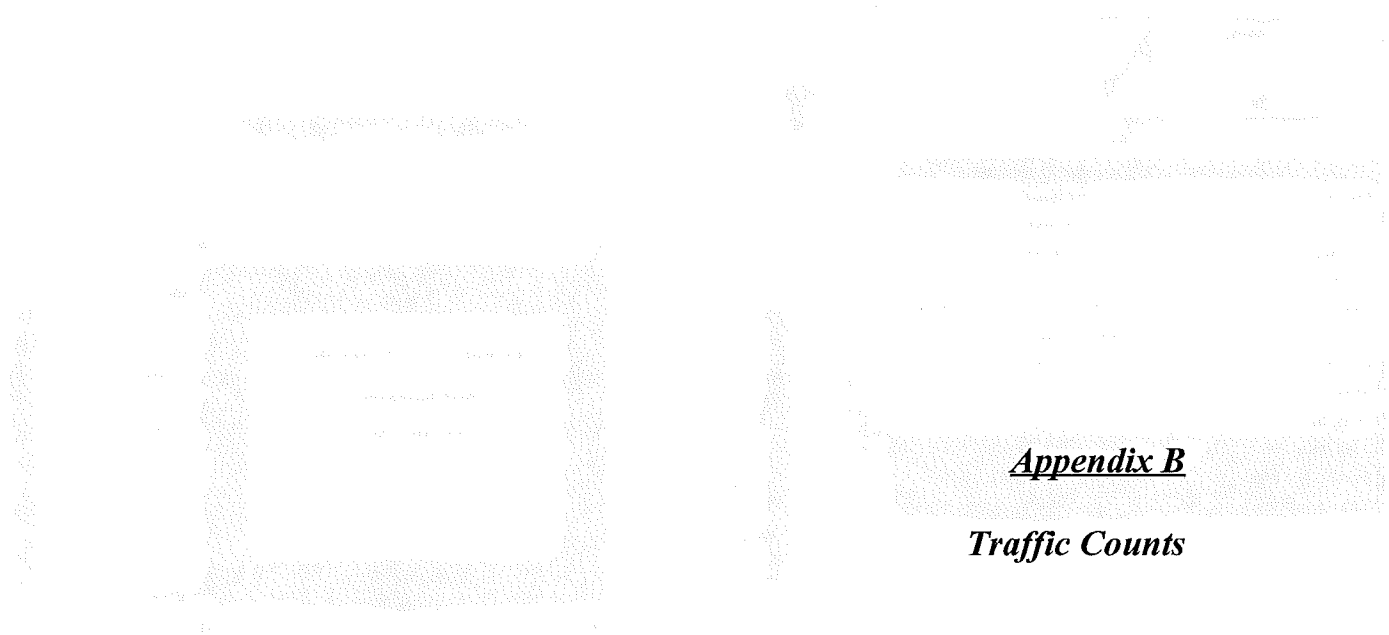
### Site Description

- The site is located on Baker St. between 1st and 2nd Sts. in McMinnville, Oregon. The site is currently owned by United College and is being proposed for development as a new building for MV Advancements, Incorporated.
- The site is approximately 1.0 acre in size and is bounded by Baker St. to the north, 1st St. to the east, and 2nd St. to the south.
- The site is currently zoned R-10 (Residential Single-Family) and is being proposed for development as a new building for MV Advancements, Incorporated.
- The site is currently vacant and is being proposed for development as a new building for MV Advancements, Incorporated.
- The site is currently vacant and is being proposed for development as a new building for MV Advancements, Incorporated.
- The site is currently vacant and is being proposed for development as a new building for MV Advancements, Incorporated.
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- The site is currently vacant and is being proposed for development as a new building for MV Advancements, Incorporated.

| No. | Description         | Area |
|-----|---------------------|------|
| 1.  | 100 year floodplain | 0.10 |
| 2.  | 100 year floodplain | 0.10 |
| 3.  | 100 year floodplain | 0.10 |
| 4.  | 100 year floodplain | 0.10 |
| 5.  | 100 year floodplain | 0.10 |
| 6.  | 100 year floodplain | 0.10 |
| 7.  | 100 year floodplain | 0.10 |
| 8.  | 100 year floodplain | 0.10 |
| 9.  | 100 year floodplain | 0.10 |
| 10. | 100 year floodplain | 0.10 |
| 11. | 100 year floodplain | 0.10 |

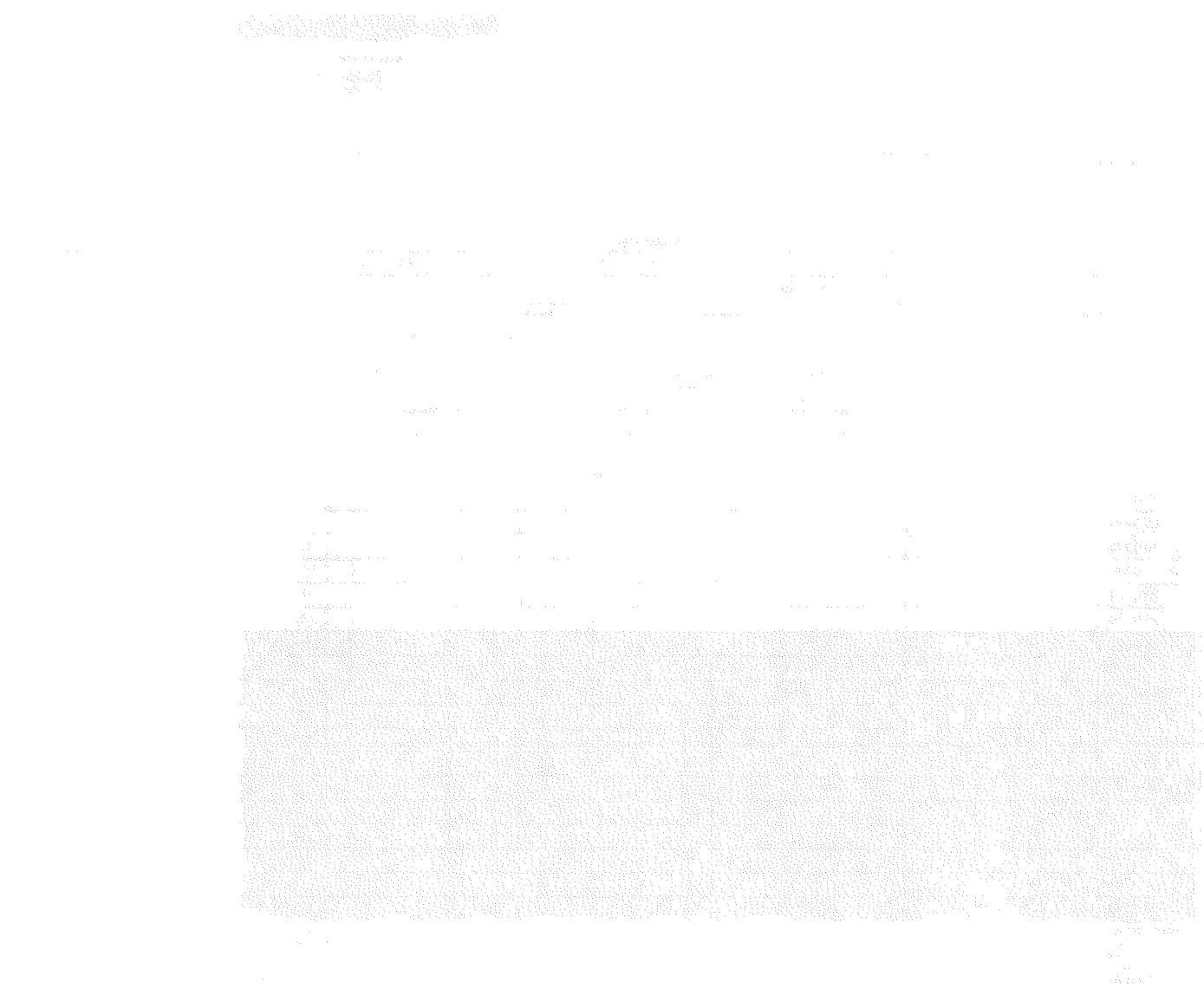
|                   |           |
|-------------------|-----------|
| New Site for      |           |
| MV Advancements   |           |
| Site Plan         |           |
| Project number    | 2018.06   |
| Date              | 8/22/2018 |
| A1                |           |
| Scale 1" = 30'-0" |           |





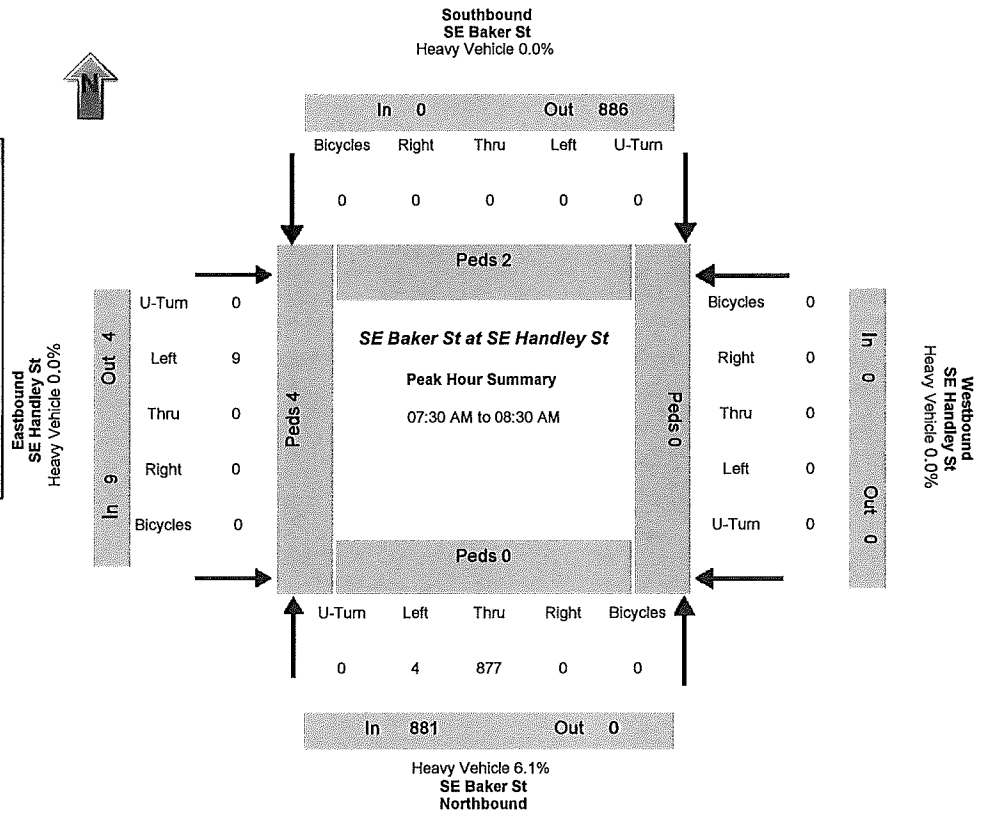
## **Appendix B**

### **Traffic Counts**



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

|                   |                         |
|-------------------|-------------------------|
| N/S street        | SE Baker St             |
| E/W street        | SE Handley St           |
| City, State       | McMinnville OR          |
| Site Notes        |                         |
| Location          | 45.206064 - -123.197952 |
| Start Date        | Tuesday, July 10, 2018  |
| 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   |
| 4                       | 877  | 0     | 0     | 0          | 0    | 0     | 0     | 9         | 0    | 0     | 0     | 0         | 0    | 0     | 0     | 881      | 0    | 9    | 0    | 0       | 886  | 4     | 0    |
| Percent Heavy Vehicles  |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |       |      |
| 25.0%                   | 6.0% | 0.0%  | 0.0%  | 0.0%       | 0.0% | 0.0%  | 0.0%  | 0.0%      | 0.0% | 0.0%  | 0.0%  | 0.0%      | 0.0% | 0.0%  | 0.0%  | 6.1%     | 0.0% | 0.0% | 0.0% | NaN     | 6.0% | 25.0% | 0.0% |

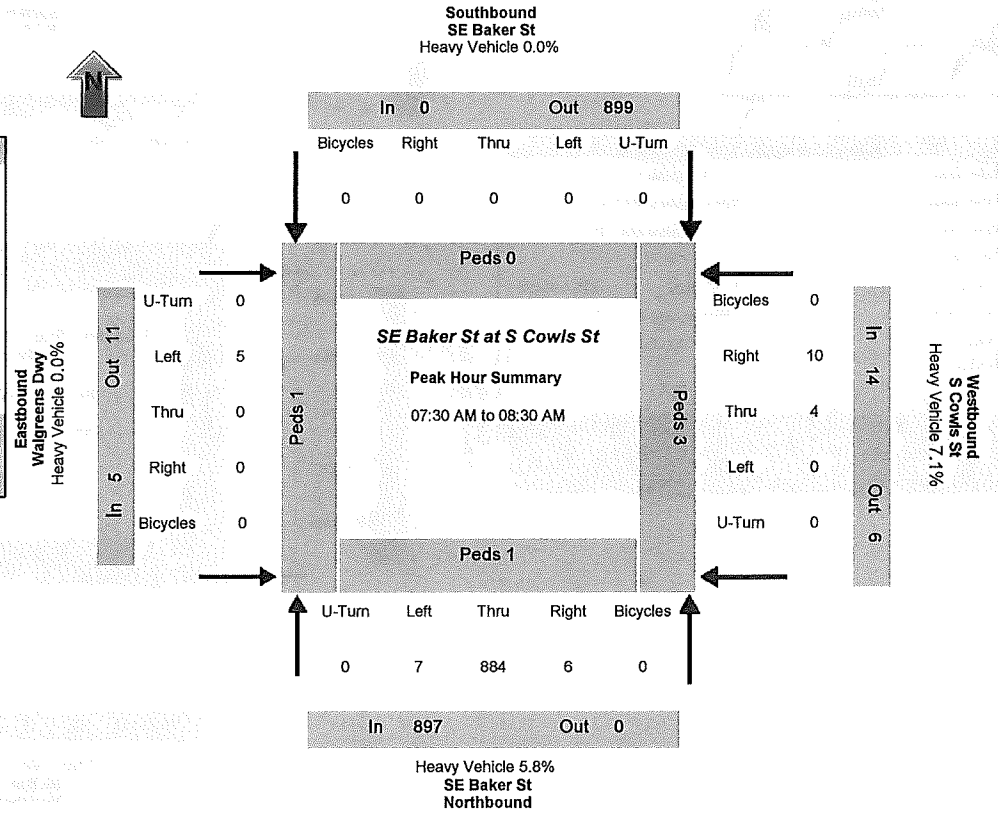
| PHV- Bicycles |      |       |       |            |      |       |       |           |      |       |       |           |      |       | PHV - Pedestrians |     |              |    |    |    |     |
|---------------|------|-------|-------|------------|------|-------|-------|-----------|------|-------|-------|-----------|------|-------|-------------------|-----|--------------|----|----|----|-----|
| 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   | 2            | 4  | 0  | 6  |     |

[illegible]

# K-D-N

## KEY DATA NETWORK

|   |                        |
|---|------------------------|
| Data Provided by K-D-N.com 503-594-4224 |                        |
| N/S street                              | SE Baker St            |
| E/W street                              | Walgreens Dwy          |
| City, State                             | McMinnville OR         |
| Site Notes                              |                        |
| Location                                | 45.204704 -123.198175  |
| Start Date                              | Tuesday, July 10, 2018 |
| Start Time                              | 07:00:00 AM            |
| Weather                                 |                        |
| Study ID #                              |                        |
| Peak Hour Start                         | 07:30:00 AM            |
| Peak 15 Min Start                       | 07:50:00 AM            |
| PHF (15-Min Int)                        | 0.78                   |

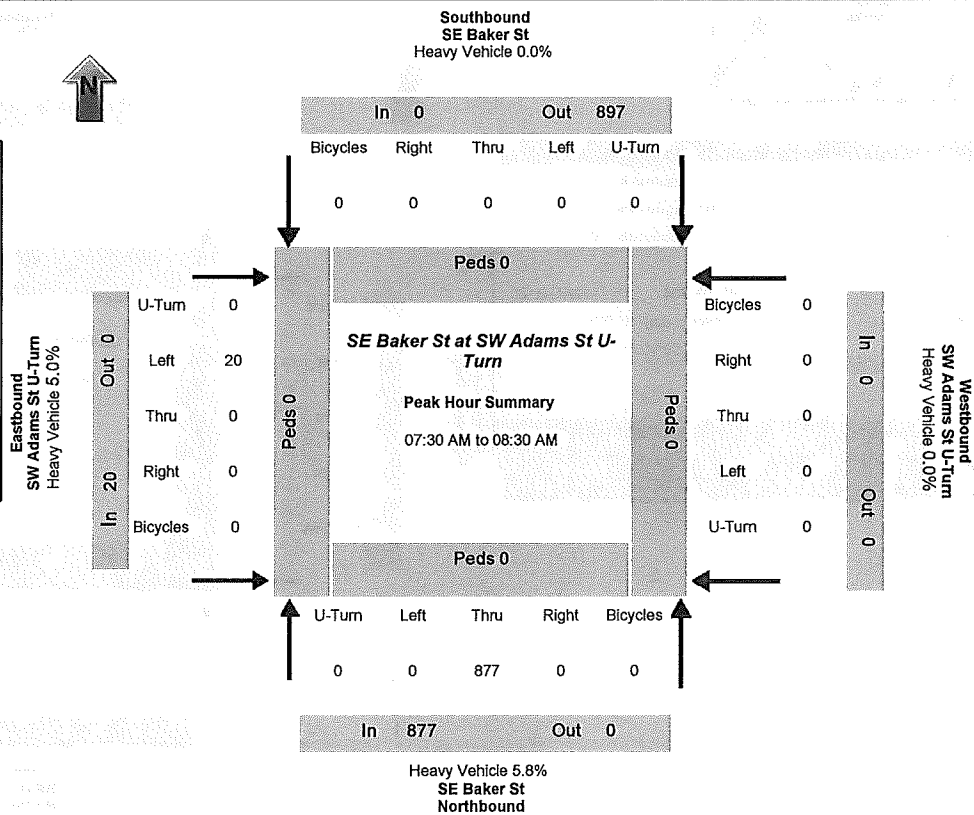


| Peak-Hour Volumes (PHV) |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |      |      |
|-------------------------|------|-------|-------|------------|------|-------|-------|-----------|------|-------|-------|-----------|------|-------|-------|----------|------|------|------|---------|------|------|------|
| 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   |
| 7                       | 884  | 6     | 0     | 0          | 0    | 0     | 0     | 5         | 0    | 0     | 0     | 0         | 4    | 10    | 0     | 897      | 0    | 5    | 14   | 0       | 899  | 11   | 6    |
| Percent Heavy Vehicles  |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |      |      |
| 0.0%                    | 5.9% | 0.0%  | 0.0%  | 0.0%       | 0.0% | 0.0%  | 0.0%  | 0.0%      | 0.0% | 0.0%  | 0.0%  | 0.0%      | 0.0% | 10.0% | 0.0%  | 5.8%     | 0.0% | 0.0% | 7.1% | NaN     | 5.9% | 0.0% | 0.0% |

| 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                 | 1            | 0  | 1  | 3  | 5   |

| All Vehicle Volumes |                           |      |       |       |                           |      |       |       |                            |      |       |       |                        |      |       |       |           |      |
|---------------------|---------------------------|------|-------|-------|---------------------------|------|-------|-------|----------------------------|------|-------|-------|------------------------|------|-------|-------|-----------|------|
| Time                | Northbound<br>SE Baker St |      |       |       | Southbound<br>SE Baker St |      |       |       | Eastbound<br>Walgreens Dwy |      |       |       | Westbound<br>S Cows St |      |       |       | 15<br>Min | 1 HR |
|                     | Left                      | Thru | Right | Uturn | Left                      | Thru | Right | Uturn | Left                       | Thru | Right | Uturn | Left                   | Thru | Right | Uturn | Sum       | Sum  |
| 07:00:00 AM         | 2                         | 42   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     |           |      |
| 07:05:00 AM         | 0                         | 55   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     |           |      |
| 07:10:00 AM         | 0                         | 53   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 152       |      |
| 07:15:00 AM         | 1                         | 66   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 175       |      |
| 07:20:00 AM         | 0                         | 47   | 1     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 168       |      |
| 07:25:00 AM         | 0                         | 43   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 3     | 0     | 161       |      |
| 07:30:00 AM         | 1                         | 63   | 1     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 159       |      |
| 07:35:00 AM         | 0                         | 79   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 190       |      |
| 07:40:00 AM         | 0                         | 68   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 212       |      |
| 07:45:00 AM         | 1                         | 76   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 1     | 0     | 225       |      |
| 07:50:00 AM         | 0                         | 110  | 2     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 1    | 3     | 0     | 262       |      |
| 07:55:00 AM         | 0                         | 92   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 2     | 0     | 288       | 813  |
| 08:00:00 AM         | 2                         | 76   | 0     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 2    | 1     | 0     | 292       | 851  |
| 08:05:00 AM         | 0                         | 57   | 1     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 1     | 0     | 236       | 856  |
| 08:10:00 AM         | 1                         | 56   | 2     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 202       | 863  |
| 08:15:00 AM         | 1                         | 69   | 0     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 1     | 0     | 192       | 868  |
| 08:20:00 AM         | 0                         | 57   | 0     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 1    | 0     | 0     | 191       | 879  |
| 08:25:00 AM         | 1                         | 81   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 1     | 0     | 214       | 916  |
| 08:30:00 AM         | 1                         | 57   | 2     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 203       | 912  |
| 08:35:00 AM         | 0                         | 63   | 1     | 0     | 0                         | 0    | 0     | 0     | 2                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 210       | 899  |
| 08:40:00 AM         | 1                         | 76   | 0     | 0     | 0                         | 0    | 0     | 0     | 0                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 204       | 908  |
| 08:45:00 AM         | 0                         | 62   | 0     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 206       | 893  |
| 08:50:00 AM         | 0                         | 85   | 1     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 0     | 0     | 207       | 844  |
| 08:55:00 AM         | 1                         | 72   | 0     | 0     | 0                         | 0    | 0     | 0     | 1                          | 0    | 0     | 0     | 0                      | 0    | 2     | 0     | 206       | 826  |

|                   |                        |             |
|-------------------|------------------------|-------------|
| N/S street        | SE Baker St            |             |
| E/W street        | SW Adams St U-Turn     |             |
| City, State       | McMinnville OR         |             |
| Site Notes        |                        |             |
| Location          | 45.203925              | -123.199438 |
| Start Date        | Tuesday, July 10, 2018 |             |
| Start Time        | 07:00:00 AM            |             |
| Weather           |                        |             |
| Study ID #        |                        |             |
| Peak Hour Start   | 07:30:00 AM            |             |
| Peak 15 Min Start | 07:50:00 AM            |             |
| PHF (15-Min Int)  | 0.80                   |             |



| 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                       | 877  | 0     | 0     | 0          | 0    | 0     | 0     | 20        | 0    | 0     | 0     | 0         | 0    | 0     | 0     | 877      | 0    | 20   | 0    | 0       | 897  | 0   | 0    |
| Percent Heavy Vehicles  |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |     |      |
| 0.0%                    | 5.8% | 0.0%  | 0.0%  | 0.0%       | 0.0% | 0.0%  | 0.0%  | 5.0%      | 0.0% | 0.0%  | 0.0%  | 0.0%      | 0.0% | 0.0%  | 0.0%  | 5.8%     | 0.0% | 5.0% | 0.0% | NaN     | 5.8% | NaN | 0.0% |

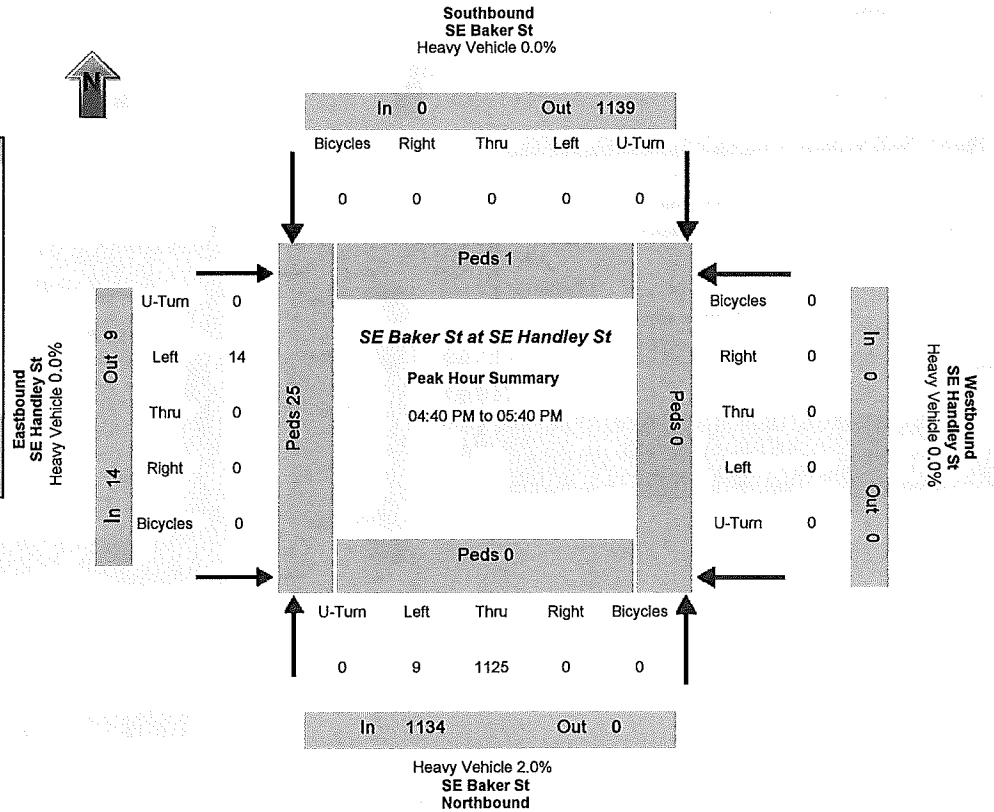
| PHV- Bicycles |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       | PHV - Pedestrians |              |    |    |    |     |
|---------------|------|-------|-------|------------|------|-------|-------|-----------|------|-------|-------|-----------|------|-------|-------|---------------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

[illegible]

## KEY DATA NETWORK

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

|                   |                         |  |
|-------------------|-------------------------|--|
| N/S street        | SE Baker St             |  |
| E/W street        | SE Handley St           |  |
| City, State       | McMinnville OR          |  |
| Site Notes        |                         |  |
| Location          | 45.206064 - -123.197952 |  |
| Start Date        | Tuesday, July 10, 2018  |  |
| Start Time        | 04:00:00 PM             |  |
| Weather           |                         |  |
| Study ID #        |                         |  |
| Peak Hour Start   | 04:40:00 PM             |  |
| Peak 15 Min Start | 04:40:00 PM             |  |
| PHF (15-Min Int)  | 0.87                    |  |



| 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   |
| 9                       | 1125 | 0     | 0     | 0          | 0    | 0     | 0     | 14        | 0    | 0     | 0     | 0         | 0    | 0     | 0     | 1134     | 0    | 14   | 0    | 0       | 1139 | 9    | 0    |
| Percent Heavy Vehicles  |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |      |      |
| 0.0%                    | 2.0% | 0.0%  | 0.0%  | 0.0%       | 0.0% | 0.0%  | 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% | NaN     | 2.0% | 0.0% | 0.0% |

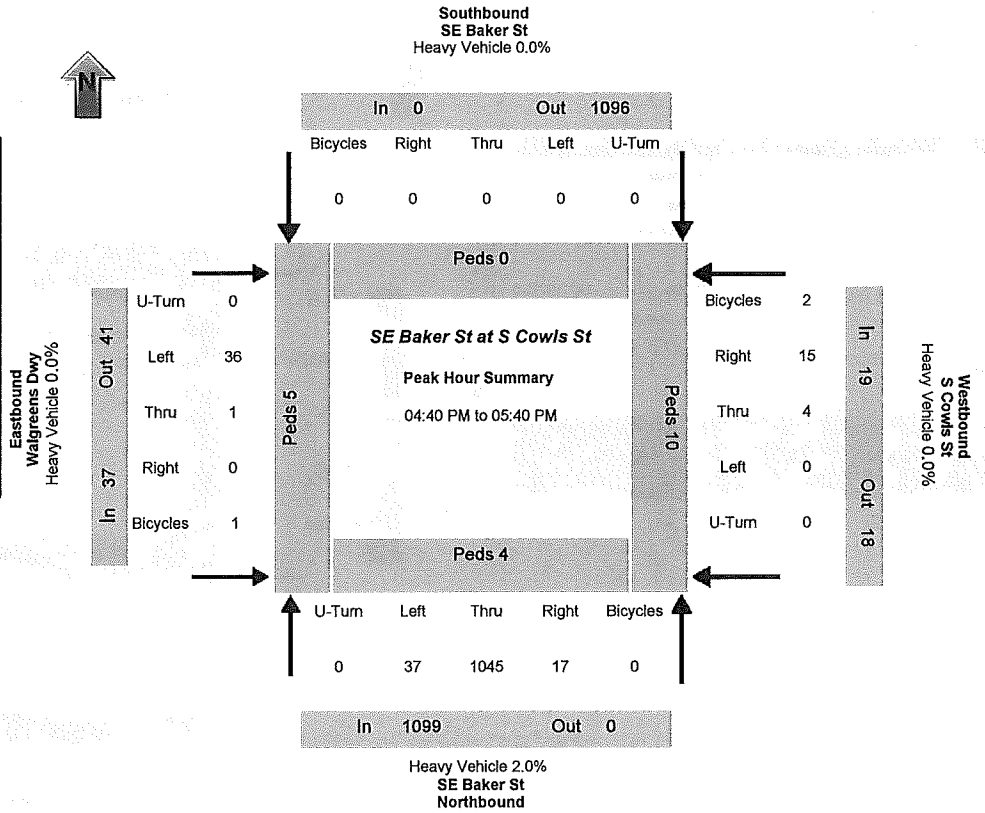
| PHV- Bicycles |      |       |       |            |      |       |       |           |      |       |       |           |      |       | PHV - Pedestrians |     |              |    |    |    |     |
|---------------|------|-------|-------|------------|------|-------|-------|-----------|------|-------|-------|-----------|------|-------|-------------------|-----|--------------|----|----|----|-----|
| 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            | 1  | 25 | 0  |     |

[illegible]

# K-D-N

## KEY DATA NETWORK

|   |                         |
|---|-------------------------|
| Data Provided by K-D-N.com 503-594-4224 |                         |
| N/S street                              | SE Baker St             |
| E/W street                              | Walgreens Dwy           |
| City, State                             | McMinnville OR          |
| Site Notes                              |                         |
| Location                                | 45.204704 - -123.198175 |
| Start Date                              | Tuesday, July 10, 2018  |
| Start Time                              | 04:00:00 PM             |
| Weather                                 |                         |
| Study ID #                              |                         |
| Peak Hour Start                         | 04:40:00 PM             |
| Peak 15 Min Start                       | 04:40:00 PM             |
| PHF (15-Min Int)                        | 0.86                    |



| 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   |
| 37                      | 1045 | 17    | 0     | 0          | 0    | 0     | 0     | 36        | 1    | 0     | 0     | 0         | 4    | 15    | 0     | 1099     | 0    | 37   | 19   | 0       | 1096 | 41   | 18   |
| Percent Heavy Vehicles  |      |       |       |            |      |       |       |           |      |       |       |           |      |       |       |          |      |      |      |         |      |      |      |
| 2.7%                    | 2.0% | 0.0%  | 0.0%  | 0.0%       | 0.0% | 0.0%  | 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% | NaN     | 1.9% | 2.4% | 0.0% |

| 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         | 1    | 0     | 0     | 0         | 2    | 0     | 0     |                   | 3            | 4  | 0  | 5  |     |

| All Vehicle Volumes |                        |      |       |       |                        |      |       |       |                         |      |       |       |                     |      |       |       |
|---------------------|------------------------|------|-------|-------|------------------------|------|-------|-------|-------------------------|------|-------|-------|---------------------|------|-------|-------|
| Time                | Northbound SE Baker St |      |       |       | Southbound SE Baker St |      |       |       | Eastbound Walgreens Dwy |      |       |       | Westbound S Cows St |      |       |       |
|                     | Left                   | Thru | Right | Uturn | Left                   | Thru | Right | Uturn | Left                    | Thru | Right | Uturn | Left                | Thru | Right | Uturn |
| 04:00:00 PM         | 5                      | 79   | 0     | 0     | 0                      | 0    | 0     | 0     | 3                       | 2    | 0     | 0     | 0                   | 1    | 3     | 0     |
| 04:05:00 PM         | 3                      | 84   | 1     | 0     | 0                      | 0    | 0     | 0     | 2                       | 0    | 0     | 0     | 0                   | 1    | 1     | 0     |
| 04:10:00 PM         | 1                      | 71   | 0     | 0     | 0                      | 0    | 0     | 0     | 4                       | 1    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 04:15:00 PM         | 1                      | 86   | 0     | 0     | 0                      | 0    | 0     | 0     | 4                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 04:20:00 PM         | 1                      | 102  | 0     | 0     | 0                      | 0    | 0     | 0     | 1                       | 0    | 0     | 0     | 0                   | 0    | 0     | 0     |
| 04:25:00 PM         | 0                      | 78   | 1     | 0     | 0                      | 0    | 0     | 0     | 2                       | 1    | 0     | 0     | 0                   | 0    | 2     | 0     |
| 04:30:00 PM         | 0                      | 61   | 0     | 0     | 0                      | 0    | 0     | 0     | 0                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 04:35:00 PM         | 1                      | 69   | 0     | 0     | 0                      | 0    | 0     | 0     | 1                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 04:40:00 PM         | 2                      | 122  | 1     | 0     | 0                      | 0    | 0     | 0     | 2                       | 0    | 0     | 0     | 0                   | 1    | 0     | 0     |
| 04:45:00 PM         | 5                      | 105  | 1     | 0     | 0                      | 0    | 0     | 0     | 0                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 04:50:00 PM         | 1                      | 88   | 1     | 0     | 0                      | 0    | 0     | 0     | 4                       | 1    | 0     | 0     | 0                   | 0    | 0     | 0     |
| 04:55:00 PM         | 1                      | 86   | 3     | 0     | 0                      | 0    | 0     | 0     | 3                       | 0    | 0     | 0     | 0                   | 2    | 2     | 0     |
| 05:00:00 PM         | 3                      | 86   | 3     | 0     | 0                      | 0    | 0     | 0     | 2                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:05:00 PM         | 4                      | 63   | 2     | 0     | 0                      | 0    | 0     | 0     | 3                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:10:00 PM         | 5                      | 92   | 2     | 0     | 0                      | 0    | 0     | 0     | 4                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:15:00 PM         | 2                      | 88   | 2     | 0     | 0                      | 0    | 0     | 0     | 7                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:20:00 PM         | 6                      | 81   | 2     | 0     | 0                      | 0    | 0     | 0     | 2                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:25:00 PM         | 1                      | 74   | 0     | 0     | 0                      | 0    | 0     | 0     | 2                       | 0    | 0     | 0     | 0                   | 1    | 2     | 0     |
| 05:30:00 PM         | 5                      | 76   | 0     | 0     | 0                      | 0    | 0     | 0     | 3                       | 0    | 0     | 0     | 0                   | 0    | 4     | 0     |
| 05:35:00 PM         | 2                      | 84   | 0     | 0     | 0                      | 0    | 0     | 0     | 4                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:40:00 PM         | 1                      | 91   | 1     | 0     | 0                      | 0    | 0     | 0     | 5                       | 0    | 0     | 0     | 0                   | 0    | 1     | 0     |
| 05:45:00 PM         | 3                      | 73   | 1     | 0     | 0                      | 0    | 0     | 0     | 3                       | 0    | 0     | 0     | 0                   | 0    | 2     | 0     |
| 05:50:00 PM         | 1                      | 71   | 1     | 0     | 0                      | 0    | 0     | 0     | 1                       | 0    | 0     | 0     | 0                   | 1    | 2     | 0     |
| 05:55:00 PM         | 1                      | 84   | 3     | 0     | 0                      | 0    | 0     | 0     | 3                       | 0    | 0     | 0     | 0                   | 0    | 2     | 0     |

## KEY DATA NETWORK

|                   |                         |  |
|-------------------|-------------------------|--|
| N/S street        | SE Baker St             |  |
| EW street         | SW Adams St U-Turn      |  |
| City, State       | McMinnville OR          |  |
| Site Notes        |                         |  |
| Location          | 45.203925 - -123.199438 |  |
| Start Date        | Tuesday, July 10, 2018  |  |
| Start Time        | 04:00:00 PM             |  |
| Weather           |                         |  |
| Study ID #        |                         |  |
| Peak Hour Start   | 04:40:00 PM             |  |
| Peak 15 Min Start | 04:40:00 PM             |  |
| PHF (15-Min Int)  | 0.84                    |  |

| 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            | 0  | 0  | 0  |     |

[illegible]

**Appendix C**

***30<sup>th</sup> Highest Hour Volumes (30 HV)/  
Seasonal Adjustment Worksheet***

## Weekday AM Peak Hour

|  |          |          |          |           |          |          |          |            |          |          |          |           |
|--|----------|----------|----------|-----------|----------|----------|----------|------------|----------|----------|----------|-----------|
| <b>Baker/Handley</b>                                     |          |          |          |           |          |          |          |            |          |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT    | NB TH      | NB LT    | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>877</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>9</b>  |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214   | 0.9214     | 0.9214   | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037   | 0.9037     | 0.9037   | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196   | 1.0196     | 1.0196   | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>894</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>9</b>  |
|  |          |          |          |           |          |          |          |            |          |          |          |           |
| <b>Baker/Cowls</b>                                       |          |          |          |           |          |          |          |            |          |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT    | NB TH      | NB LT    | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>4</b> | <b>0</b> | <b>6</b> | <b>884</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>5</b>  |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214   | 0.9214     | 0.9214   | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037   | 0.9037     | 0.9037   | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196   | 1.0196     | 1.0196   | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>4</b> | <b>0</b> | <b>6</b> | <b>901</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>5</b>  |
|  |          |          |          |           |          |          |          |            |          |          |          |           |
| <b>Baker/Adams U-turn</b>                                |          |          |          |           |          |          |          |            |          |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT    | NB TH      | NB LT    | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>877</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>20</b> |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214   | 0.9214     | 0.9214   | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037   | 0.9037     | 0.9037   | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196   | 1.0196     | 1.0196   | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>894</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>20</b> |

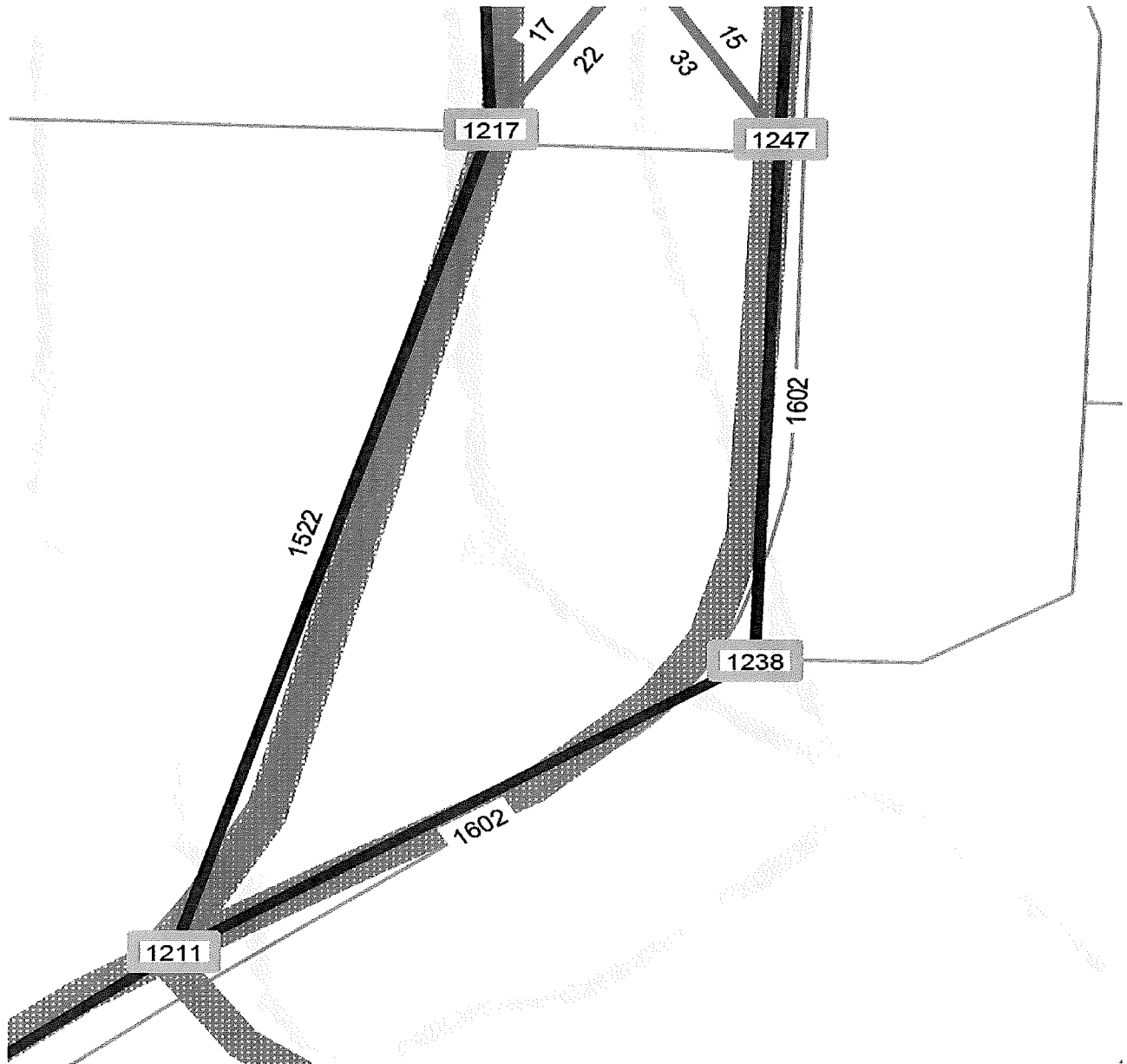
## Weekday PM Peak Hour

|  |          |          |          |           |          |          |           |             |           |          |          |           |
|--|----------|----------|----------|-----------|----------|----------|-----------|-------------|-----------|----------|----------|-----------|
| <b>Baker/Handley</b>                                     |          |          |          |           |          |          |           |             |           |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT     | NB TH       | NB LT     | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1125</b> | <b>9</b>  | <b>0</b> | <b>0</b> | <b>14</b> |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214    | 0.9214      | 0.9214    | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037    | 0.9037      | 0.9037    | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196    | 1.0196      | 1.0196    | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1147</b> | <b>9</b>  | <b>0</b> | <b>0</b> | <b>14</b> |
|  |          |          |          |           |          |          |           |             |           |          |          |           |
| <b>Baker/Cowls</b>                                       |          |          |          |           |          |          |           |             |           |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT     | NB TH       | NB LT     | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>15</b> | <b>4</b> | <b>0</b> | <b>17</b> | <b>1045</b> | <b>37</b> | <b>0</b> | <b>1</b> | <b>36</b> |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214    | 0.9214      | 0.9214    | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037    | 0.9037      | 0.9037    | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196    | 1.0196      | 1.0196    | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>15</b> | <b>4</b> | <b>0</b> | <b>17</b> | <b>1065</b> | <b>38</b> | <b>0</b> | <b>1</b> | <b>37</b> |
|  |          |          |          |           |          |          |           |             |           |          |          |           |
| <b>Baker/Adams U-turn</b>                                |          |          |          |           |          |          |           |             |           |          |          |           |
| Movement   | SB RT    | SB TH    | SB LT    | WB RT     | WB TH    | WB LT    | NB RT     | NB TH       | NB LT     | EB RT    | EB TH    | EB LT     |
| <b>2018 Existing Volumes (7/10/18)</b>                   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1078</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>21</b> |
| Count Date Seasonal Factor                               | 0.9214   | 0.9214   | 0.9214   | 0.9214    | 0.9214   | 0.9214   | 0.9214    | 0.9214      | 0.9214    | 0.9214   | 0.9214   | 0.9214    |
| Peak Period Seasonal Factor                              | 0.9037   | 0.9037   | 0.9037   | 0.9037    | 0.9037   | 0.9037   | 0.9037    | 0.9037      | 0.9037    | 0.9037   | 0.9037   | 0.9037    |
| Count Date Seasonal Factor / Peak Period Seasonal Factor | 1.0196   | 1.0196   | 1.0196   | 1.0196    | 1.0196   | 1.0196   | 1.0196    | 1.0196      | 1.0196    | 1.0196   | 1.0196   | 1.0196    |
| <b>2018 30th Highest Hour Volume</b>                     | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>  | <b>1099</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>21</b> |

**Appendix D**

***ODOT Travel Demand Model Output Sheets***





**Appendix E**

***2023 Background & Total Traffic Volumes***

## Weekday AM Peak Hour

### Baker/Handley

| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 0        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| SB   | 0        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| EB   | 9        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 9                 | #DIV/0!       | #DIV/0!      | 9.758187        | 10      | Exponential Growth based on Annual Growth Rate |
| NB   | 881      | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 881               | #DIV/0!       | #DIV/0!      | 955.218         | 960     | Exponential Growth based on Annual Growth Rate |
| Sum  |          |            | 0          |                    |                              |                               |                   |               |              |                 |         |  |

| Turning Volumes            | EBLT  | EBTH  | EBRT  | WBLT    | WBTH    | WBRT    | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|-------|---------|---------|---------|-------|-------|-------|---------|---------|---------|
| Existing                   | 9     | 0     | 0     | 0       | 0       | 0       | 4     | 877   | 0     | 0       | 0       | 0       |
| Approach Vol               | 9     |       | 9     |         |         | 0       |       |       | 881   |         |         | 0       |
| % of movement              | 1.000 | 0.000 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! | 0.005 | 0.995 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 10    |         |         | 0       |       |       | 960   |         |         | 0       |
| Subtotal                   | 10    | 0     | 0     | #DIV/0! | #DIV/0! | #DIV/0! | 4     | 956   | 0     | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 10    | 0     | 0     | 0       | 0       | 0       | 5     | 960   | 0     | 0       | 0       | 0       |
| Existing Zoning Adjustment |       |       |       |         |         |         | 7     | 14    |       |         |         |         |
| 2023 BG Volume             | 10    | 0     | 0     | 0       | 0       | 0       | 12    | 974   | 0     | 0       | 0       | 0       |
| Net New Site Gen           |       |       |       |         |         |         |       |       |       |         |         |         |
| 2023 Total Volume          | 10    | 0     | 0     | 0       | 0       | 0       | 5     | 960   | 0     | 0       | 0       | 0       |

### Baker/Cowls

| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 14       | 0          | 45         | #DIV/0!            | #DIV/0!                      | 45                            | 59                | #DIV/0!       | #DIV/0!      | 15.1794         | 20      | Exponential Growth based on Annual Growth Rate |
| SB   | 0        | 0          | 10         | #DIV/0!            | #DIV/0!                      | 10                            | 10                | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| EB   | 5        | 0          | 160        | #DIV/0!            | #DIV/0!                      | 160                           | 165               | #DIV/0!       | #DIV/0!      | 5.421215        | 10      | Exponential Growth based on Annual Growth Rate |
| NB   | 897      | 0          | 5          | #DIV/0!            | #DIV/0!                      | 5                             | 902               | #DIV/0!       | #DIV/0!      | 972.5659        | 975     | Exponential Growth based on Annual Growth Rate |
| Sum  |          |            |            |                    |                              |                               |                   |               |              |                 | 1005    |  |

| Turning Volumes            | EBLT  | EBTH  | EBRT  | WBLT  | WBTH  | WBRT  | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|---------|---------|
| Existing                   | 5     | 0     | 0     | 0     | 4     | 10    | 7     | 884   | 6     | 0       | 0       | 0       |
| Approach Vol               |       |       | 5     |       |       | 14    |       |       | 897   |         |         | 0       |
| % of movement              | 1.000 | 0.000 | 0.000 | 0.000 | 0.286 | 0.714 | 0.008 | 0.986 | 0.007 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 10    |       |       | 20    |       |       | 975   |         |         | #DIV/0! |
| Subtotal                   | 10    | 0     | 0     | 0     | 6     | 14    | 8     | 961   | 7     | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 10    | 0     | 0     | 0     | 10    | 15    | 10    | 965   | 10    | 0       | 0       | 0       |
| Existing Zoning Adjustment |       |       |       |       |       | 21    |       |       | 7     |         |         |         |
| 2023 BG Volume             | 10    | 0     | 0     | 0     | 10    | 36    | 10    | 965   | 17    | 0       | 0       | 0       |
| Net New Site Gen           |       |       |       |       |       |       |       |       | 53    |         |         |         |
| 2023 Total Volume          | 10    | 0     | 0     | 0     | 10    | 15    | 10    | 965   | 63    | 0       | 0       | 0       |

### Baker/Adams Uturn

| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 0        | 0          | 45         | #DIV/0!            | #DIV/0!                      | 45                            | 45                | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| SB   | 0        | 0          | 10         | #DIV/0!            | #DIV/0!                      | 10                            | 10                | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| EB   | 20       | 0          | 160        | #DIV/0!            | #DIV/0!                      | 160                           | 180               | #DIV/0!       | #DIV/0!      | 21.68486        | 25      | Exponential Growth based on Annual Growth Rate |
| NB   | 845      | 0          | 5          | #DIV/0!            | #DIV/0!                      | 5                             | 850               | #DIV/0!       | #DIV/0!      | 916.1853        | 920     | Exponential Growth based on Annual Growth Rate |
| Sum  |          |            | 0          |                    |                              |                               |                   |               |              |                 | 945     |  |

| Turning Volumes            | EBLT  | EBTH  | EBRT  | WBLT    | WBTH    | WBRT    | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|-------|---------|---------|---------|-------|-------|-------|---------|---------|---------|
| Existing                   | 20    | 0     | 0     | 0       | 0       | 0       | 0     | 877   | 0     | 0       | 0       | 0       |
| Approach Vol               |       |       | 20    |         |         | 0       |       |       | 877   |         |         | 0       |
| % of movement              | 1.000 | 0.000 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! | 0.000 | 1.000 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 25    |         |         | #DIV/0! |       |       | 920   |         |         | #DIV/0! |
| Subtotal                   | 25    | 0     | 0     | #DIV/0! | #DIV/0! | #DIV/0! | 0     | 920   | 0     | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 25    | 0     | 0     | 0       | 0       | 0       | 0     | 920   | 0     | 0       | 0       | 0       |
| Existing Zoning Adjustment | 5     |       |       |         |         |         |       | 2     |       |         |         |         |
| 2023 BG Volume             | 30    | 0     | 0     | 0       | 0       | 0       | 0     | 922   | 0     | 0       | 0       | 0       |
| Net New Site Gen           | 28    |       |       |         |         |         |       | 25    |       |         |         |         |
| 2023 Total Volume          | 53    | 0     | 0     | 0       | 0       | 0       | 0     | 945   | 0     | 0       | 0       | 0       |

## Weekday PM Peak Hour

### Baker/Handley

| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 0        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| SB   | 0        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | #DIV/0!         | 0       | None   |
| EB   | 14       | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | #DIV/0!         | 20      | Exponential Growth based on Annual Growth Rate |
| NB   | 1134     | 1208       | 1602       | 1.016              | 1540                         | 1602                          | 1528              | 1517          | -0.725       | 1522.5          | 1525    | Average  |
| Sum  |          |            |            |                    |                              |                               |                   |               |              |                 | 1545    |  |

| Turning Volumes            | EBLT  | EBTH  | EBRT  | WBLT    | WBTH    | WBRT    | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|-------|---------|---------|---------|-------|-------|-------|---------|---------|---------|
| Existing                   | 14    | 0     | 0     | 0       | 0       | 0       | 9     | 1125  | 0     | 0       | 0       | 0       |
| Approach Vol               |       |       | 14    |         |         | 0       |       |       | 1134  |         |         | 0       |
| % of movement              | 1.000 | 0.000 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! | 0.008 | 0.992 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 20    |         |         | 0       |       |       | 1525  |         |         | 0       |
| Subtotal                   | 20    | 0     | 0     | #DIV/0! | #DIV/0! | #DIV/0! | 12    | 1513  | 0     | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 20    | 0     | 0     | 0       | 0       | 0       | 15    | 1515  | 0     | 0       | 0       | 0       |
| Existing Zoning Adjustment |       |       |       |         |         |         | 4     | 9     |       |         |         |         |
| 2023 BG Volume             | 20    | 0     | 0     | 0       | 0       | 0       | 19    | 1524  | 0     | 0       | 0       | 0       |
| Net New Site Gen           |       |       |       |         |         |         | 16    | 18    |       |         |         |         |
| 2023 Total Volume          | 20    | 0     | 0     | 0       | 0       | 0       | 31    | 1533  | 0     | 0       | 0       | 0       |

### Baker/Cowls

| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 19       | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 19                | #DIV/0!       | #DIV/0!      | 20.60062        | 25      | Exponential Growth based on Annual Growth Rate |
| SB   | 0        | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 0                 | #DIV/0!       | #DIV/0!      | 0               | 0       | None   |
| EB   | 37       | 0          | 0          | #DIV/0!            | #DIV/0!                      | 0                             | 37                | #DIV/0!       | #DIV/0!      | 40.11699        | 45      | Exponential Growth based on Annual Growth Rate |
| NB   | 1099     | 1208       | 1602       | 1.016              | 1540                         | 1602                          | 1493              | 1470          | -1.565       | 1481.5          | 1485    | Average  |
| Sum  |          |            |            |                    |                              |                               |                   |               |              |                 | 1555    |  |

| Turning Volumes            | EBLT  | EBTH  | EBRT  | WBLT  | WBTH  | WBRT  | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|---------|---------|
| Existing                   | 36    | 1     | 0     | 0     | 4     | 15    | 37    | 1045  | 17    | 0       | 0       | 0       |
| Approach Vol               |       |       | 37    |       |       | 19    |       |       | 1099  |         |         | 0       |
| % of movement              | 0.973 | 0.027 | 0.000 | 0.000 | 0.211 | 0.789 | 0.034 | 0.951 | 0.015 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 45    |       |       | 25    |       |       | 1485  |         |         | 0       |
| Subtotal                   | 44    | 1     | 0     | 0     | 5     | 20    | 50    | 1412  | 23    | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 45    | 5     | 0     | 0     | 5     | 20    | 50    | 1415  | 25    | 0       | 0       | 0       |
| Existing Zoning Adjustment |       |       |       |       |       | 13    |       |       | 22    |         |         |         |
| 2023 BG Volume             | 45    | 5     | 0     | 0     | 5     | 33    | 50    | 1415  | 47    | 0       | 0       | 0       |
| Net New Site Gen           |       |       |       |       |       | 34    |       |       |       |         |         |         |
| 2023 Total Volume          | 45    | 5     | 0     | 0     | 5     | 54    | 50    | 1415  | 25    | 0       | 0       | 0       |

### Baker/Adams Utturn

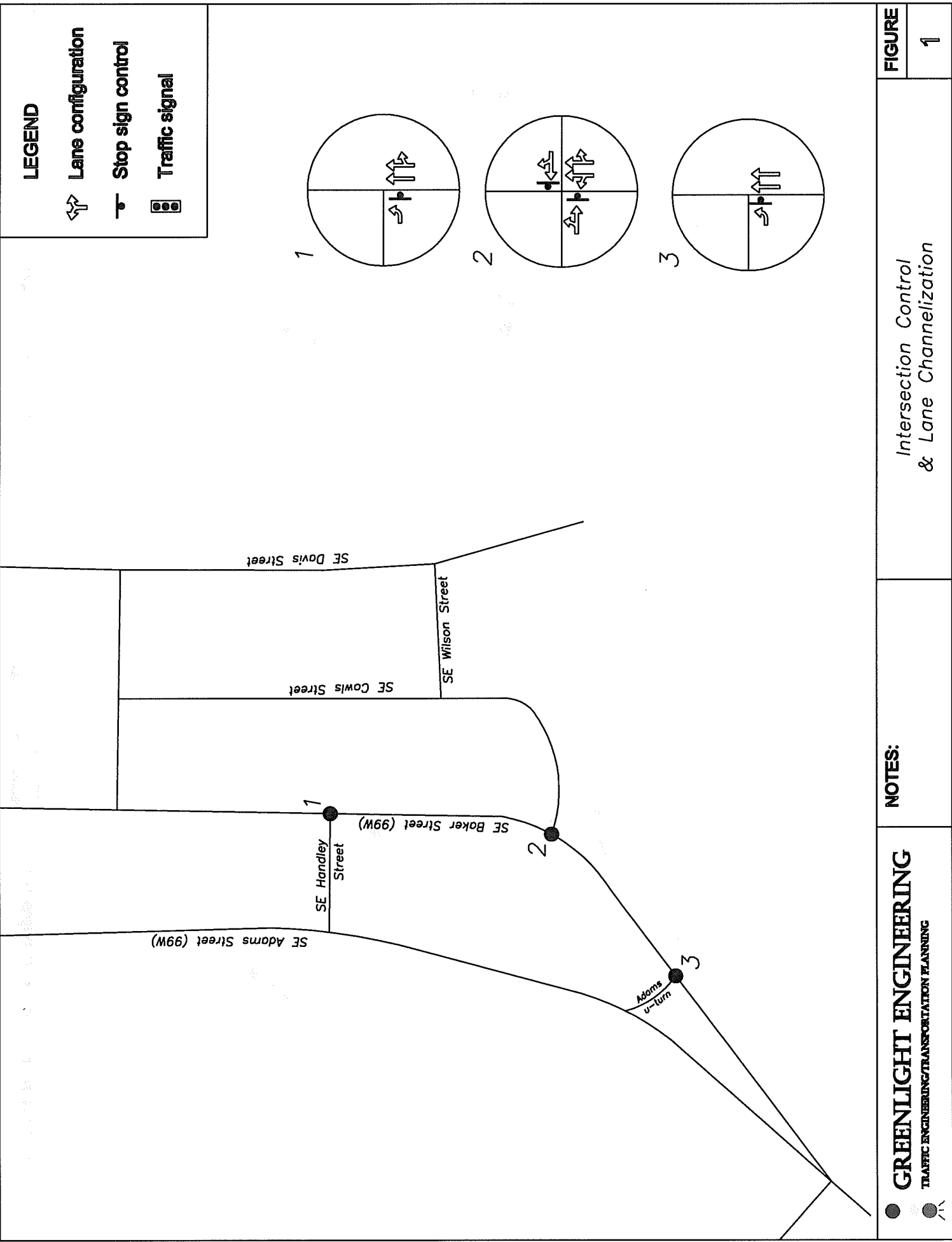
| Link | Existing | 2003 Model | 2023 Model | Annual Growth Rate | Base Adjust to Existing Year | Future Adjust to Project Year | Difference Method | Growth Method | % Difference | Selected Method | Rounded | Intersection Annual Growth                     |
|------|----------|------------|------------|--------------------|------------------------------|-------------------------------|-------------------|---------------|--------------|-----------------|---------|--|
| WB   | 0        | 0          | 45         | #DIV/0!            | #DIV/0!                      | 45                            | 45                | #DIV/0!       | #DIV/0!      | 0               | 0       | None   |
| SB   | 0        | 0          | 10         | #DIV/0!            | #DIV/0!                      | 10                            | 10                | #DIV/0!       | #DIV/0!      | 0               | 0       | None   |
| EB   | 21       | 0          | 160        | #DIV/0!            | #DIV/0!                      | 160                           | 181               | #DIV/0!       | #DIV/0!      | 22.7691         | 25      | Exponential Growth based on Annual Growth Rate |
| NB   | 1078     | 1208       | 1602       | 1.016              | 1540                         | 1602                          | 1472              | 1442          | -2.080       | 1457            | 1460    | Average  |
| Sum  |          | 1208       |            |                    |                              |                               |                   |               |              |                 | 1485    |  |

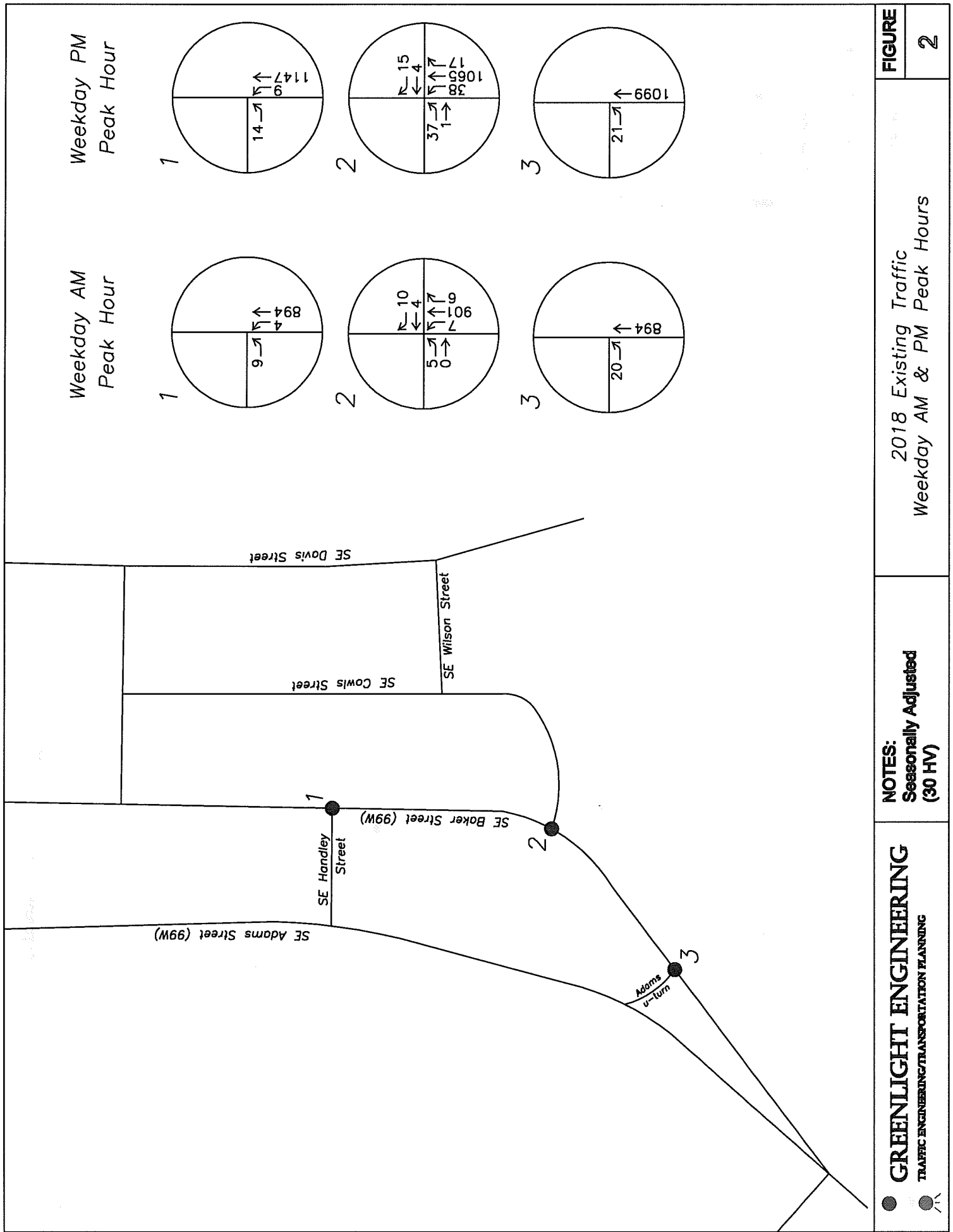
| Turning Volumes            | EBLT  | EBTH  | EBRT   | WBLT    | WBTH    | WBRT    | NBLT  | NBTH  | NBRT  | SBLT    | SBTH    | SBRT    |
|----------------------------|-------|-------|--------|---------|---------|---------|-------|-------|-------|---------|---------|---------|
| Existing                   | 21    | 0     | 0      | 0       | 0       | 0       | 0     | 1078  | 0     | 0       | 0       | 0       |
| Approach Vol               |       |       | 21     |         |         | 0       |       |       | 1078  |         |         | 0       |
| % of movement              | 1.000 | 0.000 | 0.000  | #DIV/0! | #DIV/0! | #DIV/0! | 0.000 | 1.000 | 0.000 | #DIV/0! | #DIV/0! | #DIV/0! |
| PP Link Vol                |       |       | 22.769 |         |         | 0       |       |       | 1457  |         |         | 0       |
| Subtotal                   | 23    | 0     | 0      | #DIV/0! | #DIV/0! | #DIV/0! | 0     | 1457  | 0     | #DIV/0! | #DIV/0! | #DIV/0! |
| Rounded                    | 25    | 0     | 0      | 0       | 0       | 0       | 0     | 1460  | 0     | 0       | 0       | 0       |
| Existing Zoning Adjustment | 15    |       |        |         |         |         |       | 7     |       |         |         |         |
| 2023 BG Volume             | 40    | 0     | 0      | 0       | 0       | 0       | 0     | 1467  | 0     | 0       | 0       | 0       |
| Net New Site Gen           |       |       |        |         |         |         |       |       |       |         |         |         |
| 2023 Total Volume          | 25    | 0     | 0      | 0       | 0       | 0       | 0     | 1460  | 0     | 0       | 0       | 0       |

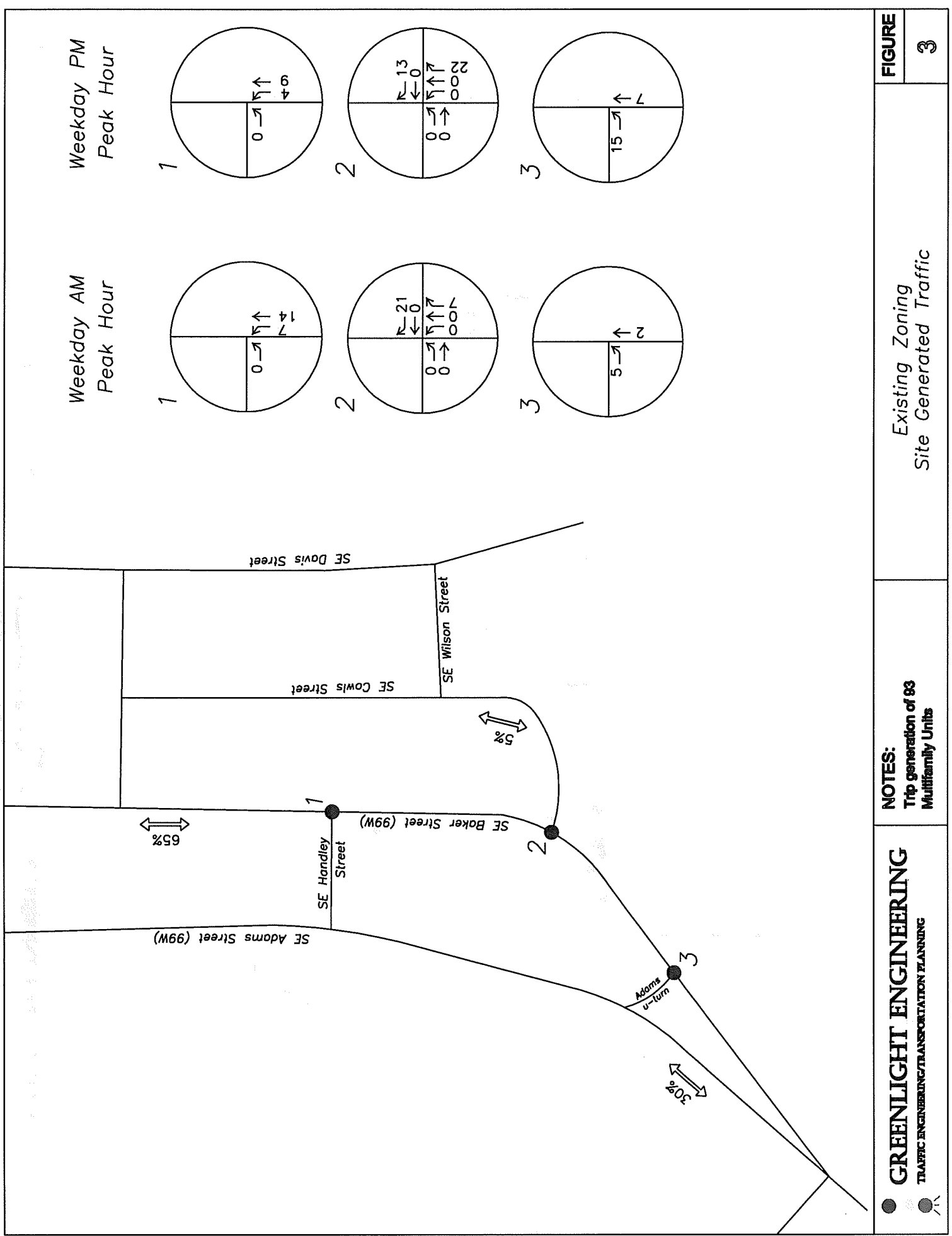
\*Growth rate derived from 99W 2003 and 2023 ODOT transportation model volumes

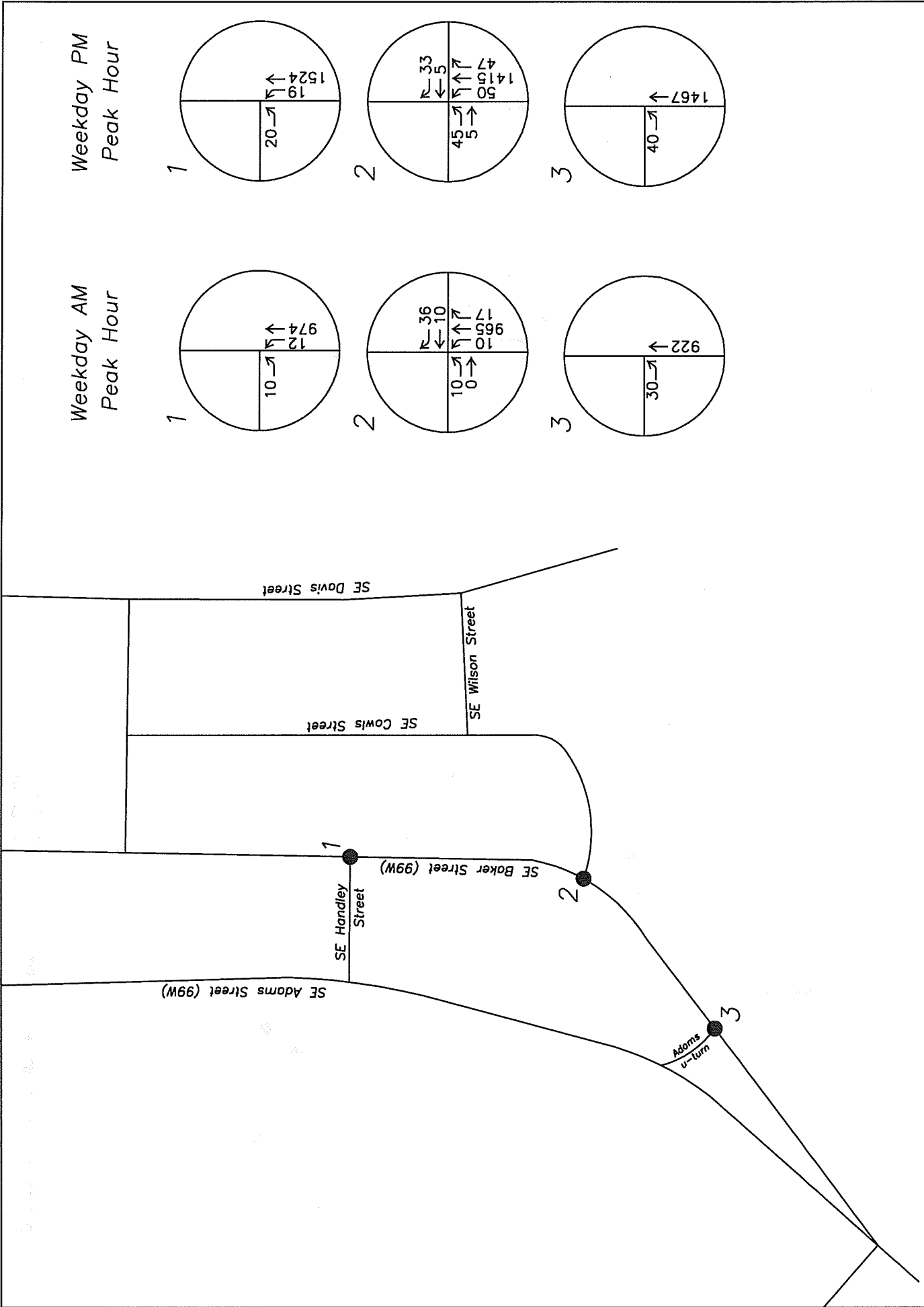
## **Appendix F**

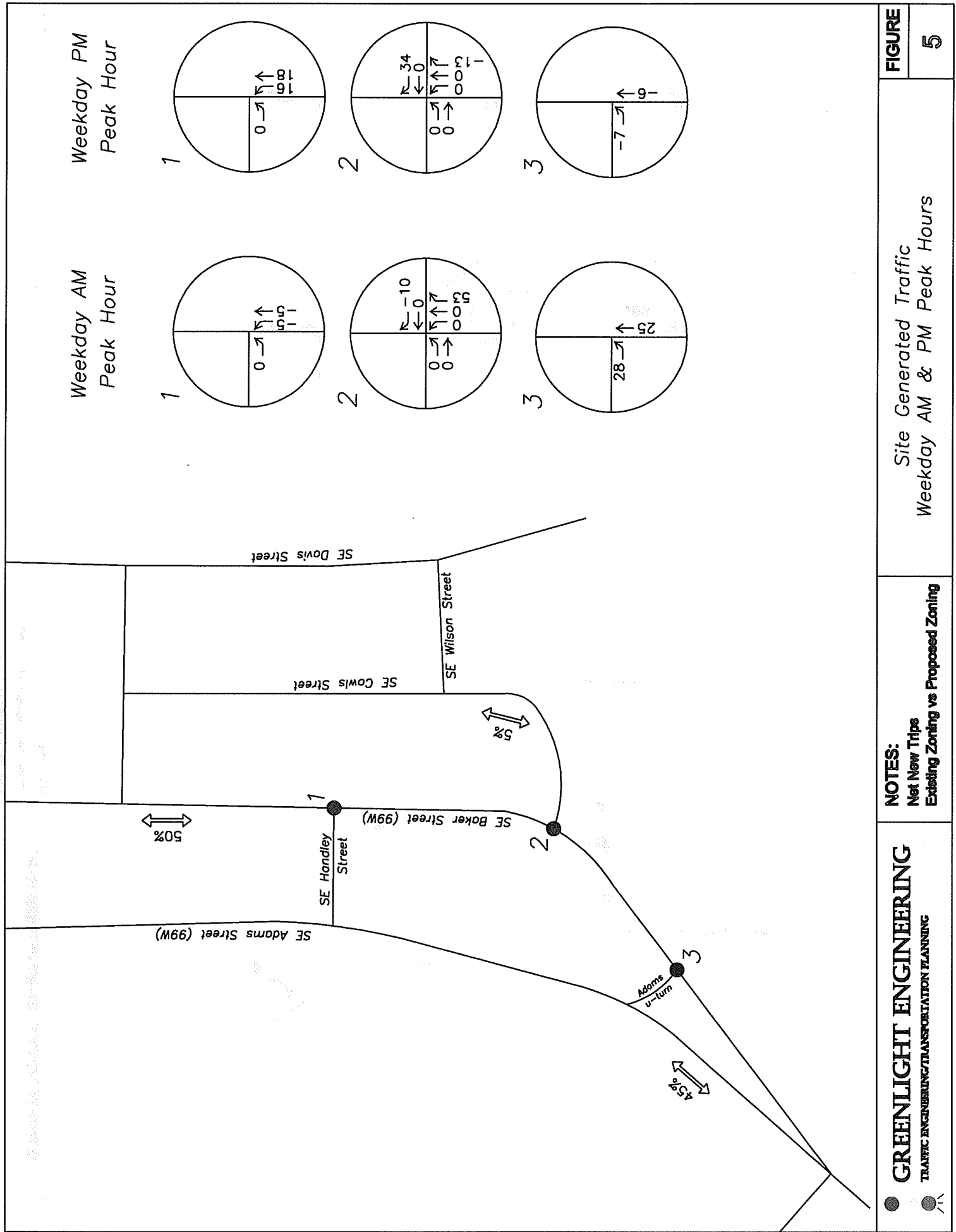
### ***Traffic Flow Figures***

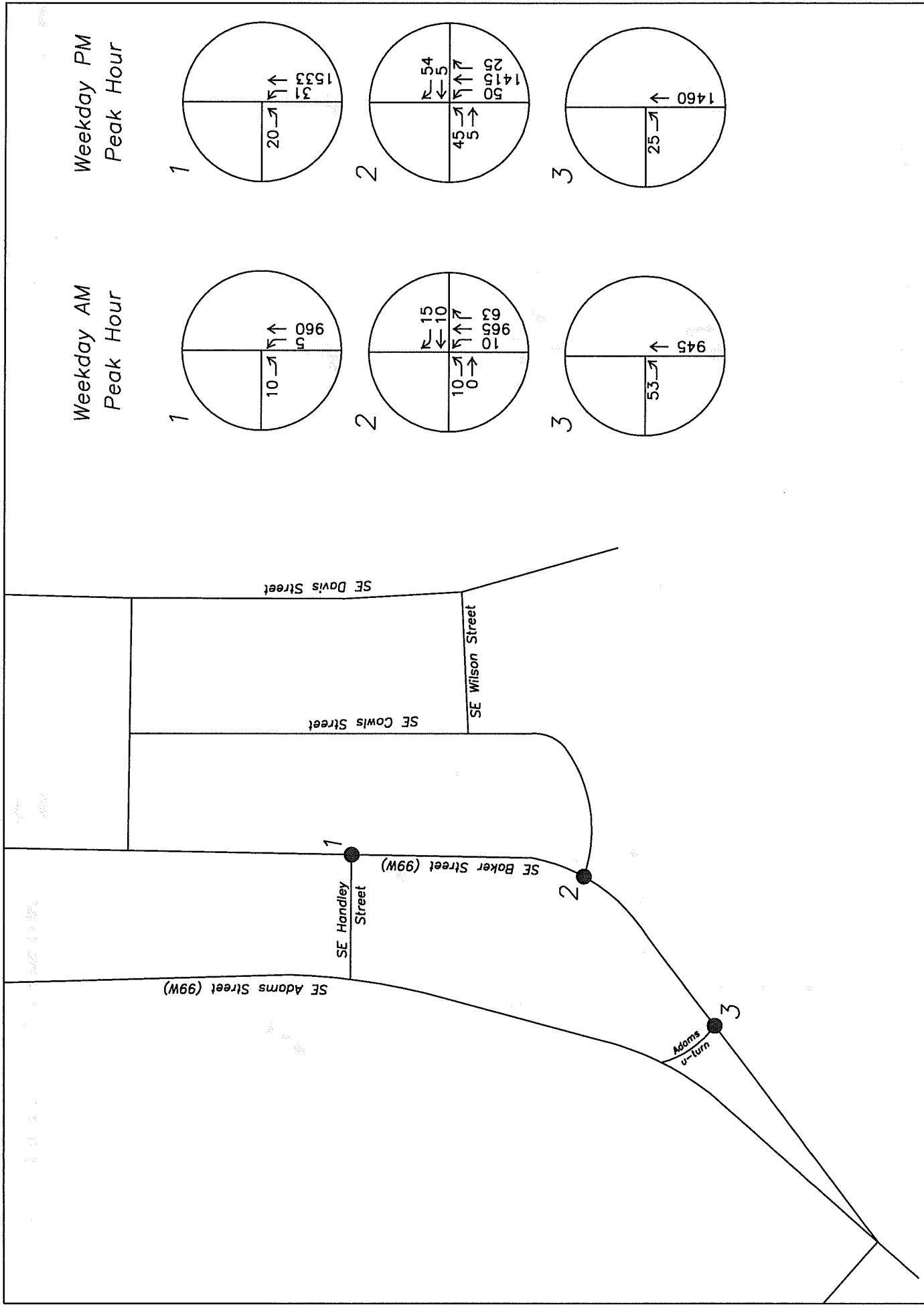












## **Appendix G**

### ***Synchro Intersection Capacity Analysis Report Outputs***

HCM 2010 TWSC  
4: SE Baker St & Se Handley St

08/06/2018

Intersection

Int Delay, s/veh 0.1

| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | T    |      |      | ↑↑   |      |      |
| Traffic Vol, veh/h       | 9    | 0    | 4    | 894  | 0    | 0    |
| Future Vol, veh/h        | 9    | 0    | 4    | 894  | 0    | 0    |
| Conflicting Peds, #/hr   | 2    | 0    | 4    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 81   | 81   | 81   | 81   | 81   | 81   |
| Heavy Vehicles, %        | 0    | 0    | 6    | 6    | 0    | 0    |
| Mvmt Flow                | 11   | 0    | 5    | 1104 | 0    | 0    |

| Major/Minor          | Minor2 | Major1   |
|----------------------|--------|----------|
| Conflicting Flow All | 568    | - 4 0    |
| Stage 1              | 4      | - - -    |
| Stage 2              | 564    | - - -    |
| Critical Hdwy        | 6.8    | - 4.22 - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 5.8    | - - -    |
| Follow-up Hdwy       | 3.5    | - 2.26 - |
| Pot Cap-1 Maneuver   | 458    | 0 1587 - |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 539    | 0 - -    |
| Platoon blocked, %   |        | -        |
| Mov Cap-1 Maneuver   | 451    | - 1581 - |
| Mov Cap-2 Maneuver   | 451    | - - -    |
| Stage 1              | -      | - - -    |
| Stage 2              | 537    | - - -    |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 13.2 | 0  |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 |
|-----------------------|-------|-----|-------|
| Capacity (veh/h)      | 1581  | -   | 451   |
| HCM Lane V/C Ratio    | 0.003 | -   | 0.025 |
| HCM Control Delay (s) | 7.3   | 0   | 13.2  |
| HCM Lane LOS          | A     | A   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   |

# HCM 2010 TWSC

## 6: Walgreens Driveway/SE Cowls S & SE Baker St

08/06/2018

### Intersection

Int Delay, s/veh 0.5

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 5    | 0    | 0    | 0    | 4    | 10   | 7    | 901  | 6    | 0    | 0    | 0    |
| Future Vol, veh/h        | 5    | 0    | 0    | 0    | 4    | 10   | 7    | 901  | 6    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 3    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 7    | 7    | 7    | 6    | 6    | 6    | 2    | 2    | 2    |
| Mvmt Flow                | 6    | 0    | 0    | 0    | 5    | 13   | 9    | 1155 | 8    | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |      |      |   |   |  |
|----------------------|--------|------|--------|---|--------|------|------|---|---|--|
| Conflicting Flow All | 599    | 1185 | -      | - | 1181   | 585  | 1    | 0 | 0 |  |
| Stage 1              | 1      | 1    | -      | - | 1180   | -    | -    | - | - |  |
| Stage 2              | 598    | 1184 | -      | - | 1      | -    | -    | - | - |  |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.64   | 7.04 | 4.22 | - | - |  |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.64   | -    | -    | - | - |  |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -    | -    | - | - |  |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4.07   | 3.37 | 2.26 | - | - |  |
| Pot Cap-1 Maneuver   | 390    | 191  | 0      | 0 | 181    | 442  | 1592 | - | - |  |
| Stage 1              | -      | -    | 0      | 0 | 252    | -    | -    | - | - |  |
| Stage 2              | 461    | 265  | 0      | 0 | -      | -    | -    | - | - |  |
| Platoon blocked, %   | -      | -    | -      | - | -      | -    | -    | - | - |  |
| Mov Cap-1 Maneuver   | 365    | 187  | -      | - | 177    | 441  | 1590 | - | - |  |
| Mov Cap-2 Maneuver   | 365    | 187  | -      | - | 177    | -    | -    | - | - |  |
| Stage 1              | -      | -    | -      | - | 247    | -    | -    | - | - |  |
| Stage 2              | 431    | 260  | -      | - | -      | -    | -    | - | - |  |

| Approach             | EB | WB   | NB  |
|----------------------|----|------|-----|
| HCM Control Delay, s | 15 | 17.4 | 0.2 |
| HCM LOS              | C  | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 1590  | -   | -   | 365   | 309   |
| HCM Lane V/C Ratio    | 0.006 | -   | -   | 0.018 | 0.058 |
| HCM Control Delay (s) | 7.3   | 0.1 | -   | 15    | 17.4  |
| HCM Lane LOS          | A     | A   | -   | C     | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1   | 0.2   |

# HCM 2010 TWSC

## 10: SE Baker St & SE Adams U Turn

08/06/2018

### Intersection

Int Delay, s/veh 0.3

### Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 1 2 2

Traffic Vol, veh/h 20 0 0 894 0 0

Future Vol, veh/h 20 0 0 894 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 - -

Grade, % 0 - - 0 0 -

Peak Hour Factor 80 80 80 80 80 80

Heavy Vehicles, % 5 2 2 6 2 2

Mvmt Flow 25 0 0 1118 0 0

### Major/Minor Minor2 Major1

Conflicting Flow All 559 - - 0

Stage 1 0 - - -

Stage 2 559 - - -

Critical Hdwy 6.9 - - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.9 - - -

Follow-up Hdwy 3.55 - - -

Pot Cap-1 Maneuver 452 0 0 -

Stage 1 - 0 0 -

Stage 2 528 0 0 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 452 - - -

Mov Cap-2 Maneuver 452 - - -

Stage 1 - - - -

Stage 2 528 - - -

### Approach EB NB

HCM Control Delay, s 13.4 0

HCM LOS B

### Minor Lane/Major Mvmt NBT EBLn1

Capacity (veh/h) - 452

HCM Lane V/C Ratio - 0.055

HCM Control Delay (s) - 13.4

HCM Lane LOS - B

HCM 95th %tile Q(veh) - 0.2

HCM 2010 TWSC  
4: SE Baker St & Se Handley St

08/07/2018

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.4  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | 5    |      |      | 4↑   |      |      |
| Traffic Vol, veh/h       | 14   | 0    | 9    | 1147 | 0    | 0    |
| Future Vol, veh/h        | 14   | 0    | 9    | 1147 | 0    | 0    |
| Conflicting Peds, #/hr   | 1    | 0    | 25   | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 0    | 0    | 2    | 2    | 0    | 0    |
| Mvmt Flow                | 16   | 0    | 10   | 1318 | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |        |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 705    | -      | 25 0   |
| Stage 1              | 25     | -      | -      |
| Stage 2              | 680    | -      | -      |
| Critical Hdwy        | 6.8    | -      | 4.14 - |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | 5.8    | -      | -      |
| Follow-up Hdwy       | 3.5    | -      | 2.22 - |
| Pot Cap-1 Maneuver   | 375    | 0      | 1588 - |
| Stage 1              | -      | 0      | -      |
| Stage 2              | 470    | 0      | -      |
| Platoon blocked, %   |        |        | -      |
| Mov Cap-1 Maneuver   | 349    | -      | 1550 - |
| Mov Cap-2 Maneuver   | 349    | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | 459    | -      | -      |

| Approach             | EB   | NB  |
|----------------------|------|-----|
| HCM Control Delay, s | 15.8 | 0.2 |
| HCM LOS              | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 |
|-----------------------|-------|-----|-------|
| Capacity (veh/h)      | 1550  | -   | 349   |
| HCM Lane V/C Ratio    | 0.007 | -   | 0.046 |
| HCM Control Delay (s) | 7.3   | 0.1 | 15.8  |
| HCM Lane LOS          | A     | A   | C     |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   |

# HCM 2010 TWSC

## 6: Walgreens Driveway/SE Cows St & SE Baker St

08/07/2018

### 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       | 37   | 1    | 0    | 0    | 4    | 15   | 38   | 1065 | 17   | 0    | 0    | 0    |
| Future Vol, veh/h        | 37   | 1    | 0    | 0    | 4    | 15   | 38   | 1065 | 17   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 10   | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 43   | 1    | 0    | 0    | 5    | 17   | 44   | 1238 | 20   | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |          |
|----------------------|--------|------|--------|---|--------|-----|----------|
| Conflicting Flow All | 715    | 1361 | -      | - | 1351   | 639 | 5 0 0    |
| Stage 1              | 5      | 5    | -      | - | 1346   | -   | - - -    |
| Stage 2              | 710    | 1356 | -      | - | 5      | -   | - - -    |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.5    | 6.9 | 4.14 - - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.5    | -   | - - -    |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -   | - - -    |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4      | 3.3 | 2.22 - - |
| Pot Cap-1 Maneuver   | 322    | 150  | 0      | 0 | 152    | 424 | 1615 - - |
| Stage 1              | -      | -    | 0      | 0 | 222    | -   | - - -    |
| Stage 2              | 395    | 219  | 0      | 0 | -      | -   | - - -    |
| Platoon blocked, %   |        |      |        |   |        |     | - -      |
| Mov Cap-1 Maneuver   | 278    | 134  | -      | - | 136    | 420 | 1607 - - |
| Mov Cap-2 Maneuver   | 278    | 134  | -      | - | 136    | -   | - - -    |
| Stage 1              | -      | -    | -      | - | 200    | -   | - - -    |
| Stage 2              | 336    | 197  | -      | - | -      | -   | - - -    |

| Approach             | EB   | WB   | NB  |
|----------------------|------|------|-----|
| HCM Control Delay, s | 20.9 | 18.3 | 0.5 |
| HCM LOS              | C    | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 1607  | -   | -   | 270   | 292   |
| HCM Lane V/C Ratio    | 0.027 | -   | -   | 0.164 | 0.076 |
| HCM Control Delay (s) | 7.3   | 0.3 | -   | 20.9  | 18.3  |
| HCM Lane LOS          | A     | A   | -   | C     | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.6   | 0.2   |

HCM 2010 TWSC  
10: SE Baker St & SE Adams U Turn

08/07/2018

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | ↰    |      |      | ↱↱   |      |      |
| Traffic Vol, veh/h       | 21   | 0    | 0    | 1099 | 0    | 0    |
| Future Vol, veh/h        | 21   | 0    | 0    | 1099 | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 84   | 84   | 84   | 84   |
| Heavy Vehicles, %        | 5    | 5    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 25   | 0    | 0    | 1308 | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |   |   |
|----------------------|--------|--------|---|---|
| Conflicting Flow All | 654    | -      | - | 0 |
| Stage 1              | 0      | -      | - | - |
| Stage 2              | 654    | -      | - | - |
| Critical Hdwy        | 6.9    | -      | - | - |
| Critical Hdwy Stg 1  | -      | -      | - | - |
| Critical Hdwy Stg 2  | 5.9    | -      | - | - |
| Follow-up Hdwy       | 3.55   | -      | - | - |
| Pot Cap-1 Maneuver   | 393    | 0      | 0 | - |
| Stage 1              | -      | 0      | 0 | - |
| Stage 2              | 471    | 0      | 0 | - |
| Platoon blocked, %   |        |        |   | - |
| Mov Cap-1 Maneuver   | 393    | -      | - | - |
| Mov Cap-2 Maneuver   | 393    | -      | - | - |
| Stage 1              | -      | -      | - | - |
| Stage 2              | 471    | -      | - | - |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 14.8 | 0  |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | NBT | EBLn1 |
|-----------------------|-----|-------|
| Capacity (veh/h)      | -   | 393   |
| HCM Lane V/C Ratio    | -   | 0.064 |
| HCM Control Delay (s) | -   | 14.8  |
| HCM Lane LOS          | -   | B     |
| HCM 95th %tile Q(veh) | -   | 0.2   |

HCM 2010 TWSC  
4: SE Baker St & Se Handley St

09/09/2018

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 10 0 12 974 0 0

Future Vol, veh/h 10 0 12 974 0 0

Conflicting Peds, #/hr 2 0 4 0 0 0

Sign Control Stop Stop Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 - -

Grade, % 0 - - 0 0 -

Peak Hour Factor 81 81 95 95 81 81

Heavy Vehicles, % 0 0 6 6 0 0

Mvmt Flow 12 0 13 1025 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 545 - 4 0

Stage 1 4 - - -

Stage 2 541 - - -

Critical Hdwy 6.8 - 4.22 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.8 - - -

Follow-up Hdwy 3.5 - 2.26 -

Pot Cap-1 Maneuver 473 0 1587 -

Stage 1 - 0 - -

Stage 2 553 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 460 - 1581 -

Mov Cap-2 Maneuver 460 - - -

Stage 1 - - - -

Stage 2 551 - - -

Approach EB NB

HCM Control Delay, s 13 0.2

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) 1581 - 460

HCM Lane V/C Ratio 0.008 - 0.027

HCM Control Delay (s) 7.3 0.1 13

HCM Lane LOS A A B

HCM 95th %tile Q(veh) 0 - 0.1

# HCM 2010 TWSC

## 6: Walgreens Driveway/SE Cowls S & SE Baker St

09/09/2018

### Intersection

Int Delay, s/veh 1.2

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 10   | 0    | 0    | 0    | 10   | 36   | 10   | 965  | 17   | 0    | 0    | 0    |
| Future Vol, veh/h        | 10   | 0    | 0    | 0    | 10   | 36   | 10   | 965  | 17   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 3    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 78   | 78   | 78   | 78   | 95   | 95   | 95   | 78   | 78   | 78   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 7    | 7    | 7    | 6    | 6    | 6    | 2    | 2    | 2    |
| Mvmt Flow                | 13   | 0    | 0    | 0    | 13   | 46   | 11   | 1016 | 18   | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |      |      |   |   |  |
|----------------------|--------|------|--------|---|--------|------|------|---|---|--|
| Conflicting Flow All | 538    | 1060 | -      | - | 1051   | 520  | 1    | 0 | 0 |  |
| Stage 1              | 1      | 1    | -      | - | 1050   | -    | -    | - | - |  |
| Stage 2              | 537    | 1059 | -      | - | 1      | -    | -    | - | - |  |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.64   | 7.04 | 4.22 | - | - |  |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.64   | -    | -    | - | - |  |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -    | -    | - | - |  |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4.07   | 3.37 | 2.26 | - | - |  |
| Pot Cap-1 Maneuver   | 431    | 226  | 0      | 0 | 218    | 488  | 1592 | - | - |  |
| Stage 1              | -      | -    | 0      | 0 | 292    | -    | -    | - | - |  |
| Stage 2              | 501    | 304  | 0      | 0 | -      | -    | -    | - | - |  |
| Platoon blocked, %   |        |      |        |   |        |      |      | - | - |  |
| Mov Cap-1 Maneuver   | 368    | 221  | -      | - | 214    | 487  | 1590 | - | - |  |
| Mov Cap-2 Maneuver   | 368    | 221  | -      | - | 214    | -    | -    | - | - |  |
| Stage 1              | -      | -    | -      | - | 286    | -    | -    | - | - |  |
| Stage 2              | 426    | 298  | -      | - | -      | -    | -    | - | - |  |

| Approach             | EB   | WB   | NB  |
|----------------------|------|------|-----|
| HCM Control Delay, s | 15.1 | 16.2 | 0.2 |
| HCM LOS              | C    | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 |       |
|-----------------------|-------|-----|-----|------------|-------|
| Capacity (veh/h)      | 1590  | -   | -   | 368        | 381   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | 0.035      | 0.155 |
| HCM Control Delay (s) | 7.3   | 0.1 | -   | 15.1       | 16.2  |
| HCM Lane LOS          | A     | A   | -   | C          | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.5   |

# HCM 2010 TWSC

## 10: SE Baker St & SE Adams U Turn

09/09/2018

### Intersection

Int Delay, s/veh 0.5

### Movement

|                          | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↖    |      |      | ↑↑   |      |      |
| Traffic Vol, veh/h       | 30   | 0    | 0    | 922  | 0    | 0    |
| Future Vol, veh/h        | 30   | 0    | 0    | 922  | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 95   | 95   | 80   | 80   |
| Heavy Vehicles, %        | 5    | 2    | 2    | 6    | 2    | 2    |
| Mvmt Flow                | 38   | 0    | 0    | 971  | 0    | 0    |

### Major/Minor

|                      | Minor2 | Major1 |
|----------------------|--------|--------|
| Conflicting Flow All | 486    | - - 0  |
| Stage 1              | 0      | - - -  |
| Stage 2              | 486    | - - -  |
| Critical Hdwy        | 6.9    | - - -  |
| Critical Hdwy Stg 1  | -      | - - -  |
| Critical Hdwy Stg 2  | 5.9    | - - -  |
| Follow-up Hdwy       | 3.55   | - - -  |
| Pot Cap-1 Maneuver   | 503    | 0 0 -  |
| Stage 1              | -      | 0 0 -  |
| Stage 2              | 576    | 0 0 -  |
| Platoon blocked, %   |        | -      |
| Mov Cap-1 Maneuver   | 503    | - - -  |
| Mov Cap-2 Maneuver   | 503    | - - -  |
| Stage 1              | -      | - - -  |
| Stage 2              | 576    | - - -  |

### Approach

|                      | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 12.7 | 0  |
| HCM LOS              | B    |    |

### Minor Lane/Major Mvmt

|                       | NBT | EBLn1 |
|-----------------------|-----|-------|
| Capacity (veh/h)      | -   | 503   |
| HCM Lane V/C Ratio    | -   | 0.075 |
| HCM Control Delay (s) | -   | 12.7  |
| HCM Lane LOS          | -   | B     |
| HCM 95th %tile Q(veh) | -   | 0.2   |

# HCM 2010 TWSC



## 4: SE Baker St & Se Handley St

09/09/2018

### Intersection

Int Delay, s/veh 0.8

### Movement

|                          | EBL   | EBR  | NBL  | NBT   | SBT  | SBR  |
|--------------------------|---|------|------|---|------|------|
| Lane Configurations      |  |      |      |  |      |      |
| Traffic Vol, veh/h       | 20  | 0    | 19   | 1524  | 0    | 0    |
| Future Vol, veh/h        | 20  | 0    | 19   | 1524  | 0    | 0    |
| Conflicting Peds, #/hr   | 1   | 0    | 25   | 0   | 0    | 0    |
| Sign Control             | Stop  | Stop | Free | Free  | Free | Free |
| RT Channelized           | -   | None | -    | None  | -    | None |
| Storage Length           | 0   | -    | -    | -   | -    | -    |
| Veh in Median Storage, # | 0   | -    | -    | 0   | -    | -    |
| Grade, %                 | 0   | -    | -    | 0   | 0    | -    |
| Peak Hour Factor         | 87  | 87   | 95   | 95  | 87   | 87   |
| Heavy Vehicles, %        | 0   | 0    | 2    | 2   | 0    | 0    |
| Mvmt Flow                | 23  | 0    | 20   | 1604  | 0    | 0    |

### Major/Minor

|                      | Minor2 | Major1 |   |
|----------------------|--------|--------|---|
| Conflicting Flow All | 868    | - 25   | 0 |
| Stage 1              | 25     | - -    | - |
| Stage 2              | 843    | - -    | - |
| Critical Hdwy        | 6.8    | - 4.14 | - |
| Critical Hdwy Stg 1  | -      | - -    | - |
| Critical Hdwy Stg 2  | 5.8    | - -    | - |
| Follow-up Hdwy       | 3.5    | - 2.22 | - |
| Pot Cap-1 Maneuver   | 296    | 0 1588 | - |
| Stage 1              | -      | 0 -    | - |
| Stage 2              | 388    | 0 -    | - |
| Platoon blocked, %   |        |        | - |
| Mov Cap-1 Maneuver   | 248    | - 1550 | - |
| Mov Cap-2 Maneuver   | 248    | - -    | - |
| Stage 1              | -      | - -    | - |
| Stage 2              | 379    | - -    | - |

### Approach

|                      | EB | NB  |
|----------------------|----|-----|
| HCM Control Delay, s | 21 | 0.5 |
| HCM LOS              | C  |     |

### Minor Lane/Major Mvmt

|                       | NBL   | NBT     | EBLn1 |
|-----------------------|-------|---------|-------|
| Capacity (veh/h)      | 1550  | - 248   |       |
| HCM Lane V/C Ratio    | 0.013 | - 0.093 |       |
| HCM Control Delay (s) | 7.4   | 0.4     | 21    |
| HCM Lane LOS          | A     | A       | C     |
| HCM 95th %tile Q(veh) | 0     | - 0.3   |       |

# HCM 2010 TWSC

## 6: Walgreens Driveway/SE Cows St & SE Baker St

09/09/2018

### Intersection

Int Delay, s/veh 3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |      |
| Traffic Vol, veh/h       | 45   | 5    | 0    | 0    | 5    | 33   | 50   | 1415 | 47   | 0    | 0    | 0    |
| Future Vol, veh/h        | 45   | 5    | 0    | 0    | 5    | 33   | 50   | 1415 | 47   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 10   | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 95   | 95   | 95   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 52   | 6    | 0    | 0    | 6    | 38   | 53   | 1489 | 49   | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |  |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|--|
| Conflicting Flow All | 859    | 1659 | -      | - | 1635   | 779 | 5    | 0 | 0 |  |
| Stage 1              | 5      | 5    | -      | - | 1630   | -   | -    | - | - |  |
| Stage 2              | 854    | 1654 | -      | - | 5      | -   | -    | - | - |  |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.5    | 6.9 | 4.14 | - | - |  |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.5    | -   | -    | - | - |  |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -   | -    | - | - |  |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4      | 3.3 | 2.22 | - | - |  |
| Pot Cap-1 Maneuver   | 253    | 99   | 0      | 0 | 102    | 343 | 1615 | - | - |  |
| Stage 1              | -      | -    | 0      | 0 | 162    | -   | -    | - | - |  |
| Stage 2              | 324    | 157  | 0      | 0 | -      | -   | -    | - | - |  |
| Platoon blocked, %   |        |      |        |   |        |     |      | - | - |  |
| Mov Cap-1 Maneuver   | 173    | 75   | -      | - | 77     | 340 | 1607 | - | - |  |
| Mov Cap-2 Maneuver   | 173    | 75   | -      | - | 77     | -   | -    | - | - |  |
| Stage 1              | -      | -    | -      | - | 122    | -   | -    | - | - |  |
| Stage 2              | 209    | 119  | -      | - | -      | -   | -    | - | - |  |

| Approach             | EB   | WB   | NB |
|----------------------|------|------|----|
| HCM Control Delay, s | 42.3 | 23.8 | 1  |
| HCM LOS              | E    | C    |    |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 |       |
|-----------------------|-------|-----|-----|------------|-------|
| Capacity (veh/h)      | 1607  | -   | -   | 153        | 235   |
| HCM Lane V/C Ratio    | 0.033 | -   | -   | 0.38       | 0.188 |
| HCM Control Delay (s) | 7.3   | 0.8 | -   | 42.3       | 23.8  |
| HCM Lane LOS          | A     | A   | -   | E          | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 1.6        | 0.7   |

# HCM 2010 TWSC

## 10: SE Baker St & SE Adams U Turn

09/09/2018

### Intersection

Int Delay, s/veh 0.5

### Movement

|                          | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↰    |      |      | ↑↑   |      |      |
| Traffic Vol, veh/h       | 40   | 0    | 0    | 1467 | 0    | 0    |
| Future Vol, veh/h        | 40   | 0    | 0    | 1467 | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 95   | 95   | 84   | 84   |
| Heavy Vehicles, %        | 5    | 5    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 48   | 0    | 0    | 1544 | 0    | 0    |

### Major/Minor

|                      | Minor2 | Major1 |
|----------------------|--------|--------|
| Conflicting Flow All | 772    | - - 0  |
| Stage 1              | 0      | - - -  |
| Stage 2              | 772    | - - -  |
| Critical Hdwy        | 6.9    | - - -  |
| Critical Hdwy Stg 1  | -      | - - -  |
| Critical Hdwy Stg 2  | 5.9    | - - -  |
| Follow-up Hdwy       | 3.55   | - - -  |
| Pot Cap-1 Maneuver   | 330    | 0 0 -  |
| Stage 1              | -      | 0 0 -  |
| Stage 2              | 409    | 0 0 -  |
| Platoon blocked, %   |        | -      |
| Mov Cap-1 Maneuver   | 330    | - - -  |
| Mov Cap-2 Maneuver   | 330    | - - -  |
| Stage 1              | -      | - - -  |
| Stage 2              | 409    | - - -  |

### Approach

|                      | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 17.7 | 0  |
| HCM LOS              | C    |    |

### Minor Lane/Major Mvmt

|                       | NBT | EBLn1 |
|-----------------------|-----|-------|
| Capacity (veh/h)      | -   | 330   |
| HCM Lane V/C Ratio    | -   | 0.144 |
| HCM Control Delay (s) | -   | 17.7  |
| HCM Lane LOS          | -   | C     |
| HCM 95th %tile Q(veh) | -   | 0.5   |

HCM 2010 TWSC  
4: SE Baker St & Se Handley St

09/09/2018

Intersection

Int Delay, s/veh 0.2

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 10 0 5 960 0 0

Future Vol, veh/h 10 0 5 960 0 0

Conflicting Peds, #/hr 2 0 4 0 0 0

Sign Control Stop Stop Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 - -

Grade, % 0 - - 0 0 -

Peak Hour Factor 81 81 95 95 81 81

Heavy Vehicles, % 0 0 6 6 0 0

Mvmt Flow 12 0 5 1011 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 522 - 4 0

Stage 1 4 - - -

Stage 2 518 - - -

Critical Hdwy 6.8 - 4.22 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.8 - - -

Follow-up Hdwy 3.5 - 2.26 -

Pot Cap-1 Maneuver 489 0 1587 -

Stage 1 - 0 - -

Stage 2 568 0 - -

Platoon blocked, % -

Mov Cap-1 Maneuver 482 - 1581 -

Mov Cap-2 Maneuver 482 - - -

Stage 1 - - - -

Stage 2 566 - - -

Approach EB NB

HCM Control Delay, s 12.7 0

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) 1581 - 482

HCM Lane V/C Ratio 0.003 - 0.026

HCM Control Delay (s) 7.3 0 12.7

HCM Lane LOS A A B

HCM 95th %tile Q(veh) 0 - 0.1

# HCM 2010 TWSC

## 6: Walgreens Driveway/SE Cowls S & SE Baker St

09/09/2018

| 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       | 10   | 0    | 0    | 0    | 10   | 15   | 10   | 965  | 63   | 0    | 0    | 0    |
| Future Vol, veh/h        | 10   | 0    | 0    | 0    | 10   | 15   | 10   | 965  | 63   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 3    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 78   | 78   | 78   | 78   | 95   | 95   | 95   | 78   | 78   | 78   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 7    | 7    | 7    | 6    | 6    | 6    | 2    | 2    | 2    |
| Mvmt Flow                | 13   | 0    | 0    | 0    | 13   | 19   | 11   | 1016 | 66   | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |      |      |   |   |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 538    | 1108 | -      | - | 1075   | 544  | 1    | 0 | 0 |
| Stage 1              | 1      | 1    | -      | - | 1074   | -    | -    | - | - |
| Stage 2              | 537    | 1107 | -      | - | 1      | -    | -    | - | - |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.64   | 7.04 | 4.22 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.64   | -    | -    | - | - |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -    | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4.07   | 3.37 | 2.26 | - | - |
| Pot Cap-1 Maneuver   | 431    | 212  | 0      | 0 | 210    | 470  | 1592 | - | - |
| Stage 1              | -      | -    | 0      | 0 | 284    | -    | -    | - | - |
| Stage 2              | 501    | 288  | 0      | 0 | -      | -    | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |      |      |   | - |
| Mov Cap-1 Maneuver   | 388    | 207  | -      | - | 205    | 469  | 1590 | - | - |
| Mov Cap-2 Maneuver   | 388    | 207  | -      | - | 205    | -    | -    | - | - |
| Stage 1              | -      | -    | -      | - | 278    | -    | -    | - | - |
| Stage 2              | 450    | 282  | -      | - | -      | -    | -    | - | - |

| Approach             | EB   | WB   | NB  |
|----------------------|------|------|-----|
| HCM Control Delay, s | 14.6 | 17.9 | 0.2 |
| HCM LOS              | B    | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 1590  | -   | -   | 388   | 310   |
| HCM Lane V/C Ratio    | 0.007 | -   | -   | 0.033 | 0.103 |
| HCM Control Delay (s) | 7.3   | 0.1 | -   | 14.6  | 17.9  |
| HCM Lane LOS          | A     | A   | -   | B     | C     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1   | 0.3   |

HCM 2010 TWSC  
10: SE Baker St & SE Adams U Turn

09/09/2018

Intersection

Int Delay, s/veh 0.8

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 1 2 2

Traffic Vol, veh/h 53 0 0 945 0 0

Future Vol, veh/h 53 0 0 945 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Stop Stop

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 - -

Grade, % 0 - - 0 0 -

Peak Hour Factor 80 80 95 95 80 80

Heavy Vehicles, % 5 2 2 6 2 2

Mvmt Flow 66 0 0 995 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 498 - - 0

Stage 1 0 - - -

Stage 2 498 - - -

Critical Hdwy 6.9 - - -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.9 - - -

Follow-up Hdwy 3.55 - - -

Pot Cap-1 Maneuver 494 0 0 -

Stage 1 - 0 0 -

Stage 2 567 0 0 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 494 - - -

Mov Cap-2 Maneuver 494 - - -

Stage 1 - - - -

Stage 2 567 - - -

Approach EB NB

HCM Control Delay, s 13.4 0

HCM LOS B

Minor Lane/Major Mvmt NBT EBLn1

Capacity (veh/h) - 494

HCM Lane V/C Ratio - 0.134

HCM Control Delay (s) - 13.4

HCM Lane LOS - B

HCM 95th %tile Q(veh) - 0.5

HCM 2010 TWSC  
4: SE Baker St & Se Handley St

09/09/2018

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.1  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | 1    |      |      | 2    |      |      |
| Traffic Vol, veh/h       | 20   | 0    | 31   | 1533 | 0    | 0    |
| Future Vol, veh/h        | 20   | 0    | 31   | 1533 | 0    | 0    |
| Conflicting Peds, #/hr   | 1    | 0    | 25   | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 95   | 95   | 87   | 87   |
| Heavy Vehicles, %        | 0    | 0    | 2    | 2    | 0    | 0    |
| Mvmt Flow                | 23   | 0    | 33   | 1614 | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |      |
|----------------------|--------|--------|------|
| Conflicting Flow All | 899    | -      | 25   |
| Stage 1              | 25     | -      | -    |
| Stage 2              | 874    | -      | -    |
| Critical Hdwy        | 6.8    | -      | 4.14 |
| Critical Hdwy Stg 1  | -      | -      | -    |
| Critical Hdwy Stg 2  | 5.8    | -      | -    |
| Follow-up Hdwy       | 3.5    | -      | 2.22 |
| Pot Cap-1 Maneuver   | 282    | 0      | 1588 |
| Stage 1              | -      | 0      | -    |
| Stage 2              | 373    | 0      | -    |
| Platoon blocked, %   | -      | -      | -    |
| Mov Cap-1 Maneuver   | 213    | -      | 1550 |
| Mov Cap-2 Maneuver   | 213    | -      | -    |
| Stage 1              | -      | -      | -    |
| Stage 2              | 364    | -      | -    |

| Approach             | EB   | NB  |
|----------------------|------|-----|
| HCM Control Delay, s | 23.9 | 0.8 |
| HCM LOS              | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 |
|-----------------------|-------|-----|-------|
| Capacity (veh/h)      | 1550  | -   | 213   |
| HCM Lane V/C Ratio    | 0.021 | -   | 0.108 |
| HCM Control Delay (s) | 7.4   | 0.7 | 23.9  |
| HCM Lane LOS          | A     | A   | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.4   |

Intersection

Int Delay, s/veh 3.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↰    |      |      | ↱    |      |      | ↰↱   |      |      |      |      |
| Traffic Vol, veh/h       | 45   | 5    | 0    | 0    | 5    | 54   | 50   | 1415 | 25   | 0    | 0    | 0    |
| Future Vol, veh/h        | 45   | 5    | 0    | 0    | 5    | 54   | 50   | 1415 | 25   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 0    | 10   | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | -    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 86   | 86   | 86   | 86   | 86   | 86   | 95   | 95   | 95   | 86   | 86   | 86   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 52   | 6    | 0    | 0    | 6    | 63   | 53   | 1489 | 26   | 0    | 0    | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |  |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|--|
| Conflicting Flow All | 859    | 1636 | -      | - | 1623   | 768 | 5    | 0 | 0 |  |
| Stage 1              | 5      | 5    | -      | - | 1618   | -   | -    | - | - |  |
| Stage 2              | 854    | 1631 | -      | - | 5      | -   | -    | - | - |  |
| Critical Hdwy        | 7.5    | 6.5  | -      | - | 6.5    | 6.9 | 4.14 | - | - |  |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.5    | -   | -    | - | - |  |
| Critical Hdwy Stg 2  | 6.5    | 5.5  | -      | - | -      | -   | -    | - | - |  |
| Follow-up Hdwy       | 3.5    | 4    | -      | - | 4      | 3.3 | 2.22 | - | - |  |
| Pot Cap-1 Maneuver   | 253    | 102  | 0      | 0 | 104    | 349 | 1615 | - | - |  |
| Stage 1              | -      | -    | 0      | 0 | 164    | -   | -    | - | - |  |
| Stage 2              | 324    | 161  | 0      | 0 | -      | -   | -    | - | - |  |
| Platoon blocked, %   |        |      |        |   |        |     |      | - | - |  |
| Mov Cap-1 Maneuver   | 163    | 79   | -      | - | 81     | 346 | 1607 | - | - |  |
| Mov Cap-2 Maneuver   | 163    | 79   | -      | - | 81     | -   | -    | - | - |  |
| Stage 1              | -      | -    | -      | - | 128    | -   | -    | - | - |  |
| Stage 2              | 199    | 125  | -      | - | -      | -   | -    | - | - |  |

| Approach             | EB   | WB   | NB  |
|----------------------|------|------|-----|
| HCM Control Delay, s | 44.7 | 22.7 | 0.9 |
| HCM LOS              | E    | C    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-------|-----|-----|-------|-------|
| Capacity (veh/h)      | 1607  | -   | -   | 147   | 271   |
| HCM Lane V/C Ratio    | 0.033 | -   | -   | 0.396 | 0.253 |
| HCM Control Delay (s) | 7.3   | 0.7 | -   | 44.7  | 22.7  |
| HCM Lane LOS          | A     | A   | -   | E     | C     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 1.7   | 1     |

HCM 2010 TWSC  
10: SE Baker St & SE Adams U Turn

09/09/2018

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | ↵    |      |      | ↑↑   |      |      |
| Traffic Vol, veh/h       | 25   | 0    | 0    | 1460 | 0    | 0    |
| Future Vol, veh/h        | 25   | 0    | 0    | 1460 | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | -    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 84   | 84   | 95   | 95   | 84   | 84   |
| Heavy Vehicles, %        | 5    | 5    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 30   | 0    | 0    | 1537 | 0    | 0    |

| Major/Minor          | Minor2 | Major1 |   |   |
|----------------------|--------|--------|---|---|
| Conflicting Flow All | 769    | -      | - | 0 |
| Stage 1              | 0      | -      | - | - |
| Stage 2              | 769    | -      | - | - |
| Critical Hdwy        | 6.9    | -      | - | - |
| Critical Hdwy Stg 1  | -      | -      | - | - |
| Critical Hdwy Stg 2  | 5.9    | -      | - | - |
| Follow-up Hdwy       | 3.55   | -      | - | - |
| Pot Cap-1 Maneuver   | 331    | 0      | 0 | - |
| Stage 1              | -      | 0      | 0 | - |
| Stage 2              | 410    | 0      | 0 | - |
| Platoon blocked, %   |        |        |   | - |
| Mov Cap-1 Maneuver   | 331    | -      | - | - |
| Mov Cap-2 Maneuver   | 331    | -      | - | - |
| Stage 1              | -      | -      | - | - |
| Stage 2              | 410    | -      | - | - |

| Approach             | EB   | NB |
|----------------------|------|----|
| HCM Control Delay, s | 16.9 | 0  |
| HCM LOS              | C    |    |

| Minor Lane/Major Mvmt | NBT | EBLn1 |
|-----------------------|-----|-------|
| Capacity (veh/h)      | -   | 331   |
| HCM Lane V/C Ratio    | -   | 0.09  |
| HCM Control Delay (s) | -   | 16.9  |
| HCM Lane LOS          | -   | C     |
| HCM 95th %tile Q(veh) | -   | 0.3   |

## **Appendix H**

### ***SimTraffic Queuing Results***

# Queuing and Blocking Report Baseline

09/09/2018

## Intersection: 4: SE Baker St & Se Handley St

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | L    | T   |
| Maximum Queue (ft)    | 40   | 7   |
| Average Queue (ft)    | 10   | 0   |
| 95th Queue (ft)       | 36   | 5   |
| Link Distance (ft)    | 1148 | 468 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

## Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

| Movement              | EB  | WB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | TR  |
| Maximum Queue (ft)    | 40  | 68  |
| Average Queue (ft)    | 12  | 30  |
| 95th Queue (ft)       | 39  | 58  |
| Link Distance (ft)    | 449 | 446 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

## Intersection: 10: SE Baker St & SE Adams U Turn

| Movement              | EB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | L   | T   |
| Maximum Queue (ft)    | 80  | 5   |
| Average Queue (ft)    | 24  | 0   |
| 95th Queue (ft)       | 58  | 4   |
| Link Distance (ft)    | 365 | 414 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

## Network Summary

Network wide Queuing Penalty: 0

# Queuing and Blocking Report

## Baseline

09/09/2018

### Intersection: 4: SE Baker St & Se Handley St

| Movement              | EB   | NB  | NB  |
|-----------------------|------|-----|-----|
| Directions Served     | L    | LT  | T   |
| Maximum Queue (ft)    | 59   | 28  | 44  |
| Average Queue (ft)    | 19   | 2   | 1   |
| 95th Queue (ft)       | 51   | 18  | 14  |
| Link Distance (ft)    | 1148 | 468 | 468 |
| Upstream Blk Time (%) |      |     |     |
| Queuing Penalty (veh) |      |     |     |
| Storage Bay Dist (ft) |      |     |     |
| Storage Blk Time (%)  |      |     |     |
| Queuing Penalty (veh) |      |     |     |

### Intersection: 6: Walgreens Driveway/SE Cows St & SE Baker St

| Movement              | EB  | WB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | TR  |
| Maximum Queue (ft)    | 96  | 75  |
| Average Queue (ft)    | 40  | 32  |
| 95th Queue (ft)       | 81  | 62  |
| Link Distance (ft)    | 449 | 446 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

### Intersection: 10: SE Baker St & SE Adams U Turn

| Movement              | EB  |
|-----------------------|-----|
| Directions Served     | L   |
| Maximum Queue (ft)    | 81  |
| Average Queue (ft)    | 32  |
| 95th Queue (ft)       | 67  |
| Link Distance (ft)    | 365 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

### Network Summary

Network wide Queuing Penalty: 0

## Queuing and Blocking Report Baseline

09/09/2018

### Intersection: 4: SE Baker St & Se Handley St

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | L    | T   |
| Maximum Queue (ft)    | 40   | 7   |
| Average Queue (ft)    | 8    | 0   |
| 95th Queue (ft)       | 32   | 5   |
| Link Distance (ft)    | 1148 | 468 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

### Intersection: 6: Walgreens Driveway/SE Cowls S & SE Baker St

| Movement              | EB  | WB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | TR  |
| Maximum Queue (ft)    | 40  | 71  |
| Average Queue (ft)    | 7   | 23  |
| 95th Queue (ft)       | 30  | 59  |
| Link Distance (ft)    | 449 | 446 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

### Intersection: 10: SE Baker St & SE Adams U Turn

| Movement              | EB  |
|-----------------------|-----|
| Directions Served     | L   |
| Maximum Queue (ft)    | 70  |
| Average Queue (ft)    | 33  |
| 95th Queue (ft)       | 67  |
| Link Distance (ft)    | 365 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

### Network Summary

Network wide Queuing Penalty: 0

## Queuing and Blocking Report Baseline

09/09/2018

### Intersection: 4: SE Baker St & Se Handley St

| Movement              | EB   | NB  |
|-----------------------|------|-----|
| Directions Served     | L    | LT  |
| Maximum Queue (ft)    | 60   | 18  |
| Average Queue (ft)    | 20   | 1   |
| 95th Queue (ft)       | 52   | 17  |
| Link Distance (ft)    | 1148 | 468 |
| Upstream Blk Time (%) |      |     |
| Queuing Penalty (veh) |      |     |
| Storage Bay Dist (ft) |      |     |
| Storage Blk Time (%)  |      |     |
| Queuing Penalty (veh) |      |     |

### Intersection: 6: Walgreens Driveway/SE Cows St & SE Baker St

| Movement              | EB  | WB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | TR  |
| Maximum Queue (ft)    | 111 | 94  |
| Average Queue (ft)    | 40  | 37  |
| 95th Queue (ft)       | 82  | 71  |
| Link Distance (ft)    | 449 | 446 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

### Intersection: 10: SE Baker St & SE Adams U Turn

| Movement              | EB  |
|-----------------------|-----|
| Directions Served     | L   |
| Maximum Queue (ft)    | 63  |
| Average Queue (ft)    | 24  |
| 95th Queue (ft)       | 56  |
| Link Distance (ft)    | 365 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

### Network Summary

Network wide Queuing Penalty: 0

all

## **Appendix I**

### ***Critical Crash Rate Calculator & Crash Data***

| General & Site Information |                            |
|----------------------------|----------------------------|
| Analyst:                   | Rick Nys                   |
| Agency/Company:            | Greenlight Engineering     |
| Date:                      | 8/8/2018                   |
| Project Name:              | 600 SE Baker Street ZC/CPA |

| Intersection Crash Data |                   |      |      |      |      |      |       |
|-------------------------|-------------------|------|------|------|------|------|-------|
| Intersection            | Intersection Type | Year |      |      |      |      | Total |
|                         |                   | 2012 | 2013 | 2014 | 2015 | 2016 |       |
| SE Baker/SE Handley     | Urban 3ST         | 1    | 0    | 1    | 2    | 2    | 6     |
| SE Baker/SE Cows        | Urban 4ST         | 0    | 1    | 1    | 3    | 1    | 6     |
| SE Baker/Adams U Turn   | Urban 3ST         | 0    | 0    | 1    | 1    | 0    | 2     |
| Total                   |                   | 1    | 1    | 3    | 6    | 3    | 14    |

| Intersection Population Type Crash Rate  |                |                   |                             |            |
|--|----------------|-------------------|-----------------------------|------------|
| Average Crash Rate per intersection type |                |                   |                             |            |
| Intersection Pop. Type                   | Sum of Crashes | Sum of 5-year MEV | Avg Crash Rate for Ref Pop. | INT in Pop |
| Rural 3SG                                | 0              | 0                 |                             |            |
| Rural 3ST                                | 0              | 0                 |                             |            |
| Rural 4SG                                | 0              | 0                 |                             |            |
| Rural 4ST                                | 0              | 0                 |                             |            |
| Urban 3ST                                | 8              | 43                | 0.1857                      | 2          |
| Urban 3SG                                | 0              | 0                 |                             |            |
| Urban 4ST                                | 6              | 22                | 0.2786                      | 1          |
| Urban 4SG                                | 0              | 0                 |                             |            |

| Critical Rate Calculation |                            |            |             |                              |                         |                                 |               |               |
|---------------------------|----------------------------|------------|-------------|------------------------------|-------------------------|---------------------------------|---------------|---------------|
| Intersection              | AADT Entering Intersection | 5-year MEV | Crash Total | Intersection Population Type | Intersection Crash Rate | Reference Population Crash Rate | Critical Rate | Over Critical |
| SE Baker/SE Handley       | 11,800                     | 21.5       | 6           | Urban 3ST                    | 0.28                    | 0.19                            | 0.36          | Under         |
| SE Baker/SE Cows          | 11,800                     | 21.5       | 6           | Urban 4ST                    | 0.28                    | APM Exhibit 4-1                 | 0.41          | Under         |
| SE Baker/Adams U Turn     | 11,800                     | 21.5       | 2           | Urban 3ST                    | 0.09                    | 0.19                            | 0.36          | Under         |







OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
CONTINUOUS SYSTEM CRASH LISTING  
Highway 091 ALL ROAD TYPES, XP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

14 - 18 of 40 Crash records shown.

CDS380  
07/09/2018

091: PACIFIC HIGHWAY WEST

| SER#  | P R S W DATE       | COUNTY        | RD# FC | CON#               | RD CHAR | INT-TYPE<br>(MEDIAN)<br>LEGS<br>(#LANES) | INT-REL<br>TRAFF-<br>CONTL | OFFRD | WTHR | CRASH<br>RNDCT SURF COLL<br>DRWY LIGHT SVRTY | SPCL USE<br>TRLR QTY<br>OWNER<br>V# TYPE | MOVE<br>FROM<br>TO | P# TYPE | INJ<br>SVRTY | A S<br>E X RES | LOC | ERROR | ACT EVENT | CAUSE |
|-------|--------------------|---------------|--------|--------------------|---------|--|----------------------------|-------|------|--|--|--------------------|---------|--------------|----------------|-----|-------|-----------|-------|
|       |                    |               |        |                    |         |  |                            |       |      |  |  |                    |         |              |                |     |       |           |       |
| 00342 | N N N N 03/23/2016 | YAMHILL       | 1 14   |                    | GRADE   | (NONE)                                   | N                          | N     | CLR  | O-STRGHT                                     | 01 NONE 9                                | STRGHT             |         |              |                |     |       |           |       |
|       | WE                 | MCMINNVILLE   | CP 0   | ADAMS ST           | S       |  | ONE-WAY                    | N     | DRY  | SS-M   | N/A                                      | S-N                |         |              |                |     |       |           |       |
| Y     | 3P                 | MCMINVL UA    | 38.03  | HANDLEY ST         | 03      |  |                            | N     | DAY  | PDO  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 00  | Unk   | UNK       | 00    |
| N     | 45 12 19.45        | -123 11 57.1  |        | 009100100S00       |         | (02)                                     |                            |       |      |  | 02 NONE 9                                | STRGHT             |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | N/A                                      | N-S                |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 00  | Unk   | UNK       | 00    |
| 01267 | N N N N 10/24/2016 | YAMHILL       | 1 14   |                    | STRGHT  | (NONE)                                   | N                          | N     | RAIN | S-STRGHT                                     | 01 NONE 0                                | STRGHT             |         |              |                |     |       |           |       |
|       | MO                 | MCMINNVILLE   | CP 0   | ADAMS ST           | S       |  | NONE                       | N     | WET  | SS-O   | PRVTE                                    | N-S                |         |              |                |     |       |           |       |
| N     | 2P                 | MCMINVL UA    | 38.08  | HANDLEY ST         | 04      |  |                            | Y     | DAY  | INJ  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 66  | M     | OTH-Y     | 00    |
| N     | 45 12 16.93        | -123 11 58.09 |        | 009100100S00       |         | (02)                                     |                            |       |      |  | 01 NONE 0                                | STRGHT             |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PRVTE                                    | N-S                |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PSNGR CAR                                |                    | 02      | PSNG         | INJC           | 61  | F     |           | 00    |
|       |                    |               |        |                    |         |  |                            |       |      |  | 02 NONE 0                                | STRGHT             |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PRVTE                                    | N-S                |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 72  | M     | OR-Y      | 00    |
| 00598 | N N N N 06/20/2015 | YAMHILL       | 1 14   |                    | ALLEY   | (NONE)                                   | N                          | N     | CLR  | S-ITURN                                      | 01 NONE 0                                | STRGHT             |         |              |                |     |       |           |       |
|       | SA                 | MCMINNVILLE   | CP 0   | ADAMS ST           | NE      |  | NONE                       | N     | DRY  | TURN   | PRVTE                                    | NE-SW              |         |              |                |     |       |           |       |
| N     | 11A                | MCMINVL UA    | 38.09  | ADAMS-BAKER ST LEG | 04      |  |                            | N     | DAY  | PDO  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 52  | M     | OR-Y      | 00    |
| N     | 45 12 16.43        | -123 11 58.31 |        | 009100100S00       |         | (02)                                     |                            |       |      |  | 02 NONE 0                                | TURN-L             |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PRVTE                                    | NE-SE              |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PSNGR CAR                                |                    | 01      | DRVR         | NONE           | 87  | F     | OR-Y      | 00    |
| 01374 | N N N N 12/17/2014 | YAMHILL       | 1 14   |                    | ALLEY   | (NONE)                                   | N                          | N     | RAIN | S-ITURN                                      | 01 NONE 0                                | STRGHT             |         |              |                |     |       |           |       |
|       | WE                 | MCMINNVILLE   | CP 0   | ADAMS ST           | S       |  | UNKNOWN                    | N     | WET  | TURN   | PRVTE                                    | N-S                |         |              |                |     |       |           |       |
| N     | 3P                 | MCMINVL UA    | 38.09  | HANDLEY ST         | 04      |  |                            | N     | DAY  | INJ  | PSNGR CAR                                |                    | 01      | DRVR         | INJC           | 48  | M     | OR-Y      | 00    |
| N     | 45 12 16.43        | -123 11 58.31 |        | 009100100S00       |         | (02)                                     |                            |       |      |  | 02 NONE 0                                | TURN-L             |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | PRVTE                                    | N-E                |         |              |                |     |       |           |       |
|       |                    |               |        |                    |         |  |                            |       |      |  | TRUCK                                    |                    | 01      | DRVR         | NONE           | 24  | M     | OR-Y      | 00    |
|       |                    |               |        |                    |         |  |                            |       |      |  |  |                    |         |              |                |     |       |           |       |

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091: PACIFIC HIGHWAY WEST

Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

19 - 23 of 40 Crash records shown.

| SER#   | P             | R             | S             | W             | D             | COUNTY        | RD#          | FC                 | CON#           | RD       | CHAR     | INT-TYPE | INT-REL  | OFFRD    | WTHR     | CRASH    | SPLC USE | MOVE      | FROM      | TO        | PH TYPE  | SVRTY    | E        | X        | RES      | LOC      | ERROR       | ACT      | EVENT    | CAUSE    |
|--------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------------|----------------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|----------|----------|----------|----------|----------|----------|-------------|----------|----------|----------|
| INVEST | E             | A             | U             | C             | O             | D             | COMPNT       | FIRST STREET       | LOCIN          | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN     | LOCIN     | LOCIN     | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN    | LOCIN       | LOCIN    | LOCIN    | LOCIN    |
| RD DPT | E             | L             | G             | H             | R             | T             | MILE TYP     | SECOND STREET      | MILE TYP       | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP  | MILE TYP  | MILE TYP  | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP | MILE TYP    | MILE TYP | MILE TYP | MILE TYP |
| UNLOC? | D             | C             | S             | L             | X             | I             | AT           | AT                 | AT             | AT       | AT       | AT       | AT       | AT       | AT       | AT       | AT       | AT        | AT        | AT        | AT       | AT       | AT       | AT       | AT       | AT       | AT          | AT       | AT       | AT       |
| 06643  | N             | N             | N             | N             | N             | 06/09/2016    | 1            | 14                 | ADAMS ST       | 04       | STRGHT   | (NONE)   | Y        | N        | RAIN     | S-STRGHT | 01 NONE  | 0         | STRGHT    | NE-SW     | 01       | DRVR     | NONE     | 71       | F        | OR-Y     | 052,045,016 | 038      | 115      | 32,13,27 |
| CITY   | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | ADAMS ST       | 04       | STRGHT   | (NONE)   | Y        | N        | RAIN     | S-STRGHT | 01 NONE  | 0         | STRGHT    | NE-SW     | 01       | DRVR     | NONE     | 71       | F        | OR-Y     | 052,045,016 | 038      | 115      | 32,13,27 |
| N      | 45            | 12            | 15.93         | -123          | 11            | 58.53         | 38.10        | ADAMS-BAKER ST LEG | 04             | 04       | STRGHT   | (NONE)   | Y        | N        | RAIN     | S-STRGHT | 01 NONE  | 0         | STRGHT    | NE-SW     | 01       | DRVR     | NONE     | 71       | F        | OR-Y     | 052,045,016 | 038      | 115      | 32,13,27 |
| N      | 45            | 12            | 15.93         | -123          | 11            | 58.53         | 009100100800 | ADAMS-BAKER ST LEG | 04             | 04       | STRGHT   | (NONE)   | Y        | N        | RAIN     | S-STRGHT | 01 NONE  | 0         | STRGHT    | NE-SW     | 01       | DRVR     | NONE     | 71       | F        | OR-Y     | 052,045,016 | 038      | 115      | 32,13,27 |
| 01166  | Y             | N             | N             | N             | N             | 10/02/2016    | 1            | 14                 | ADAMS ST       | 04       | STRGHT   | (NONE)   | N        | N        | DRY      | FIX      | FIX      | N/A       | N/A       | NE-SW     | 01       | DRVR     | NONE     | 00       | UNK      | UNK      | 000         | 000      | 00       | 00       |
| CITY   | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | ADAMS ST       | 04       | STRGHT   | (NONE)   | N        | N        | DRY      | FIX      | FIX      | N/A       | NE-SW     | 01        | DRVR     | NONE     | 00       | UNK      | UNK      | 000      | 000         | 00       | 00       | 00       |
| Y      | 3P            | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | EDMUNSTON ST   | 04       | STRGHT   | (NONE)   | N        | N        | DAY      | PDO      | PDO      | PSNGR CAR | PSNGR CAR | PSNGR CAR | 01       | DRVR     | NONE     | 00       | UNK      | UNK      | 000         | 000      | 00       | 00       |
| N      | 45            | 12            | 12.89         | -123          | 12            | 1.27          | 38.17        | EDMUNSTON ST       | 04             | 04       | STRGHT   | (NONE)   | N        | N        | DAY      | PDO      | PDO      | PSNGR CAR | PSNGR CAR | PSNGR CAR | 01       | DRVR     | NONE     | 00       | UNK      | UNK      | 000         | 000      | 00       | 00       |
| N      | 45            | 12            | 12.89         | -123          | 12            | 1.27          | 009100100800 | EDMUNSTON ST       | 04             | 04       | STRGHT   | (NONE)   | N        | N        | DAY      | PDO      | PDO      | PSNGR CAR | PSNGR CAR | PSNGR CAR | 01       | DRVR     | NONE     | 00       | UNK      | UNK      | 000         | 000      | 00       | 00       |
| 00054  | N             | N             | N             | N             | N             | 01/17/2012    | 1            | 14                 | PACIFIC HY 99W | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 19       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| CITY   | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | EDMUNSTON ST   | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 19       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 5P            | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | PACIFIC HY 99W | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 19       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 45            | 12            | 10.5855004    | -123          | 12            | 4.2917401     | 38.23        | PACIFIC HY 99W     | 04             | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 19       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 45            | 12            | 10.5855004    | -123          | 12            | 4.2917401     | 009100100800 | PACIFIC HY 99W     | 04             | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 19       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| 00855  | N             | N             | N             | N             | N             | 09/28/2013    | 1            | 14                 | EDMUNSTON ST   | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 00       | M        | UNK      | 000         | 000      | 00       | 00       |
| CITY   | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | EDMUNSTON ST   | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 00       | M        | UNK      | 000         | 000      | 00       | 00       |
| N      | 2P            | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | PACIFIC HY 99W | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 00       | M        | UNK      | 000         | 000      | 00       | 00       |
| N      | 45            | 12            | 10.584756     | -123          | 12            | 4.292676      | 38.23        | PACIFIC HY 99W     | 04             | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 00       | M        | UNK      | 000         | 000      | 00       | 00       |
| N      | 45            | 12            | 10.584756     | -123          | 12            | 4.292676      | 009100100800 | PACIFIC HY 99W     | 04             | 04       | INTER    | 3-LEG    | N        | N        | RAIN     | ANGL-OTH | 01 NONE  | 0         | TURN-L    | N-NE      | 01       | DRVR     | NONE     | 00       | M        | UNK      | 000         | 000      | 00       | 00       |
| 00598  | N             | N             | N             | N             | N             | 07/15/2012    | 2            | 14                 | BAKER ST       | 05       | INTER    | 3-LEG    | N        | N        | CLER     | FIX      | OBJ      | 01 NONE   | 0         | TURN-L    | 01       | DRVR     | NONE     | 65       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| CITY   | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | BAKER ST       | 05       | INTER    | 3-LEG    | N        | N        | CLER     | FIX      | OBJ      | 01 NONE   | 0         | TURN-L    | 01       | DRVR     | NONE     | 65       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 12A           | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | MC MINNIVILLE | CP           | 0                  | HANDLEY ST     | 05       | INTER    | 3-LEG    | N        | N        | CLER     | FIX      | OBJ      | 01 NONE   | 0         | TURN-L    | 01       | DRVR     | NONE     | 65       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 45            | 12            | 21.9537438    | -123          | 11            | 52.6303221    | 37.96        | HANDLEY ST         | 05             | 05       | INTER    | 3-LEG    | N        | N        | CLER     | FIX      | OBJ      | 01 NONE   | 0         | TURN-L    | 01       | DRVR     | NONE     | 65       | M        | OR-Y     | 028         | 000      | 02       | 02       |
| N      | 45            | 12            | 21.9537438    | -123          | 11            | 52.6303221    | 009100200800 | HANDLEY ST         | 05             | 05       | INTER    | 3-LEG    | N        | N        | CLER     | FIX      | OBJ      | 01 NONE   | 0         | TURN-L    | 01       | DRVR     | NONE     | 65       | M        | OR-Y     | 028         | 000      | 02       | 02       |

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Highway 091 ALL ROAD TYPES, MP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

29 - 33 of 40 Crash records shown.

[illegible]

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OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CONTINUOUS SYSTEM CRASH LISTING

Highway 091 ALL ROAD TYPES, WP 37.96 to 38.23 01/01/2008 to 02/28/2017, Both Add and Non-Add mileage

34 - 39 of 40 Crash records shown.

091: PACIFIC HIGHWAY WEST

| SER#   | P | R | S | W | DATE        | COUNTY  | CITY              | RD#   | FC | CONN# | RD                 | CHAR         | INT-TYPE      | INT-REL | OFFRD | WTHR | CRASH    | SPEC USE  | MOVE    | FROM   | TO      | P#   | TYPE  | SVRTY | E    | X   | RES    | LOC         | ERROR | ACT   | EVENT | CAUSE |             |             |
|--------|---|---|---|---|-------------|---------|-------------------|-------|----|-------|--------------------|--------------|---------------|---------|-------|------|----------|-----------|---------|--------|---------|------|-------|-------|------|-----|--------|-------------|-------|-------|-------|-------|-------------|-------------|
| INVEST | E | A | U | C | DAY         | INVEST  | E                 | A     | U  | C     | COMMENT            | FIRST STREET | SECOND STREET | LEG     | TRAF- | RD   | DBT      | SURF      | COLL    | OWNER  | PH      | TYPE | SVRTY | E     | X    | RES | LOC    | ERROR       | ACT   | EVENT | CAUSE |       |             |             |
| RD DPT | E | L | G | H | R           | TIME    | UNLOC?            | D     | C  | S     | L                  | X            | L             | AT      |       |      |          |           |         |        |         |      |       |       |      |     |        |             |       |       |       |       |             |             |
| 00047  | N | N | N | N | 01/14/2011  | YAMHILL | MCKINNVILLE       | 2     | 14 | CP 0  | BAKER ST           | INTER        | 3-LEG         | N       | N     | RAIN | ANGL-OTH | 01 NONE 0 | TURN-R  | STRGHT | 01 BIKE | INJB | 22    | M     |      |     | SIDEWK | 028,060     | 047   | 001   | 02,50 |       |             |             |
| NONE   |   |   |   |   | FR          |         |                   |       |    |       |                    | CN           |               | STOP    | SIGN  | N    | WET      | TURN      | PRVTE   | E -N   |         |      |       |       |      |     |        |             |       |       |       | 02    |             |             |
| N      |   |   |   |   | 5P          |         | MCKINVL UA        | 38.07 |    |       | COWLS ST           | 02           | 0             |         | N     | DARK | PDO      | PSNGR CAR | 01 DRVR | NONE   | 66      | F    | OR-Y  |       |      |     |        | 028         | 000   |       |       | 02    |             |             |
| N      |   |   |   |   | 45 12       |         | -123 11           |       |    |       | 009100200S00       |              |               |         |       |      |          | 02 NONE 0 | STRGHT  |        |         |      |       |       |      |     | OR<25  |             |       |       |       | 00    |             |             |
|        |   |   |   |   | 16.8596806  |         | 53.3885289        |       |    |       |                    |              |               |         |       |      |          | PRVTE     | S -N    |        |         |      |       |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
|        |   |   |   |   |             |         |                   |       |    |       |                    |              |               |         |       |      |          | PSNGR CAR | 01 DRVR | NONE   | 21      | M    | OR-Y  |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
| 00801  | N | N | N | N | 10/31/2009  | YAMHILL | MCKINNVILLE       | 2     | 14 | CP 0  | BAKER ST           | ALLEY        | (NONE)        | N       | N     | CLR  | S-1TURN  | 01 NONE 0 | TURN-L  | STRGHT | 01 DRVR | NONE | 40    | M     | OR-Y |     |        |             | OR<25 |       |       |       |             | 08          |
| NONE   |   |   |   |   | SA          |         |                   |       |    |       |                    | S            |               | ONE-WAY | N     | DRY  | TURN     | PRVTE     | S -W    |        |         |      |       |       |      |     |        |             |       |       |       | 00    |             |             |
| N      |   |   |   |   | 9P          |         | MCKINVL UA        | 38.08 |    |       | COWLS ST           | 03           |               |         | N     | DARK | PDO      | PSNGR CAR | 01 DRVR | NONE   | 40      | M    | OR-Y  |       |      |     |        | 006         | 000   |       |       | 08    |             |             |
| N      |   |   |   |   | 45 12       |         | -123 11           |       |    |       | 009100200S00       |              | (02)          |         |       |      |          | 02 NONE 0 | STRGHT  |        |         |      |       |       |      |     | OR<25  |             |       |       |       | 00    |             |             |
|        |   |   |   |   | 16.3074456  |         | 53.9116407        |       |    |       |                    |              |               |         |       |      |          | PRVTE     | S -N    |        |         |      |       |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
|        |   |   |   |   |             |         |                   |       |    |       |                    |              |               |         |       |      |          | PSNGR CAR | 01 DRVR | NONE   | 69      | M    | OR-Y  |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
| 00517  | N | N | N | N | 05/16/2014  | YAMHILL | MCKINNVILLE       | 2     | 14 | CP 0  | BAKER ST           | STRGHT       | (NONE)        | N       | N     | CLR  | S-1STOP  | 01 NONE 0 | STRGHT  | STRGHT | 01 DRVR | NONE | 47    | F     | OR-Y |     |        |             | OR<25 |       |       |       |             | 07          |
| CITY   |   |   |   |   | FR          |         |                   |       |    |       |                    | N            |               | NONE    | N     | DRY  | REAR     | PRVTE     | S -N    |        |         |      |       |       |      |     |        |             |       |       |       | 00    |             |             |
| N      |   |   |   |   | 2P          |         | MCKINVL UA        | 38.14 |    |       | ADAMS-BAKER ST LEG | 07           |               |         | N     | DAY  | PDO      | PSNGR CAR | 01 DRVR | NONE   | 47      | F    | OR-Y  |       |      |     |        | 026         | 000   |       |       | 07    |             |             |
| N      |   |   |   |   | 45 12 13.86 |         | -123 11 58.36     |       |    |       | 009100200S00       |              | (02)          |         |       |      |          | 02 NONE 0 | STOP    |        |         |      |       |       |      |     | OR<25  |             |       |       |       | 00    |             |             |
|        |   |   |   |   |             |         |                   |       |    |       |                    |              |               |         |       |      |          | PRVTE     | S -N    |        |         |      |       |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
|        |   |   |   |   |             |         |                   |       |    |       |                    |              |               |         |       |      |          | PSNGR CAR | 01 DRVR | NONE   | 26      | M    | OR-Y  |       |      |     |        | 000         | 000   |       |       | 00    |             |             |
| 00508  | Y | Y | Y | Y | 05/31/2015  | YAMHILL | MCKINNVILLE       | 2     | 14 | CP 0  | BAKER ST           | STRGHT       | (NONE)        | N       | N     | CLR  | FIX OBJ  | 01 NONE 0 | STRGHT  | STRGHT | 01 DRVR | INJC | 37    | M     | SUSP |     |        |             | OR<25 |       |       |       |             | 01          |
| CITY   |   |   |   |   | SU          |         |                   |       |    |       |                    | SW           |               | UNKNOWN | N     | DRY  | FIX      | PRVTE     | SW-NE   |        |         |      |       |       |      |     |        |             |       |       |       | 00    |             |             |
| Y      |   |   |   |   | 11P         |         | MCKINVL UA        | 38.16 |    |       | ADAMS-BAKER ST LEG | 02           |               |         | N     | DLIT | INJ      | PSNGR CAR | 01 DRVR | INJC   | 37      | M    | SUSP  |       |      |     |        | 047,080,081 | 000   |       |       | 01    |             |             |
| N      |   |   |   |   | 45 12 13.06 |         | -123 11 59.85     |       |    |       | 009100200S00       |              | (04)          |         |       |      |          |           |         |        |         |      |       |       |      |     |        |             |       |       |       |       |             |             |
| 00291  | N | N | N | N | 04/17/2011  | YAMHILL | MCKINNVILLE       | 2     | 14 | CP 0  | PACIFIC HW 99W     | STRGHT       | (NONE)        | N       | Y     | CLR  | FIX OBJ  | 01 NONE 0 | STRGHT  | STRGHT | 01 DRVR | INJC | 24    | F     | OR-Y |     |        |             | OR<25 |       |       |       |             | 058,040,110 |
| CITY   |   |   |   |   | SU          |         |                   |       |    |       |                    | N            |               | NONE    | N     | DRY  | FIX      | PRVTE     | S -N    |        |         |      |       |       |      |     |        |             |       |       |       | 000   | 058,040,100 |             |
| Y      |   |   |   |   | 4P          |         | MCKINVL UA        | 38.18 |    |       | EDMUNSTON ST       | 07           |               |         | N     | DAY  | INJ      | PSNGR CAR | 01 DRVR | INJC   | 24      | F    | OR-Y  |       |      |     |        | 081         | 028   |       |       | 10    |             |             |
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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 814.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submitted crash report forms are the responsibility of the individual driver, the Crash Analysis and Reporting Unit cannot guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.



Copy of neighborhood  
meeting notice



August 28, 2018

LINFIELD COLLEGE  
**Attn: LINFIELD COLLEGE**  
900 SE BAKER ST  
MCMINNVILLE OR, 97128

Site Address: 600 SW BAKER ST  
Tax Lot: R4420DD00200

**RE: Neighborhood meeting on Wednesday, September 19, 2018 at 6:00 PM**

Dear Neighbors,

In accordance with the City of McMinnville Planning Department requirements, MV Advancements has scheduled a neighborhood meeting to discuss our development plans for property located at 600 SE Baker Street. This meeting is an opportunity to view our conceptual site plan and address any questions you might have. We have received your contact information from the city, as a property owner located nearby.

**Meeting details:**

**Location:** McMinnville Community Center 600 NE Evans Street

**Day/time:** Wednesday, September 19 at 6:00 PM

MV Advancements wishes to construct an office building to consolidate several programs as well as the company's administrative staff at the former Columbus School site located at 600 SE Baker Street in McMinnville. The property, currently owned by Linfield College includes a total acreage is 5.86, while the usable/buildable acreage is 2.93 and the remaining portion is impacted by wetlands and the 100 year flood plain.

MV Advancements (MVA) is a local non-profit corporation, founded in 1966 to provide employment, residential and community inclusion (involvement) supports to adults who experience intellectual and/or developmental disabilities. Our mission is to assist persons with disabilities to develop to their highest potential and achieve fulfilling lives. Our vision is that these adults will be fully supported to be involved in their community, developing meaningful relationships at work, at home and at leisure.

During Phase 1, MV Advancements intends to develop the site to include a corporate headquarters office building with approximately 10,000 sq/ft. This building will be a consolidation of several locations and services around our community and it will house approximately 50 employees including our administrative staff, employment staff, McMinnville Community Inclusion program, a training room and community space. Required off-street parking and landscaping will also be provided as part of this phase of development.

Phase 2 of the project would include up to 24 apartment units that would provide needed housing for people with intellectual/developmental disabilities as well as possible low-income senior housing.

**ADMINISTRATION - 5<sup>th</sup> Street Office**

319 NE 5th St • McMinnville, OR 97128 • phone: (503) 472-2248 • fax: (503) 472-7604 • mailing address: PO Box 28 • McMinnville, OR 97128

[mvadvancements.org](http://mvadvancements.org)



The access to public transportation and the close access to other services and agencies within the community will create a real opportunity to improve the lives of the individuals we support.

The property is currently zoned R-4 – multi-family residential and we will be asking for a zone change to OR – Office/Residential as well as a comprehensive plan map amendment from Residential to Commercial.

A conceptual site plan has been enclosed for your review. We look forward to meeting you and in the meantime, if you have any questions, you may contact me at 503-687-2507 or via email at [kathy@mvadvancements.org](mailto:kathy@mvadvancements.org).

Sincerely

A handwritten signature in cursive script that reads "Kathy Schlotfeldt".

Kathy Schlotfeldt  
Executive Director

A handwritten signature in cursive script that reads "Dave Haugeberg".

Dave Haugeberg  
President

**Enclosures:**

Conceptual site plan

Map with location of proposed site

**ADMINISTRATION - 5<sup>th</sup> Street Office**

319 NE 5th St • McMinnville, OR 97128 • phone: (503) 472-2248 • fax: (503) 472-7604 • mailing address: PO Box 28 • McMinnville, OR 97128

[mvadvancements.org](http://mvadvancements.org)

MARCIA A. MIKESH  
ARCHITECT, INC.

524 SE Hembree St.  
McMinnville, OR 97128-6051  
P: 503.474.1900  
[www.goodhut.com](http://www.goodhut.com)  
[marcia@goodhut.com](mailto:marcia@goodhut.com)

Site location: 600 SE Baker St. McMinnville, OR

Current property owner: Unifed College

Applicant: MY Advancements, [www.myadvancements.org](http://www.myadvancements.org)  
 Mailing Address: PO Box 26, Modesto CA 95712  
 Office: 318 NE 15th St, Modesto, CA 95712  
 Owner contact: Kathy Schindler, Executive Director, MVA,  
 cell: (503) 793-1065 direct: (503) 697-3517  
[kathy@myadvancements.org](mailto:kathy@myadvancements.org)

## Preliminary Not for Construction

### Site Plan Notes

- |     |  |           |
|-----|--|-----------|
| 1.  | Site plan for existing use provided by City of Macomb. | 10.000.00 |
| 2.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 3.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 4.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 5.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 6.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 7.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 8.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 9.  | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 10. | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |
| 11. | Macomb Engineering Design provided by City of Macomb.  | 10.000.00 |

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## New Site for

## MV Advancements Site Plan

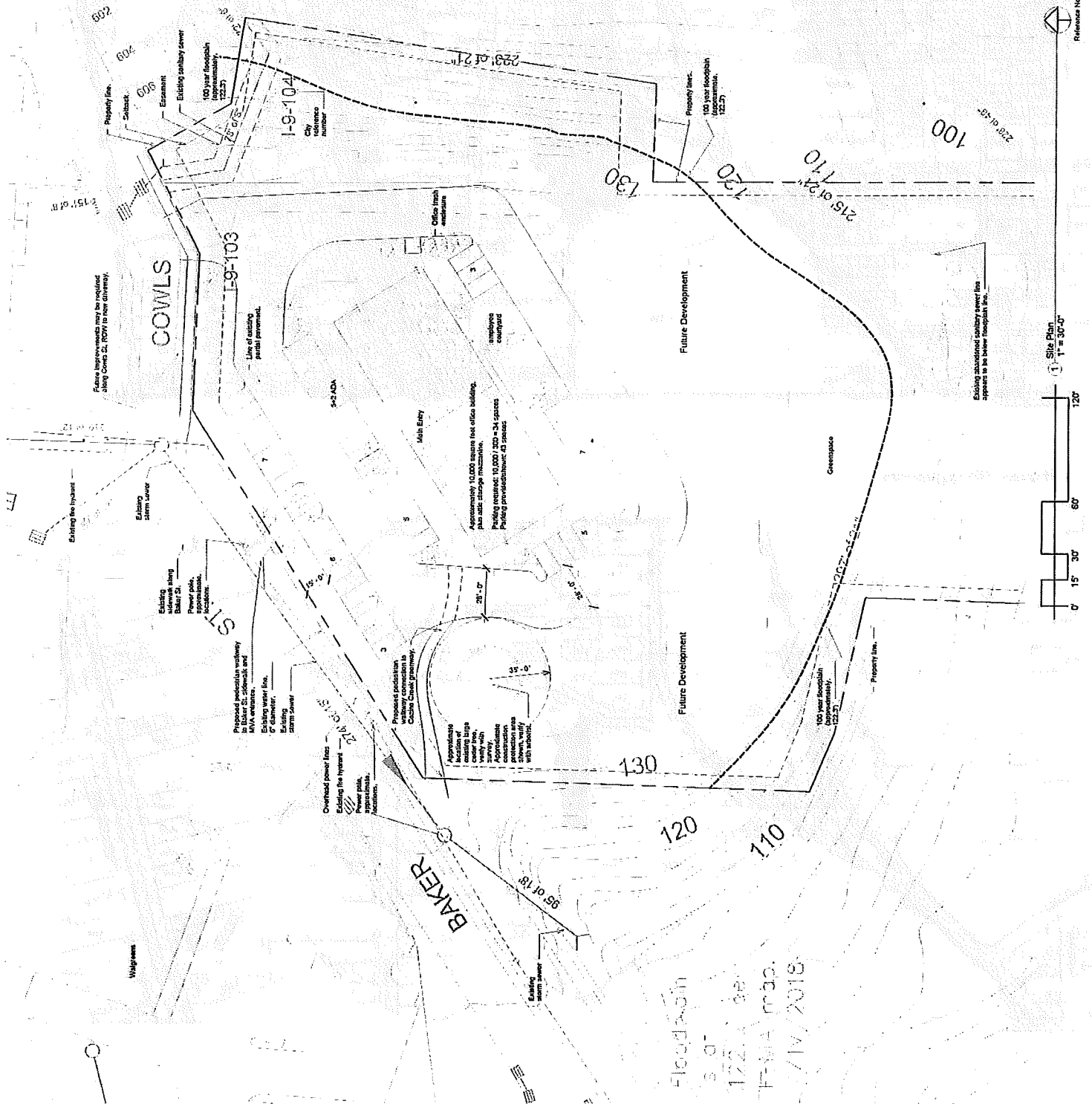
| Project number | 2018.05   |
|----------------|-----------|
| Date           | 8/22/2018 |

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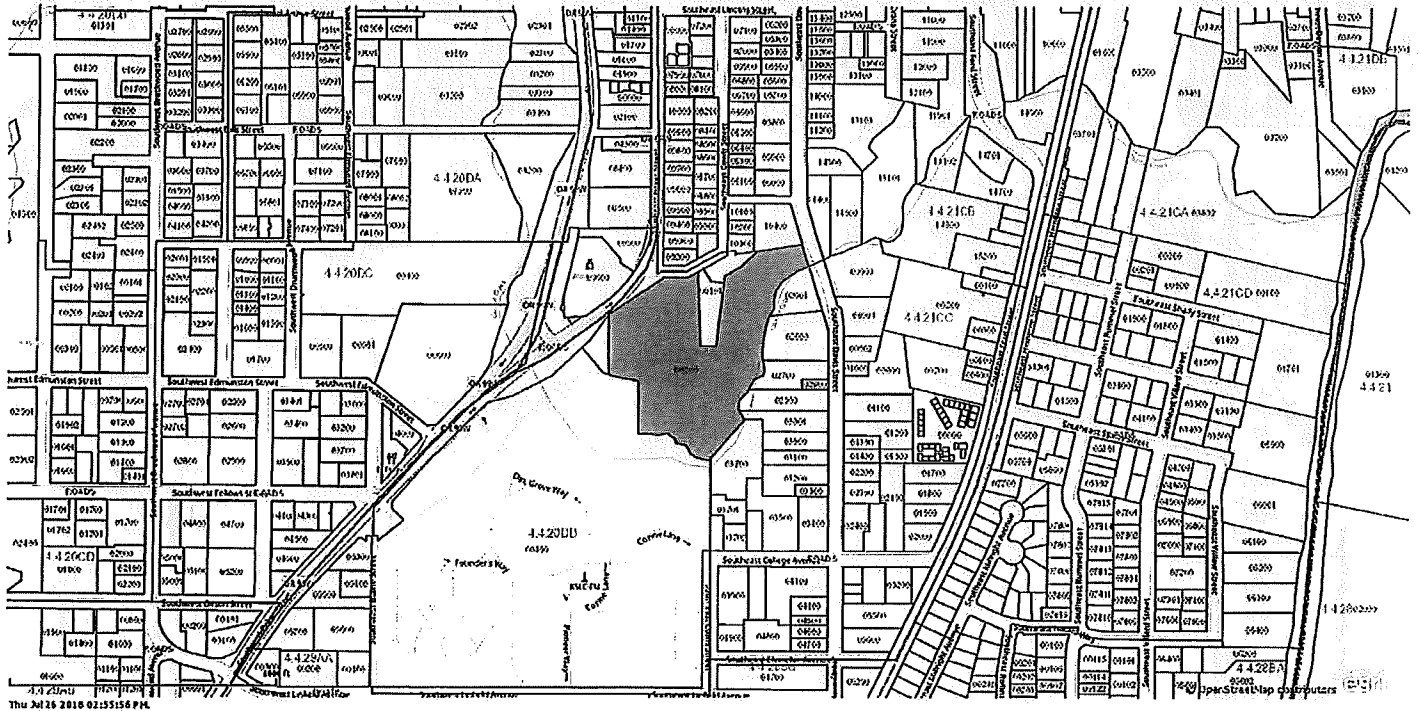
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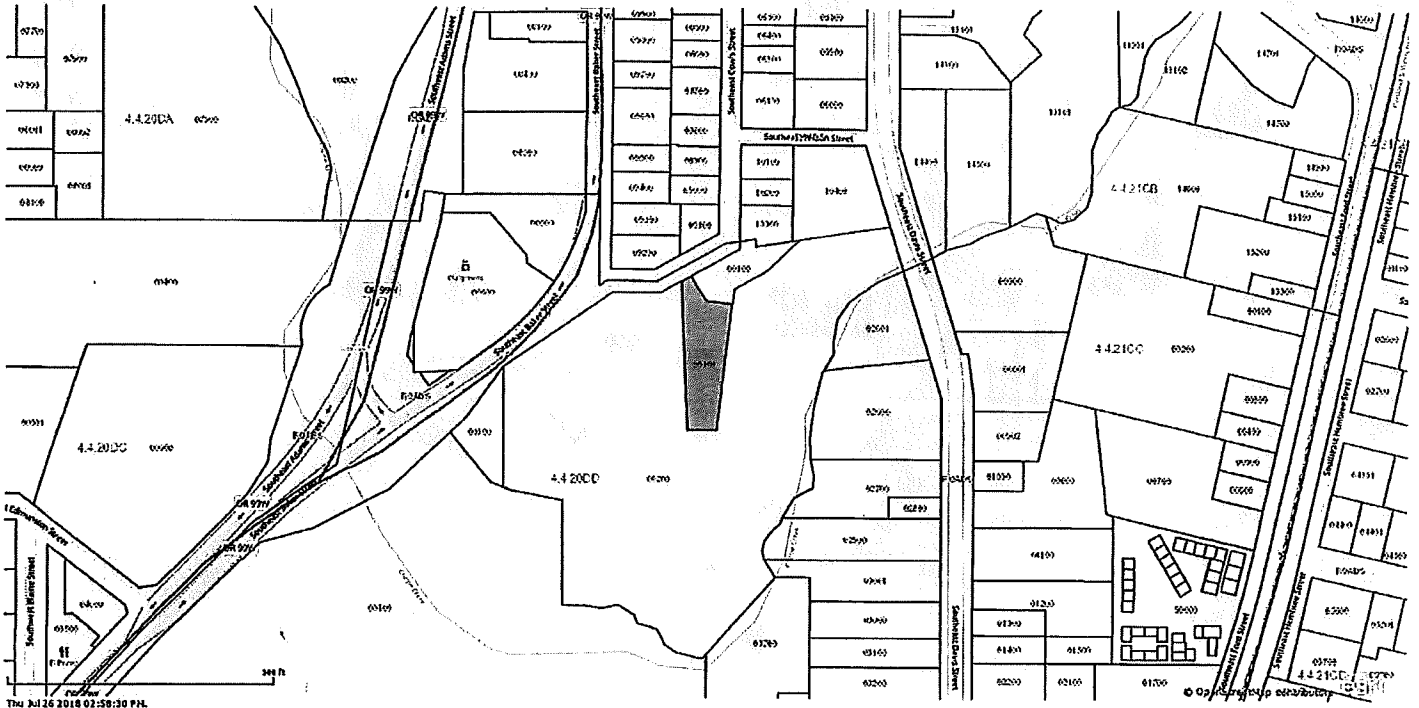
**-D-**



Linfield Property  
155423



Linfield Property  
155414



Neighbor hood meeting - 600 SE Baker Street

Mailing list

| Map No. | Tax Lot      | Site Address                      | Owner                       | Attn:                       | Mailing Address          | City State       | Zip   |
|---------|--------------|-----------------------------------|-----------------------------|-----------------------------|--------------------------|------------------|-------|
| 1       | R4421CB14800 | n/a                               | WICHERT FRANK               | WICHERT FAMILY TRUST        | 931 SW ORIOLE ST         | MCMINNVILLE OR   | 97128 |
| 2       | R4421CB10200 | 516 SE COWLS ST                   | BEAM KAARINA J              | BEAM KAARINA J              | 516 SE COWLS ST          | MCMINNVILLE OR   | 97128 |
| 3       | R4420DD00690 | n/a                               | OREGON STATE                | PROPERTY SUPERVISOR         | 412 TRANSPORTATION       | SALEM OR         | 97310 |
| 4       | R4421CC02700 | 731 SE DAVIS ST                   | DECHATELET EDWARD L         | DECHATELET EDWARD L         | 731 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 5       | R4421CC03000 | 925 SE DAVIS ST                   | PERALTA SALVADOR &          | PERALTA SALVADOR &          | 925 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 6       | R4421CB14400 | 510 SE DAVIS ST                   | OAK CREEK RENTALS LLC       | OAK CREEK RENTALS LLC       | 570 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 7       | R4421CC00900 | n/a                               | MCMINNVILLE CITY            | MCMINNVILLE CITY OF         | 230 NE 2ND ST            | MCMINNVILLE OR   | 97128 |
| 8       | R4420DD00100 | 600 SE COWLS ST                   | LAURANCE DAVID B TRUSTEE    | LAURANCE DAVID B TRUSTEE    | 8071 SLEEPY HOLLOW RD NE | WOODBURN OR      | 97071 |
| 9       | R4420DD00400 | 900 SW BAKER STREET - MAIN CAMPUS | LINFIELD COLLEGE            | LINFIELD COLLEGE            | 535 NE 5TH ST            | MCMINNVILLE OR   | 97128 |
| 10      | R4421CC03800 | 315 SE COLLEGE AVE                | LINFIELD COLLEGE            | LINFIELD COLLEGE            | 535 NE 5TH ST            | MCMINNVILLE OR   | 97128 |
| 11      | R4421CC03700 | 325 SE COLLEGE AVE                | BICKFORD TARIN L            | BICKFORD TARIN L            | 325 SE COLLEGE AVE       | MCMINNVILLE OR   | 97128 |
| 12      | R4421CC03701 | 323 SE COLLEGE AVE                | WITTROCK BONNIE LEE         | WITTROCK BONNIE LEE         | 13655 NW BERRY CREEK RD  | MCMINNVILLE OR   | 97128 |
| 13      | R4421CC02600 | 715 SE DAVIS ST                   | FRIBERG TWILA M             | FRIBERG TWILA M             | 715 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 14      | R4421CB09400 | 510 SE BAKER ST                   | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 15      | R4420DD00200 | 600 SW BAKER ST                   | LINFIELD COLLEGE            | LINFIELD COLLEGE            | 900 SE BAKER ST          | MCMINNVILLE OR   | 97128 |
| 16      | R4421CB09300 | 520 SE BAKER ST                   | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 17      | R4421CB09000 | 545 SE COWLS ST                   | DEPPE MATTHEW G             | DEPPE MATTHEW G             | 545 SE COWLS ST          | MCMINNVILLE OR   | 97128 |
| 18      | R4421CC00901 | 708 SE DAVIS ST                   | BAREFOOT DAVIS LLC          | BAREFOOT DAVIS LLC          | PO BOX 3993              | TUALATIN OR      | 97062 |
| 19      | R4421CC02601 | n/a                               | MCMINNVILLE CITY            | MCMINNVILLE CITY OF         | % CITY HALL              | MCMINNVILLE OR   | 97128 |
| 20      | R4421CC03200 | 1005 SE DAVIS ST                  | SANDERLIN SHELLY G          | SANDERLIN SHELLY G          | 1005 SE DAVIS ST         | MCMINNVILLE OR   | 97128 |
| 21      | R4421CC02900 | 801 SE DAVIS ST                   | BICKELL JASON L &           | BICKELL JASON L &           | 801 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 22      | R4421CC03702 | 321 SE COLLEGE AVE                | SOUTHALL LARRY & JANET      | SOUTHALL LARRY & JANET      | 1520 SW 2ND ST           | MCMINNVILLE OR   | 97128 |
| 23      | R4420DD00500 | 527 SE BAKER ST                   | PARK WEST PROPERTIES INC    | PARK WEST PROPERTIES INC    | 12670 SW 68TH SUITE 300  | TIGARD OR        | 97223 |
| 24      | R4421CB08800 | 435 SE COWLS ST                   | GRANT RANDY R & SUSAN M     | GRANT RANDY R & SUSAN M     | 435 SE COWLS ST          | MCMINNVILLE OR   | 97128 |
| 25      | R4420DD00300 | n/a                               | LINFIELD COLLEGE            | LINFIELD COLLEGE            | 900 SW BAKER ST          | MCMINNVILLE OR   | 97128 |
| 26      | R4421CB14300 | 504 SE DAVIS ST                   | DRUSE STEPHEN E             | DRUSE STEPHEN E             | 20101 SW TENINO CT       | TUALATIN OR      | 97062 |
| 27      | R4421CB14500 | 550 SE DAVIS ST                   | OAK CREEK RENTALS LLC       | OAK CREEK RENTALS LLC       | 570 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 28      | R4421CC03600 | 327 SE COLLEGE AVE                | CASTRO JOSEPH L             | CASTRO JOSEPH L             | 3280 WESTSIDE RD         | MCMINNVILLE OR   | 97128 |
| 29      | R4420DA08500 | 500 SW ADAMS ST                   | WOBEL CONNECTIONS LLC       | WOBEL CONNECTIONS LLC       | 19173 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 30      | R4421CB10400 | 360 SE WILSON ST                  | THE BERRY HOUSE LLC         | THE BERRY HOUSE LLC         | PO BOX 782               | MCMINNVILLE OR   | 97128 |
| 31      | R4421CB09500 | n/a                               | RKJ PROPERTIES              | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 32      | R4421CB10100 | 508 SE COWLS ST                   | WOZNY NICOLE                | WOZNY NICOLE                | 508 SE COWLS ST          | MCMINNVILLE OR   | 97128 |
| 33      | R4420DD00600 | 603 SE BAKER ST                   | EASTERN WESTERN CORPORATION | EASTERN WESTERN CORPORATION | PO BOX 3228              | PORTLAND OR      | 97208 |
| 34      | R4421CB05900 | 505 SE DAVIS ST                   | BISCHOFF DONNA M TRUST      | BISCHOFF DONNA M TRUST      | 505 SE DAVIS ST APT 2    | MCMINNVILLE OR   | 97128 |
| 35      | R4421CB08900 | 535 SE COWLS ST                   | WINE COUNTRY PROPERTIES LLC | WINE COUNTRY PROPERTIES LLC | PO BOX 1707              | MCMINNVILLE OR   | 97128 |
| 36      | R4421CB09200 | 523 SE BAKER ST                   | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 37      | R4420DD00690 | n/a                               | OREGON STATE                | PROPERTY SUPERVISOR         | 412 TRANSPORTATION       | SALEM OR         | 97310 |
| 38      | R4421CB09100 | 547 SE COWLS ST                   | KUMP KEVIN                  | KUMP KEVIN                  | 660 THE VILLAGE APT 107  | REDONDO BEACH CA | 90277 |
| 39      | R4421CC03001 | 813 SE DAVIS ST                   | STOKES DEVIN B              | STOKES DEVIN B              | 813 SE DAVIS ST          | MCMINNVILLE OR   | 97128 |
| 40      | R4421CB10300 | 520 SE COWLS ST                   | HAMILTON LOYAL J &          | HAMILTON LOYAL J &          | PO BOX 523               | MCMINNVILLE OR   | 97128 |
| 41      | R4420DD00101 | n/a                               | LINFIELD COLLEGE            | % MELOSE HALL               | 900 SW BAKER ST          | MCMINNVILLE OR   | 97128 |
| 42      | R4421CC03100 | 927 SE DAVIS ST                   | FRICKE ERIC C & PEGGY L     | FRICKE ERIC C & PEGGY L     | PO BOX 1240              | MCMINNVILLE OR   | 97128 |
| 43      | R4421CB08700 | 421 SE COWLS ST                   | WHYTE WISWALL TRUST         | WHYTE WISWALL TRUST         | 421 SE COWLS ST          | MCMINNVILLE OR   | 97128 |
| 44      | R4421CB13101 | n/a                               | MCMINNVILLE CITY            | MCMINNVILLE CITY OF         | 230 NE 2ND ST            | MCMINNVILLE OR   | 97128 |
| 45      | R4421CB09600 | 440 SE BAKER ST                   | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD      | MCMINNVILLE OR   | 97128 |
| 46      | R4421CC02800 | 745 SE DAVIS ST                   | SMITH ROLAND L              | SMITH ROLAND L              | PO BOX 1081              | WRIGHTWOOD CA    | 92397 |
| 47      | R4421CC03500 | 369 SE COLLEGE AVE                | 369 COLLEGE AVE INC         | 369 COLLEGE AVE INC         | PO BOX 746               | HILLSBORO OR     | 97123 |
| 48      | R4421CB06100 | 424 SE COWLS ST                   | SPALDING TERESA A           | SPALDING TERESA A           | 1625 NW MICHELBOOK LN    | MCMINNVILLE OR   | 97128 |
| 49      | R4421CC00902 | 728 SE DAVIS ST                   | BAREFOOT DAVIS II LLC       | BAREFOOT DAVIS II LLC       | PO BOX 3993              | TUALATIN OR      | 97062 |
| 50      | R4421CB06000 | 545 SE DAVIS ST                   | OAK CREEK RENTALS LLC       | OAK CREEK RENTALS LLC       | 3204 NE GRANDHAVEN DR    | MCMINNVILLE OR   | 97128 |







# mv advancements

ENHANCING LIVES

**Neighborhood Meeting Agenda  
September 19, 2018 at 6:00 PM  
McMinnville Community Center  
600 NE Evans St. McMinnville, OR 97128**

1. Introductions/background of MV Advancements (DaveH)  
Reason for the project: community and clients (Kathy)

2. Review of conceptual site plan (Dean)

Major elements of proposal:

- Building height – no more than 35 feet
- Adequate off street parking provided
- Traffic study supports that there is adequate capacity for the development
- Landscaping will be provided as part of the development

3. Zone change requested (DaveH)

**Current zoning:** R4 multifamily residential up to 83 units

**Proposed zoning:** OR (office/residential) – a commercial building with about 10,000 sq/ft and approximately 50 employees with the potential for a limited number of housing units limited to persons with disabilities and/or seniors

**Comprehensive plan map amendment:** from Residential to Commercial

4. Questions/closing – (Kathy)

MARCIA A. MIKESH  
ARCHITECT, INC.

524 SE Hembree St.  
McMinnville, OR 97128-6051  
P: 503.474.1900  
www.goodhut.com  
marcia@goodhut.com

Site location: 600 SE Baker St, McMinnville, OR  
Current property owner: Linfield College  
Applicant: MV Advancements, [www.mvadvancements.org](http://www.mvadvancements.org)  
Mailing Address: PO Box 28, McMinnville, OR 97128  
Office: 319 NE Fifth St, McMinnville, OR 97128  
Owner contact: Kathy Schlotfeld, Executive Director, MVA,  
cell: (503) 793-1065 direct: (503) 687-2507  
[kathy@mvaadvancements.org](mailto:kathy@mvaadvancements.org)

## Preliminary Not for Construction

### Site Plan Notice

1. Site plan being drafted was provided by City of Matthews Engineering Dept., showing property lines, easements, topography, and sanitary sewer storm lines.
2. Architect selected appropriate locations for electrical and sanitary sewer lines from Matthews Water and Light.
3. Utility lines will be done prior to building permit application.
4. FEMA floodplain maps indicate 100-year floodplain is located on the east side of the property. Flood plain along City CAD line. The 100 year floodplain is approximately below the 122 foot line. Based on the location of City CAD line, the flood plain will be established by architect based on City CAD line and is expected to be adjusted by surveyor.
5. Parking lot and driveways shown are based on City CAD line. The driveway is located on the east side of the property. The driveway is owned by a civil engineer, asking with storm water and utility easement.
6. Buildings and parking areas shown are based on preliminary design. The buildings are based on the City CAD line. The buildings are located on the east side of the property. The buildings are located on the east side of the property.
7. Current site area is 2.8 acre, will be adjusted with final site plan.
8. Site area shown floodplain: 2.85 acre, 124,575 square feet.
9. Current site area floodplain: 2.84 acre, 123,075 square feet.
10. Proposed site area floodplain: 3.00 acre, 130,000 square feet.
11. Proposed lot area: less than 35,000 square feet.

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### New Site for

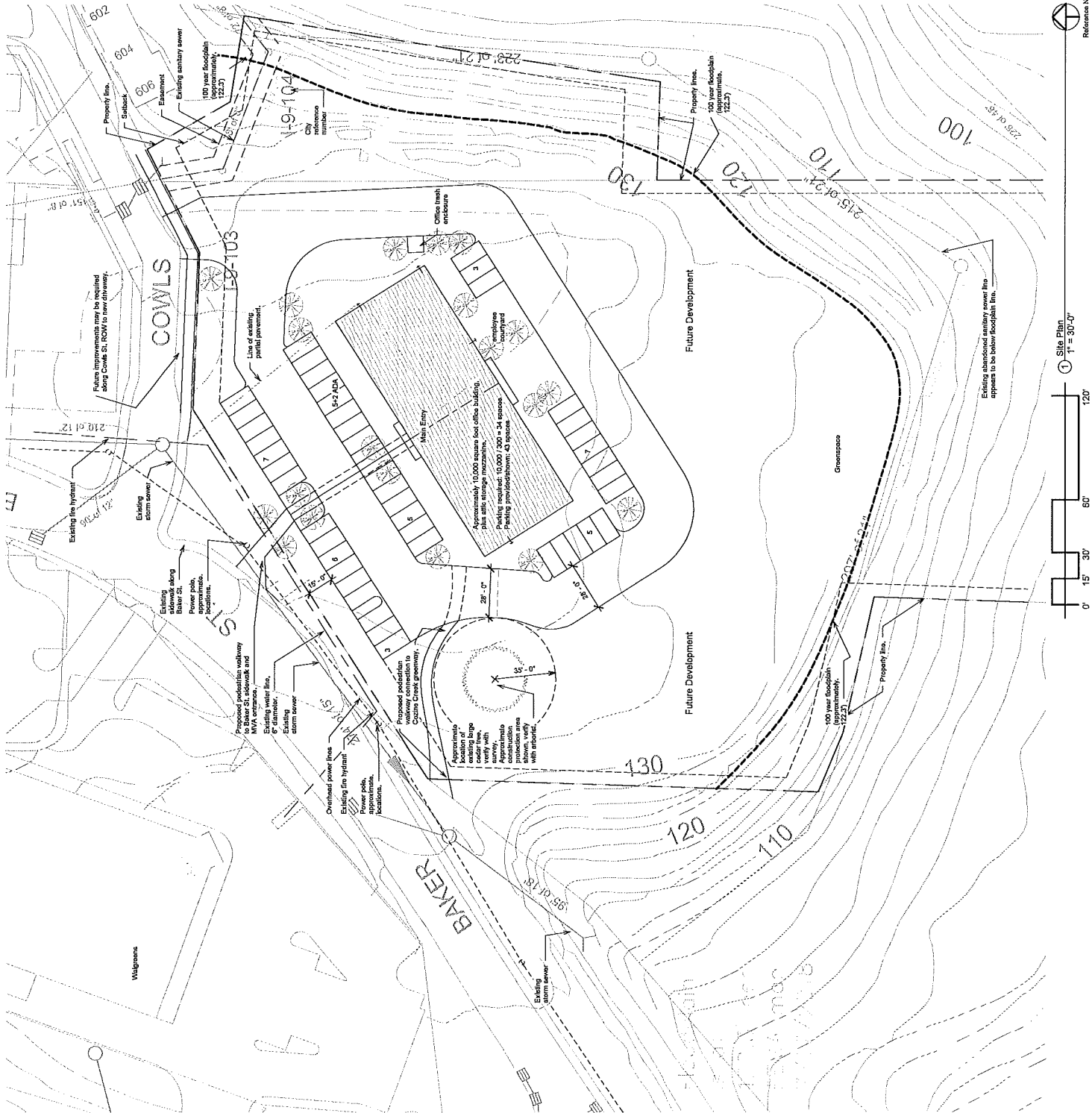
MV Advancements  
Site Plan

|                |           |
|----------------|-----------|
| Project number | 2018.06   |
| Date           | 8/22/2018 |

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# mv advancements

ENHANCING LIVES

## Visitor Sign In

Neighborhood Meeting

McMinnville Community Center

Wednesday, September 19, 2018 6pm-8pm

Print Name

Address

Email

|                                   |  |                         |
|-----------------------------------|--|-------------------------|
| 1. Kris Lavrance                  | 8071 Steep Hollow Rd NE McMinnville    | woodsumdist@comcast.net |
| 2. Terry <del>Smith</del> Schmidt | 825 SW Hilary St, McMinnville          |                         |
| 3. LuAnn Anderson                 | 1753 NW Wallace Rd, McMinnville, OR    |                         |
| 4. Mike Schmidt                   | 825 SW Hilary McMinnville              |                         |
| 5. David Langenberg               | 13951 NW, W. US 20 McMinnville         |                         |
| 6. Mary Ann Rodriguez             | 1116 SW Russ Lane McMinnville OR 97128 |                         |
| 7. John McKeegan                  | 815 NW Yamhill St. McMinnville         |                         |
| 8. Dylan Kiger                    | 450 W 7th St McMinnville, OR 97128     |                         |
| 9. Carol Miller                   | 298 SE Hilary St - McMinnville, OR     |                         |
| 10. Shelly Sanderlin              | 1005 SE Davis St McM.                  |                         |
| 11. Rick John                     | 448 S. Baker McM                       |                         |
| 12. Jani Claypool                 | 90 Alder St, Dayton                    |                         |
| 13. Marie + David Guilliam        | P.O. Box 1416 McMinnville              |                         |
| 14. Tamera K Maxwell              | 124 SE Edwards McMinnville, OR 97128   |                         |
| 15. Duan Klaus                    |  |                         |
| 16. Kathy Schlotfeldt             |  |                         |
| 17. Marcia Mikesh                 |  |                         |
| 18.                               |  |                         |

Print Name

Address

Email

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**Meeting notes/comments received from 9/19/18 neighborhood meeting re: Linfield property located at 600 SE Baker Street**

There were 15 guests in attendance as well as presenters Dave Haugeberg, Dean Klaus and Kathy Schlotfeldt

Questions/comments received:

1. Is Cowls Street the only access/entrance to the property? Answer: yes
2. You state that you will have 50 employees, but do you have enough parking? Answer: yes, we will provide sufficient off street parking in excess of City requirements.
3. There is already a traffic concern on Cowls Street will the development make this worse? Answer: We have a traffic study that indicates that there is sufficient capacity for the development. Further, based upon discussions with City staff, it was agreed that impact along Cowls Street would be minor enough (due to the narrow nature of the street: ie: traffic flows to where it moves most freely) that it was not included in the study area.
4. Do you plan to develop the entire acreage, even the flood plain? Answer: Our plan is to develop only the property above the 100 year flood plain.
5. When will you do a survey of the property? Answer: In order to reduce costs, we are waiting until we have assurance that the zone change is likely.
6. There is a concern about current traffic flows on Baker Street north, past Cowls Street and in front of Hagan Hamilton. Is there any way to sequence the lights on Baker Street to address? Answer: MVA is willing to work with other businesses to address this concern about the flow of traffic on Baker Street with the City.
7. Will this re-zoning application impact any other property? Answer: No, only the Linfield property located at 600 SE Baker Street.

Note: This information was included in the application but no revisions to the application were made based upon the feedback from the neighborhood meeting.



PLANNING DEPARTMENT, 231 NE Fifth Street, McMinnville, Oregon 97128  
[www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov)

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**PUBLIC HEARING NOTICE  
PLANNING COMMISSION REVIEW OF A  
COMPREHENSIVE PLAN AMENDMENT, ZONE CHANGE, AND  
PLANNED DEVELOPMENT AMENDMENT REQUEST  
600 SE BAKER STREET**

NOTICE IS HEREBY GIVEN that applications for a Comprehensive Plan Map amendment, a Zone Change, and a Planned Development amendment have been submitted to the McMinnville Planning Department. The purpose of this notice is to provide an opportunity for surrounding property owners to submit comments regarding these applications or to attend the public meeting of the Planning Commission where this request will be reviewed and a public hearing will be held. Please contact Chuck Darnell with any questions at 503-434-7311, or [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

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**DOCKET NUMBER:** CPA 2-18 / ZC 4-18 / PDA 1-18 (Comprehensive Plan Map Amendment, Zone Change, & Planned Development Amendment)

**REQUEST:** Approval to amend the Comprehensive Plan Map designation of a property from Residential to Commercial, and to rezone the property from R-4 PD (Multiple-Family Residential Planned Development) to O-R (Office Residential) to allow for an office use and multiple family residential units to be developed on the property. The proposed zone change would also result in the removal of the property from the Linfield College Master Plan area and Planned Development Overlay District, which requires a Planned Development Amendment to adjust the Linfield College Master Plan boundary.

**APPLICANT:** Kathy Schlotfeldt, on behalf of MV Advancements

**SITE LOCATION(S):** 600 SE Baker Street (see attached map)

**MAP & TAX LOT(S):** R4420DD00101 and R4420DD00200

**ZONE(S):** R-4 PD (Multiple-Family Residential Planned Development)

**MMC REQUIREMENTS:** McMinnville City Code (MMC), Sections 17.74.020 & 17.74.070 (see reverse side for specific review criteria)

**NOTICE DATE:** November 29, 2018

**PUBLIC HEARING DATE:** December 20, 2018 at 6:30 P.M.

**HEARING LOCATION:** McMinnville Civic Hall Building  
200 NE 2<sup>nd</sup> Street, McMinnville, OR, 97128

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**Proceedings:** A staff report will be provided at least seven days before the public hearing. The Planning Commission will conduct a public hearing, take testimony, and then make a decision to either recommend approval of the application to the McMinnville City Council or deny the application.

Persons are hereby invited to attend the McMinnville Planning Commission hearing to observe the proceedings, and to register any statements in person, by attorney, or by mail to assist the McMinnville Planning Commission and City Council in making a decision. Should you wish to submit comments or testimony on this application prior to the public meeting, please call the Planning Department office at (503) 434-7311, forward them by mail to 231 NE 5<sup>th</sup> Street, McMinnville, OR 97128, or by email to [chuck.darnell@mcminnvilleoregon.gov](mailto:chuck.darnell@mcminnvilleoregon.gov).

The decision-making criteria, application, and records concerning this matter are available in the McMinnville Planning Department office at 231 NE 5<sup>th</sup> Street, McMinnville, Oregon during working hours and on the Planning Department's portion of the City of McMinnville webpage at [www.mcminnvilleoregon.gov](http://www.mcminnvilleoregon.gov).

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

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

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

## **REVIEW CRITERIA:**

### MMC, Section 17.74.020: Comprehensive Plan Map Amendment and Zone Change - Review Criteria.

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

- A. The proposed amendment is consistent with the goals and policies of the Comprehensive Plan;
- B. The proposed amendment is orderly and timely, considering the pattern of development in the area, surrounding land uses, and any changes which may have occurred in the neighborhood or community to warrant the proposed amendment;
- C. Utilities and services can be efficiently provided to serve the proposed uses or other potential uses in the proposed zoning district.

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

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

### MMC, Section 17.74.070: Planned Development Amendment - Review Criteria.

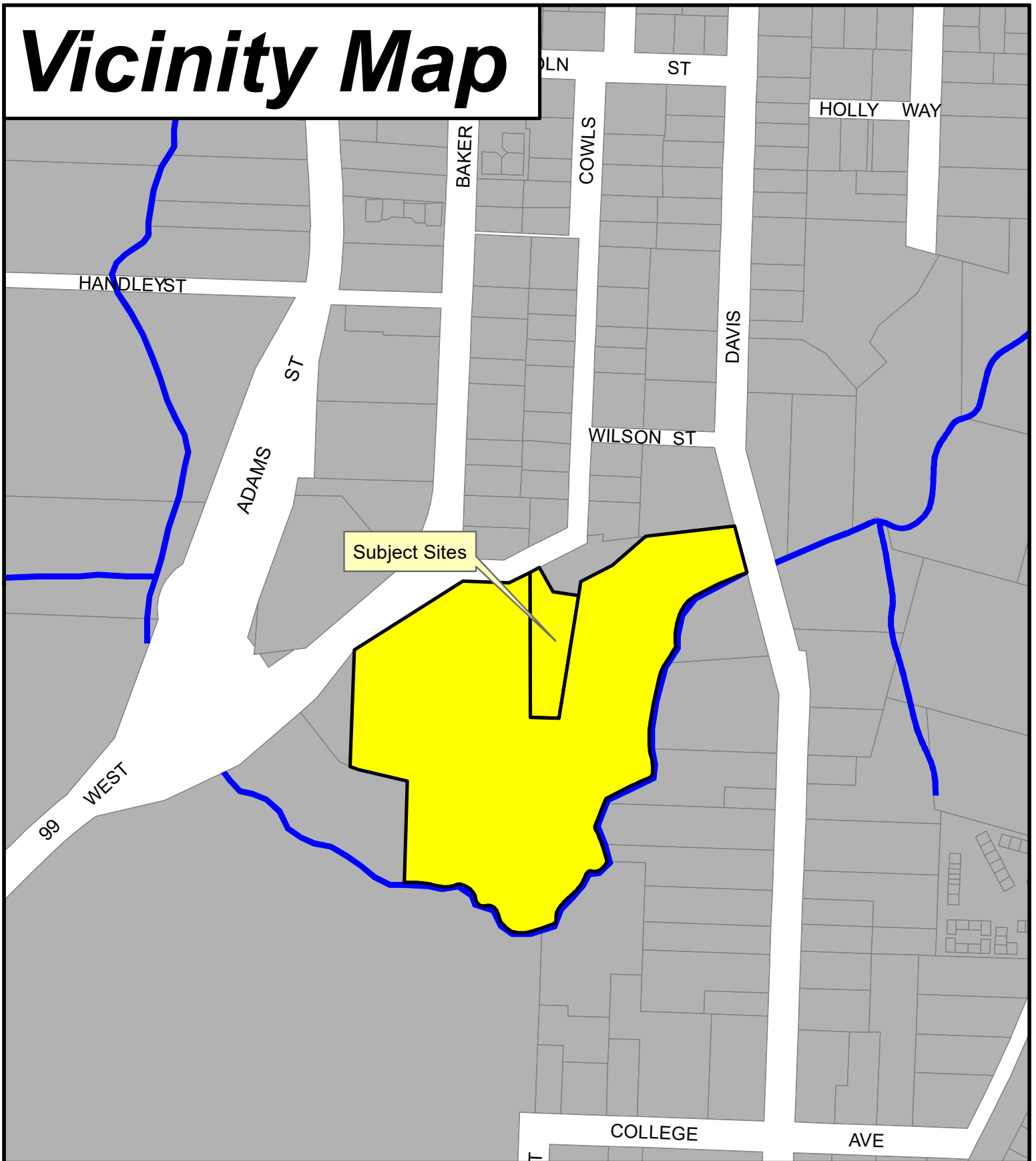
An amendment to an existing planned development may be either major or minor. Minor changes to an adopted site plan may be approved by the Planning Director. Major changes to an adopted site plan shall be processed in accordance with Section 17.72.120, and include the following:

- An increase in the amount of land within the subject site;
- An increase in density including the number of housing units;
- A reduction in the amount of open space; or
- Changes to the vehicular system which results in a significant change to the location of streets, shared driveways, parking areas and access.

An amendment to an existing planned development may be authorized, provided that the proposal satisfies all relevant requirements of this ordinance, and also provided that the applicant demonstrates the following:

- A. There are special physical conditions or objectives of a development which the proposal will satisfy to warrant a departure from the standard regulation requirements;
- B. Resulting development will not be inconsistent with the Comprehensive Plan objectives of the area;
- C. The development shall be designed so as to provide for adequate access to and efficient provision of services to adjoining parcels;
- D. The plan can be completed within a reasonable period of time;
- E. The streets are adequate to support the anticipated traffic, and the development will not overload the streets outside the planned area;
- F. Proposed utility and drainage facilities are adequate for the population densities and type of development proposed;
- G. The noise, air, and water pollutants caused by the development do not have an adverse effect upon surrounding areas, public utilities, or the city as a whole.

# Vicinity Map



| Map No. | Tax Lot      | Site Address        | Owner                    | Attn:                    | Mailing Address          | City State     | Zip   |
|---------|--------------|---------------------|--------------------------|--------------------------|--------------------------|----------------|-------|
| 1       | R4421CB14800 | n/a                 | WICHERT FRANK            | WICHERT FAMILY TRUST     | 931 SW ORIOLE ST         | MCMINNVILLE OR | 97128 |
| 2       | R4421CB10200 | 516 SE COWLS ST     | BEAM KAARINA J           | BEAM KAARINA J           | 516 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 3       | R4420DD00690 | n/a                 | OREGON STATE             | PROPERTY SUPERVISOR      | 412 TRANSPORTATION       | SALEM OR       | 97310 |
| 4       | R4421CC02700 | 731 SE DAVIS ST     | DECHATELET EDWARD L      | DECHATELET EDWARD L      | 731 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 5       | R4421CC03000 | 925 SE DAVIS ST     | PERALTA SALVADOR &       | PERALTA SALVADOR &       | 925 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 6       | R4421CB14400 | 510 SE DAVIS ST     | OAK CREEK RENTALS LLC    | OAK CREEK RENTALS LLC    | 570 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 7       | R4421CC00900 | n/a                 | MCMINNVILLE CITY         | MCMINNVILLE CITY OF      | 230 NE 2ND ST            | MCMINNVILLE OR | 97128 |
| 8       | R4420DD00100 | 600 SE COWLS ST     | LAURANCE DAVID B TRUSTEE | LAURANCE DAVID B TRUSTEE | 8071 SLEEPY HOLLOW RD NE | WOODBURN OR    | 97071 |
| 9       | R4420DD00400 | 900 SW BAKER STREET | LINFIELD COLLEGE         | LINFIELD COLLEGE         | 535 NE 5TH ST            | MCMINNVILLE OR | 97128 |
| 10      | R4421CC03800 | 315 SE COLLEGE AVE  | LINFIELD COLLEGE         | LINFIELD COLLEGE         | 535 NE 5TH ST            | MCMINNVILLE OR | 97128 |
| 11      | R4421CC03700 | 325 SE COLLEGE AVE  | BICKFORD TARIN L         | BICKFORD TARIN L         | 325 SE COLLEGE AVE       | MCMINNVILLE OR | 97128 |
| 12      | R4421CC03701 | 323 SE COLLEGE AVE  | WITTROCK BONNIE LEE      | WITTROCK BONNIE LEE      | 13655 NW BERRY CREEK RD  | MCMINNVILLE OR | 97128 |
| 13      | R4421CC02600 | 715 SE DAVIS ST     | FRIBERG TWILA M          | FRIBERG TWILA M          | 715 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 14      | R4421CB09400 | 510 SE BAKER ST     | RKJ PROPERTIES LLC       | RKJ PROPERTIES LLC       | 14275 SW PEAVINE RD      | MCMINNVILLE OR | 97128 |
| 15      | R4420DD00200 | 600 SW BAKER ST     | LINFIELD COLLEGE         | LINFIELD COLLEGE         | 900 SE BAKER ST          | MCMINNVILLE OR | 97128 |
| 16      | R4421CB09300 | 520 SE BAKER ST     | RKJ PROPERTIES LLC       | RKJ PROPERTIES LLC       | 14275 SW PEAVINE RD      | MCMINNVILLE OR | 97128 |
| 17      | R4421CB09000 | 545 SE COWLS ST     | DEPPE MATTHEW G          | DEPPE MATTHEW G          | 545 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 18      | R4421CC00901 | 708 SE DAVIS ST     | BAREFOOT DAVIS LLC       | BAREFOOT DAVIS LLC       | PO BOX 3993              | TUALATIN OR    | 97062 |
| 19      | R4421CC02601 | n/a                 | MCMINNVILLE CITY         | MCMINNVILLE CITY OF      | % CITY HALL              | MCMINNVILLE OR | 97128 |
| 20      | R4421CC03200 | 1005 SE DAVIS ST    | SANDERLIN SHELLY G       | SANDERLIN SHELLY G       | 1005 SE DAVIS ST         | MCMINNVILLE OR | 97128 |
| 21      | R4421CC02900 | 801 SE DAVIS ST     | BICKELL JASON L &        | BICKELL JASON L &        | 801 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 22      | R4421CC03702 | 321 SE COLLEGE AVE  | SOUTHALL LARRY & JANET   | SOUTHALL LARRY & JANET   | 1520 SW 2ND ST           | MCMINNVILLE OR | 97128 |
| 23      | R4420DD00500 | 527 SE BAKER ST     | PARK WEST PROPERTIES INC | PARK WEST PROPERTIES INC | 12670 SW 68TH SUITE 300  | TIGARD OR      | 97223 |
| 24      | R4421CB08800 | 435 SE COWLS ST     | GRANT RANDY R & SUSAN M  | GRANT RANDY R & SUSAN M  | 435 SE COWLS ST          | MCMINNVILLE OR | 97128 |
| 25      | R4420DD00300 | n/a                 | LINFIELD COLLEGE         | LINFIELD COLLEGE         | 900 SW BAKER ST          | MCMINNVILLE OR | 97128 |
| 26      | R4421CB14300 | 504 SE DAVIS ST     | DRUSE STEPHEN E          | DRUSE STEPHEN E          | 20101 SW TENINO CT       | TUALATIN OR    | 97062 |
| 27      | R4421CB14500 | 550 SE DAVIS ST     | OAK CREEK RENTALS LLC    | OAK CREEK RENTALS LLC    | 570 SE DAVIS ST          | MCMINNVILLE OR | 97128 |
| 28      | R4421CC03600 | 327 SE COLLEGE AVE  | CASTRO JOSEPH L          | CASTRO JOSEPH L          | 3280 WESTSIDE RD         | MCMINNVILLE OR | 97128 |
| 29      | R4420DA08500 | 500 SW ADAMS ST     | WOBEL CONNECTIONS LLC    | WOBEL CONNECTIONS LLC    | 19173 SW PEAVINE RD      | MCMINNVILLE OR | 97128 |

Date Sent 11/29/18  
Sent By SA

| Map No.   | Tax Lot      | Site Address       | Owner                       | Attn:                       | Mailing Address         | City State       | Zip   |
|-----------|--------------|--------------------|-----------------------------|-----------------------------|-------------------------|------------------|-------|
| 30        | R4421CB10400 | 360 SE WILSON ST   | THE BERRY HOUSE LLC         | THE BERRY HOUSE LLC         | PO BOX 782              | MCMINNVILLE OR   | 97128 |
| 31        | R4421CB09500 | n/a                | RKJ PROPERTIES              | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD     | MCMINNVILLE OR   | 97128 |
| 32        | R4421CB10100 | 508 SE COWLS ST    | WOZNY NICOLE                | WOZNY NICOLE                | 508 SE COWLS ST         | MCMINNVILLE OR   | 97128 |
| 33        | R4420DD00600 | 603 SE BAKER ST    | EASTERN WESTERN CORPORATION | EASTERN WESTERN CORPORATION | PO BOX 3228             | PORTLAND OR      | 97208 |
| 34        | R4421CB05900 | 505 SE DAVIS ST    | BISCHOFF DONNA M TRUST      | BISCHOFF DONNA M TRUST      | 505 SE DAVIS ST APT 2   | MCMINNVILLE OR   | 97128 |
| 35        | R4421CB08900 | 535 SE COWLS ST    | WINE COUNTRY PROPERTIES LLC | WINE COUNTRY PROPERTIES LLC | PO BOX 1707             | MCMINNVILLE OR   | 97128 |
| 36        | R4421CB09200 | 523 SE BAKER ST    | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD     | MCMINNVILLE OR   | 97128 |
| 37        | R4420DD00690 | n/a                | OREGON STATE                | PROPERTY SUPERVISOR         | 412 TRANSPORTATION      | SALEM OR         | 97310 |
| 38        | R4421CB09100 | 547 SE COWLS ST    | KUMP KEVIN                  | KUMP KEVIN                  | 660 THE VILLAGE APT 107 | REDONDO BEACH CA | 90277 |
| 39        | R4421CC03001 | 813 SE DAVIS ST    | STOKES DEVIN B              | STOKES DEVIN B              | 813 SE DAVIS ST         | MCMINNVILLE OR   | 97128 |
| 40        | R4421CB10300 | 520 SE COWLS ST    | HAMILTON LOYAL J &          | HAMILTON LOYAL J &          | PO BOX 523              | MCMINNVILLE OR   | 97128 |
| 41        | R4420DD00101 | n/a                | LINFIELD COLLEGE            | LINFIELD COLLEGE            | 900 SW BAKER ST         | MCMINNVILLE OR   | 97128 |
| 42        | R4421CC03100 | 927 SE DAVIS ST    | FRICKE ERIC C & PEGGY L     | FRICKE ERIC C & PEGGY L     | PO BOX 1240             | MCMINNVILLE OR   | 97128 |
| 43        | R4421CB08700 | 421 SE COWLS ST    | WHYTE WISWALL TRUST         | WHYTE WISWALL TRUST         | 421 SE COWLS ST         | MCMINNVILLE OR   | 97128 |
| 44        | R4421CB13101 | n/a                | MCMINNVILLE CITY            | MCMINNVILLE CITY OF         | 230 NE 2ND ST           | MCMINNVILLE OR   | 97128 |
| 45        | R4421CB09600 | 440 SE BAKER ST    | RKJ PROPERTIES LLC          | RKJ PROPERTIES LLC          | 14275 SW PEAVINE RD     | MCMINNVILLE OR   | 97128 |
| 46        | R4421CC02800 | 745 SE DAVIS ST    | SMITH ROLAND L              | SMITH ROLAND L              | PO BOX 1081             | WRIGHTWOOD CA    | 92397 |
| 47        | R4421CC03500 | 369 SE COLLEGE AVE | 369 COLLEGE AVE INC         | 369 COLLEGE AVE INC         | PO BOX 746              | HILLSBORO OR     | 97123 |
| 48        | R4421CB06100 | 424 SE COWLS ST    | SPALDING TERESA A           | SPALDING TERESA A           | 1625 NW MICHELBOOK LN   | MCMINNVILLE OR   | 97128 |
| 49        | R4421CC00902 | 728 SE DAVIS ST    | BAREFOOT DAVIS II LLC       | BAREFOOT DAVIS II LLC       | PO BOX 3993             | TUALATIN OR      | 97062 |
| 50        | R4421CB06000 | 545 SE DAVIS ST    | OAK CREEK RENTALS LLC       | OAK CREEK RENTALS LLC       | 3204 NE GRANDHAVEN DR   | MCMINNVILLE OR   | 97128 |
| Applicant |              |                    | KATHY SCHLOTFELDT           | MV ADVANCEMENTS             | 319 NE 5TH ST           | MCMINNVILLE OR   | 97128 |



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

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

## EXHIBIT 4 - STAFF REPORT

**DATE:** December 20, 2018  
**TO:** City of McMinnville Planning Commission  
**FROM:** Heather Richards, Planning Director  
**SUBJECT:** Economic Development Strategic Plan

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### **Council Goal:**

Promote Sustainable Growth and Development

### **Report in Brief:**

This is a work session to update and engage the Planning Commission on the McMinnville Economic Development Strategic Plan, MAC Town 2032.

**“McMinnville is old enough to be substantial,  
Young enough to be ambitious,  
Big enough to be industrious,  
And small enough to be friendly.”**

### **Background:**

As part of its strategic planning effort, the City of McMinnville engaged Community Attributes, Inc., to lead a specialized economic development strategic planning effort, working with the City of McMinnville, McMinnville Economic Development Partnership, McMinnville Chamber of Commerce, McMinnville Downtown Association, Visit McMinnville, local business leaders and employers, that will help McMinnville use rigorous data analysis, trend forecasting and robust public and stakeholder engagement to develop an overall economic development strategy that identifies what McMinnville's unique potential and opportunities are, and what McMinnville's economy can and should be as it grows in the future, including:

- Identifying McMinnville's unique opportunities and niche potential that will separate McMinnville from other communities and maintain the feeling of a vibrant small-town in close proximity to a fast-growing metropolitan area, and create a sustainable economy for generations to come.
- Positioning a unique quality of life to attract creative class and entrepreneurial talent to establish the next generation of local business development and investment in the community.

- Leading McMinnville's agricultural and manufacturing traditional economy towards a successful and sustainable 21<sup>st</sup> century economy.
- Utilizing McMinnville's history of collaboration towards achieving big things.
- Identifying what is an attractive business climate for McMinnville's targeted potential and what McMinnville still needs to do to create that climate.
- Leveraging the growing tourism industry towards new business development and investment. "If you like to play here, why not work and live here too."
- Focusing the efforts of all individual economic development partners so that they are successful in their own unique roles but working collaboratively and collectively towards advancing a coherent and cohesive overall economic vision.
- Investing limited resources in strategic initiatives that create family wage jobs that are multi-generational and reinforce the small town charm of McMinnville.

Currently McMinnville enjoys a small-town quality of life with a mid-sized city's infrastructure and organizational structure. Recently voted one of the Great Places in America by the American Planning Association, McMinnville boasts one of the most vibrant Main Streets in Oregon that is managed by an established downtown organization with a sustainable economic improvement district and full-time staff, McMinnville Downtown Association. McMinnville also has a long-standing and active Chamber of Commerce, a non-profit economic development organization, McMinnville Economic Development Partnership (MEDP), that after ten years is establishing itself as an independent 501(c)6 with sustainable funding sources. Additionally, McMinnville just created its own destination marketing organization, Visit McMinnville, that is in its second year with a dedicated transient lodging tax as a funding source. In 1969, McMinnville Industrial Promotions formed as a local shareholder group investing in industrial development, which is still active today, with assets including land and cash reserves. And finally, McMinnville Water and Light, a utility company under the city charter operate a utility that is able to offer some of the most reliable and inexpensive water and power in the state.

For years, McMinnville's economic industry focused on manufacturing and advanced manufacturing through the efforts of MIP and MEDP. In the 1980s the community decided to restore and revitalize Third Street, their beloved Main Street as the community's city center for local businesses and community gatherings. And most recently, McMinnville and Yamhill County have enjoyed tremendous success with the emergence of the nationally and internationally renowned wine industry.

In 2032, McMinnville will be celebrating its 150<sup>th</sup> birthday. For that milestone, the City of McMinnville and its partners would like to build upon those successful efforts and opportunities to continue to create economic opportunities for its residents both new and old, and to pave the way for the next generation of economic success stories.

Community Attributes, Inc., was hired to work with a Community Project Advisory Committee to prepare an Economic Development Initiative containing goals, objectives and implementation measures. The end result will be a concise work plan for implementing recommended strategies and established metrics to measure the outcomes.

This effort is being conducted in parallel with a larger city strategic planning project.

### **Discussion:**

The Economic Development Strategic Plan will be considered by the McMinnville City Council for adoption at their meeting on January 8, 2019.



# MAC-Town 2032

## Economic Development Strategic Plan





Founded in 2005, **Community Attributes Inc. (CAI)** helps clients make informed decisions and evaluate results utilizing demographics, economic and financial data, geographic information systems (GIS), and other evidence-based methods. We apply our expertise across multiple disciplines, with a particular focus on regional economics; land use economics; community and economic development; surveys, market research and evaluation; data analysis and business intelligence; and information design.

# Acknowledgements

## McMinnville City Council

Scott Hill, Mayor

Sal Peralta

Wendy Stassens

Kellie Menke

Alan Ruden

Remy Drabkin

Adam Garvin

## City of McMinnville Staff

Jeff Towery, City Manager

Heather Richards, Planning Director

Scott Burke, Information Systems Director

## Consultant Team

Chris Mefford, President and CEO

Elliot Weiss, Project Manager

Kristina Gallant

Carrie Schaden

Maureen McLennon

## Project Advisory Committee

Jeff Knapp, Visit McMinnville

Jody Christensen, McMinnville Economic Development Partnership

Gioia Goodrum, McMinnville Chamber of Commerce

Jenny Berg, McMinnville Downtown Association

Peter Hofstetter, Willamette Valley Medical Center

Erin Stephenson, Atticus Hotel

Maria Stuart, R Stuart & Co. Winery

Danielle Hoffmann, Chemeteka Community College

Kyle Faulk, Citizens Bank

Kelly McDonald, the Granary District

Sean Rauch, Wells Fargo

Peter Kircher, Golden Valley Brewing

Bradly James, McMinnville Downtown Association

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## Background and Purpose

MAC-Town 2032 is a strategic planning process founded on the idea that “McMinnville is old enough to be substantial young enough to be ambitious, big enough to be industrious, and small enough to be friendly.” This economic development strategy is an important component of the larger strategic plan, offering direction to the City of McMinnville and its partners, to increase living wage jobs and promote sustainable economic growth.

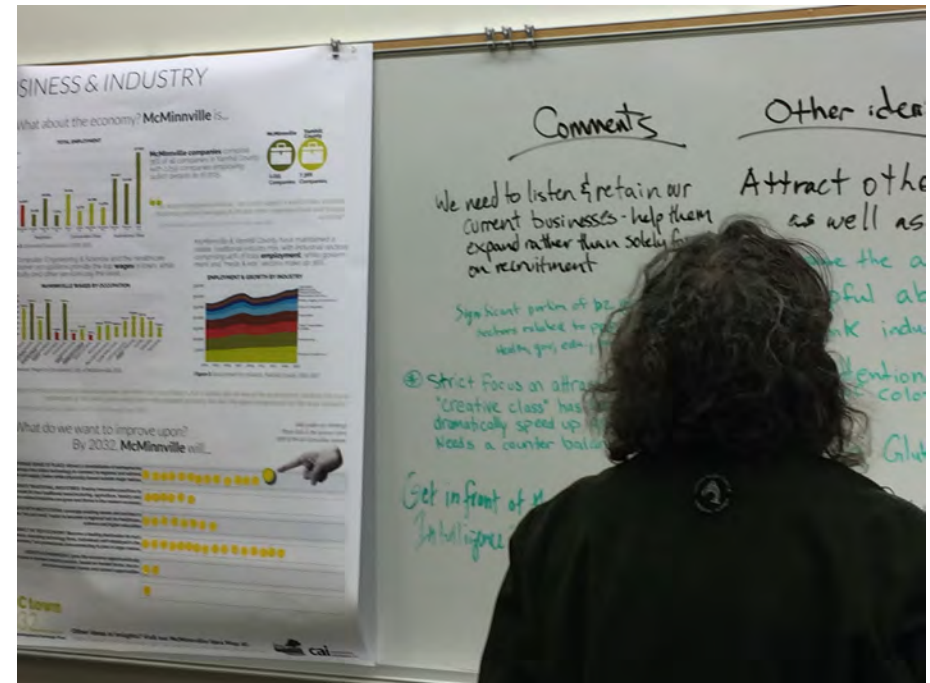
To create the economic development strategy, the project team engaged the community in a variety of ways. The following is a summary of the process used to create this plan.

A Project Advisory Committee (PAC) met monthly to provide direction to the project team, review draft work products and ensure alignment with the citywide strategic plan.

The consultant team toured the City and surrounding areas on foot and by car to understand the City’s physical assets, and assembled a robust data profile to access quantitative and qualitative information about the community.

The team also engaged the public and other stakeholder groups through the following methods:

- > Four focus groups with business leaders from a broad range of industries, including manufacturing, software development, financial services, education, agriculture, wine, tourism and hospitality, and others
- > Two public open house events to share key findings from the data profile and to solicit feedback on McMinnville’s economic vision and strategic priorities
- > Development and hosting of an online Idea Map as an open forum for public comment on opportunities and challenges facing McMinnville
- > Two workshops with City Council for input on goals and strategies



Above: a community member provides input at a MAC-Town 2032 community open house.

“McMinnville is old enough to be substantial,  
Young enough to be ambitious,  
Big enough to be industrious,  
And small enough to be friendly.”

--(Historic Brochure)

## Project Goals

The process and outcomes of MAC-Town 2032 are informed by specific goals for McMinnville's economic development strategy. These goals, presented below, seeded conversations amongst the project advisory committee, influenced the development of specific strategies and actions, and imply a continuing commitment to implementing the plan.

- > Identify McMinnville's unique opportunities and niche potential that will separate McMinnville from other communities and maintain the feeling of a vibrant small-town in close proximity to a fast-growing metropolitan area, and create a sustainable economy for generations to come.
- > Position a unique quality of life to attract creative class and entrepreneurial talent to establish the next generation of local business development and investment in the community.
- > Lead McMinnville's agricultural and manufacturing traditional economy towards a successful and sustainable 21st century economy.
- > Utilize McMinnville's history of collaboration towards achieving big things.
- > Identify what is an attractive business climate for McMinnville's targeted potential and what McMinnville still needs to do to create that climate.
- > Leverage the growing tourism industry towards new business development and investment. "If you like to play here, why not work and live here too."
- > Focus the efforts of all individual economic development partners so that they are successful in their own unique roles but working collaboratively and collectively towards advancing a coherent and cohesive overall economic vision.
- > Invest limited resources in strategic initiatives that create family wage jobs that are multi-generational and reinforce the small town charm of McMinnville.
- > Recommendations on light industrial, office, and retail commercial centers – whether or not to preserve existing square footage, increase, or decrease. Include geographic locations for focus.
- > Research and analysis of mobile services – current practices and impacts on local brick-and-mortar businesses and strategies to leverage them to bring in business into the City.
- > Preparation of business attraction and retention strategies incorporating results from McMinnville's SWOT analysis.
- > Preparation of performance measures with timelines that will be used to evaluate whether and to what extent plan goals and objectives have been or are being met.

## Project Goals

### Living Wage Jobs

Increasing the number of living wage jobs in McMinnville is central to many of the project goals previously detailed. There are many ways to define a “living wage”. For the purposes of this study, the wage required to afford a median two bedroom apartment is used for context. This assumes that a renter should not spend more than 30% of their income on their housing costs.

As the real estate market changes, the wage required to afford a median two bedroom unit will also change. The formula below can be used to help under-stand how market dynamics affect housing affordability at a given point in time. This formula assumes that utilities are included in the monthly median rent and is calculated for the household. Additional considerations for specific households are also important, and include household size, age, lifestyle demands and other factors.

Below is a sample calculation for a 2-Bedroom unit in 2018. This should be updated periodically.

#### 2018 Example

| Monthly Median Rent,<br>2-Bedroom Unit | Annual Rent<br>Expense | Minimum Income<br>Required (Rent at<br>30% of Income) | Equivalent<br>Household<br>Hourly Wage |
|--|------------------------|---|--|
| \$1,260                                | $* 12 = \$15,120$      | $/ 0.3 = \$50,400$                                    | $/ 2080 = \$24.23$                     |

## Profile

A rigorous analysis of demographic and economic data underpins this strategic plan. The full data profile is included as an appendix to this report, and key findings are included on the following page of this report.



### Key Findings

- > McMinnville has the largest population and highest employment in Yamhill County, which positions the city as a subregional center, on the outskirts of the greater Portland region. McMinnville is expected to grow and capture more than half of projected population growth in Yamhill County in the coming years, thereby increasing its role as the commerce and population center of Yamhill County.
- > For those moving to McMinnville, most come from within Yamhill County or other places within the State of Oregon, indicating that McMinnville is a regional draw.
- > Yamhill County's population is aging and will continue to age; residents 65+ will account for a larger share of the population in the coming decades and will be the largest age segment by 2055.
- > The McMinnville and Yamhill County economy has balanced industry sectors, with Educational and Medical Services, Manufacturing, Trade, Transportation and Utilities, Government, and Leisure and Hospitality each accounting for between 11% - 22% of countywide employment. McMinnville has large employers (or many employers) in each of these sectors, including Cascade Steel, Willamette Valley Medical Center, Linfield College, Yamhill County (government), and others.
- > Office-using employment, such as Professional and Business Services, Financial Activities and Information, is low, though Professional and Business Services are expected to grow rapidly. Educational and Medical Services are expected to add the greatest number of jobs in the Mid-Valley region through 2024.
- > McMinnville's median household income is low, with disparities by race or ethnicity and educational attainment; healthcare practitioner and technical occupations is the highest-paying occupational category in McMinnville, at \$68,000.
- > Most McMinnville residents commute to work alone in a car. Many McMinnville residents (39%) work in McMinnville, and the most common commute destinations for residents are to Portland and Salem (12% total).
- > A lower percentage of McMinnville residents obtain a bachelor's degree or higher; educational attainment lags relative to the region.
- > Housing affordability is a challenge, as it is throughout the greater Portland region. Housing costs are not more burdensome than in many other communities throughout the region.
- > McMinnville's poverty rate is relatively high at 20%, but poverty varies across family types, race or ethnicity, and educational attainment. In McMinnville, more than half of single mothers and one-quarter of all families with children are in poverty; one-third of Hispanic or Latino individuals are in poverty and one-third of individuals with less than a high school diploma live in poverty.

## Mission



McMinnville provides **economic opportunity** for all residents through sustainable growth across a **balanced array of traditional and innovative industry sectors**, from steel manufacturing to technology. Economic growth is **collaborative**, and **inclusive** of individuals from diverse backgrounds. Businesses leverage **local and regional talent pipelines** while attracting new employees and residents who value McMinnville's **high quality of life**. Our strong downtown serves residents and visitors alike, featuring unique shops and world-class restaurants that offer **locally-produced food products and globally-renowned wine**. As we evolve, we prize our **small-town roots** and we maintain McMinnville's character.

## Structure of the Document

This economic development strategic plan is meant to be a road map for McMinnville's economic development efforts over the next fifteen years, recognizing the great work that is already occurring and the potential to leverage those efforts towards larger goals and impacts. The document is structured with goals, strategies, and potential task or projects.

**GOALS:** There are three foundational goals and five targeted sector goals.

**STRATEGIES:** Each goal has several strategies to achieve the goal.

**POTENTIAL TASKS OR PROJECTS:** And each strategy has a list of potential tasks or projects that were identified through a public engagement process. The list of potential tasks or projects are meant to be seen as opportunities for different economic partners in McMinnville to consider as actions towards advancing a strategy. They are not meant to be perceived as mandates for the strategic plan to be successful.

**LEADS, PARTNERS AND PERFORMANCE MEASURES:** All of the McMinnville economic development agencies will work towards advancing the strategic plan within their own agency goals and workplans. Potential leads and partners have been identified for each strategy based upon mission, vision and capacity of the different organizations in the community.

**IMPLEMENTATION:** An economic development council will be formed comprised of members of the partner economic development organization and community members at-large. This council will meet to discuss how to implement the plan and what high-impact, near-term and high-impact, long-term strategies, tasks and projects should be moving forward over the course of the plan. The council will continually evaluate what is working and what is not working, and make changes accordingly.

This economic development strategic plan should not be viewed as a mandate for organization work plans but rather as a guiding document for leveraging efforts and maximizing overall impacts.



### FOUNDATIONAL GOALS AND STRATEGIES...

*are meant to be broadly beneficial across multiple industry sectors.*

1. **Accelerate Growth in Living-Wage Jobs** Across a Balanced Array of Industry Sectors
2. Improve Systems for **Economic Mobility and Inclusion**
3. Maintain and Enhance our **High Quality of Life**

### TARGET SECTOR GOALS AND STRATEGIES...

*are intended to pursue opportunities and improve outcomes within clusters or sectors of related industries.*

4. Sustain and Innovate within **Traditional Industry and Advanced Manufacturing**
5. Foster Opportunity in **Technology and Entrepreneurship**
6. Be a Leader in **Hospitality and Place-Based Tourism**
7. Align and Cultivate Opportunities in **Craft Beverages and Food Systems**
8. Proactively Assist Growth in **Education, Medicine and Other Sciences**



# **Accelerate Growth in Living-Wage Jobs**

Across a Balanced Array of Industry Sectors

**Goal One**



## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.1 Maintain and enhance McMinnville's positive business climate

#### 1.1.1 Improve the dialogue between the City and the local business community.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Coordinate with partners to define the appropriate forum for, and regularly conduct, small business forums or distribute surveys to connect with stakeholders and determine the challenges and opportunities facing McMinnville's business community.
- > Host an annual business summit where business owners, employees and consumers can interact with elected officials, suggest improvements to the business climate, identify networking opportunities and growth strategies, and spread awareness of local offerings, potentially with breakout sessions for specific industry clusters.

#### 1.1.2 Provide additional tools and resources for business formation and growth.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Develop and implement a coordinated onboarding system for new and small businesses, in coordination with MEDP, McMinnville Downtown Association, McMinnville Water and Light, McMinnville Industrial Promotions, the McMinnville Chamber of Commerce and other partners.
- > Coordinate efforts to create branded online and print materials to market business resources, potentially including a small business resource directory, a "how to do business in McMinnville" guide and a handbook on licensing and permitting.

- > Develop a web-based dashboard that incorporates demographic, economic and real estate data to quickly assess trends, challenges and opportunities for prospective entrepreneurs, business owners and real estate developers.
- > Identify and catalogue sources for federal, state and county business incentives, including low-interest loans, industrial revenue bonds, sales or property tax deferrals, New Market and other tax credits, SBA HUB Zones, and others.
- > Encourage the development of industry specific mentor groups/associations

#### 1.1.3 Sustain a streamlined permitting and approvals process.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Appoint and train a designated coordinator to help new business owners navigate local development regulations and obtain federal, state and county-based financial incentives.
- > Develop check lists or fact sheets to aid in understanding and compliance with permitting and code enforcement procedures; produce a "play book" that outlines City requirements and codes, available venues and associated costs, and volunteer organizations able to assist with event management.



## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.2 Develop McMinnville's brand and leverage McMinnville's strong sense of place to spur economic growth.

#### 1.2.1 Conduct a formal branding process.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Facilitate conversations with industry sector representatives and between key stakeholders to identify and develop branding themes and discrete, high-priority branding initiatives.
- > Apply McMinnville's brand to communications, marketing, and other materials to align marketing efforts.

#### 1.2.2 Reinforce McMinnville's brand identity through strategic communications.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Communicate the City of McMinnville's community and economic development successes via press releases, interviews, and social media.
- > Coordinate internally and externally to optimize the City's social media accounts for dissemination of information related to economic development assets, success stories, events, and networking and employment opportunities.

#### 1.2.3 Communicate McMinnville's sense of place through thoughtful design.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Improve key gateways into and through McMinnville with coordinated design interventions that reflect McMinnville's brand.
- > Install noticeable welcome and wayfinding signage at the Three Mile Lane bridge, as well as at key entrances to the downtown area and other economically significant areas.
- > Coordinate street furniture and other amenities with McMinnville's brand.
- > As new infrastructure projects are planned and completed, such as a bridge replacement, ensure that the design serves McMinnville's sense of place.
- > Assess the sufficiency of McMinnville's existing design guidelines to protect and enhance valued aspects of the City's building stock and built form.



## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.3 Ensure commercial and industrial land availability

#### 1.3.1 Assess land supply for commercial and industrial uses and document lands available for development

##### **POTENTIAL TASKS OR PROJECTS:**

- > Vet the findings of McMinnville's most recent Economic Opportunities Analysis to clarify commercial and industrial land capacity; complete supplemental analyses as needed.
- > Develop and host a web application to present available commercial properties.
- > Develop a brownfield remediation program in partnership with the state, to redevelop the old bus barn site, the NE Gateway vehicular junkyard and downtown autobody shop.

#### 1.3.2 Communicate land availability to current and prospective businesses.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Invite reputable, locally-based real estate brokers to write a periodic column on available properties in McMinnville and the McMinnville area real estate market.
- > Promote a branded "shovel-ready" certification to focus interest and resources on key commercial and industrial development sites in McMinnville.



## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.4 Improve infrastructure to serve businesses, visitors and local residents.

#### 1.4.1 Improve external connections between McMinnville and the region.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Encourage efforts, through lobbying and other means, to complete the Highway 99 Dundee Bypass in a timely manner.
- > Explore the feasibility of consistent commuter private airline service between McMinnville and larger regional hubs, such as Seattle, Portland and northern California.
- > Work with YCTA, Metro, local employers and other regional partners to expand and improve and expand public and private transportation between McMinnville and Portland.

#### 1.4.2 Invest in infrastructure improvements that make it safer and easier for residents and visitors to get around McMinnville.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Inventory key bike and pedestrian corridors and rank the investments required to improve pedestrian amenities.
- > Develop wayfinding graphics for primary pedestrian and bike connectors through and between McMinnville's major assets.
- > Consider improvements to downtown streets and sidewalks, including regrading and low-impact development (LID) retrofits, to improve drainage and prevent standing water during and after rain events.
- > Complete improvements to Alpine Avenue and throughout the Granary/Northeast Gateway District.

#### 1.4.3 Identify and complete high-priority infrastructure projects that serve McMinnville's current and future business community.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Work with regional partners to assess the rail network in the Yamhill Valley and to explore options for increased use by McMinnville businesses.
- > Explore additional business lines at the McMinnville airport, including wildland fire fighting, recreation and tourism uses such as skydiving, paragliding, and balloon rides, pilot training on various aircraft and helicopters, and for private travel.
- > Maximize the potential for light industrial and office development near the airport; review regulations and infrastructure at key airport sites and revise the Airport Layout Report as necessary to position the airport for compatible forms of growth.
- > Evaluate McMinnville's disaster preparedness and prioritize infrastructure improvements to ensure adequate preparation for future natural disasters.
- > Work with McMinnville Water and Light to develop a process for placing all electrical infrastructure, such as transmission lines, underground, particularly for new development.
- > Identify and evaluate options to add an alternate freight route.
- > Create a user-friendly program to coordinate utility improvements for both public and private improvements to ensure maximum efficiencies and potential
- > Evaluate a 10GB fiber network with Online Northwest.
- > Develop an extensive, coordinated Capital Improvement Plan for business districts that supports current needs and is flexible enough to respond to future needs.



## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.5 Expand efforts in talent attraction and retention.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Work with partners to curate and host McMinnville-based professional retreats or co-working programs to draw talent for local industries and institutions.
- > Recruit targeted trade/associations for conferences.
- > Implement intentional talent attraction strategies with 2 and 4-year institutions, including strategies around significant class reunions.
- > Build a bridge with Visit McMinnville and business travelers to augment and track lead generation and talent attraction opportunities.
- > Expand internship programs throughout the City of McMinnville's municipal departments.
- > Identify and market amenities targeted to recruit young professionals from the Portland metro, particularly as they start to have families and look for opportunities to live in smaller cities and towns outside the city.



Improve Systems For

# Economic Mobility and Inclusion

Goal Two



## Improve Systems for Economic Mobility and Inclusion

### 2.1 Enhance education and workforce development, build career pathways and provide adult skills training.

**2.1.1** Work with local businesses to specify workforce needs, including occupations and skills.

**POTENTIAL TASKS OR PROJECTS:**

- > Collaborate with a local workforce agency to form industry panels to collaborate on hiring needs conversations.
- > Identify skills needed and connect that information with local curriculum leaders at all educational levels.

**2.1.2** Improve access to skill development and education in career pathways at the elementary and secondary levels.

**POTENTIAL TASKS OR PROJECTS:**

- > Work with local educational institutions to create programs, such as career fairs or lesson plans, that highlight career paths and technical skills in demand with McMinnville employers.
- > Seek volunteers and other partners, including the South Metro - Salem STEM Partnership and Oregon Institute of Technology, to develop mentor-based STEM programs for young people in McMinnville.
- > Partner with local educators to identify grant-funded opportunities for program expansion in STEM learning.
- > Increase access by K-12 schools across Valley school districts to skills development and workforce training opportunities including internship and apprenticeship programs.

**2.1.3** Increase the access for McMinnville residents to workforce training and re-training resources at local community and technical colleges.

**POTENTIAL TASKS OR PROJECTS:**

- > Create and advertise “hire local” incentives for McMinnville businesses.
- > Complete a feasibility assessment and establish partnerships for the creation of a makerspace and fabrication laboratory.
- > Explore creation of a volunteer workforce development task force to connect employers and students for job shadow, internship and volunteer opportunities, as well as coursework aimed at non-traditional and career-change students.
- > Actively publicize local hiring events and other career-related programs, such as career fairs, at local post-secondary institutions.



## Improve Systems for Economic Mobility and Inclusion

### 2.2 Provide tools for growing and scaling small, entrepreneurial endeavors.

#### 2.2.1 Connect businesses with available resources.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Research and track the nomination process for the State of Oregon's Opportunity Zones and, pending McMinnville's status as an Opportunity Zone, devise a strategy to maximize the ROI associated with the program.
- > Create and distribute a list of Business Oregon incentives and resources, such as Oregon InC and the Rural Opportunity Initiative, that would potentially benefit McMinnville entrepreneurs.

#### 2.2.2 Support DBE businesses.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Catalogue and publicize resources that DBE-qualified businesses are uniquely able to access and provide technical assistance in securing resources for early-stage businesses.
- > Host an annual DBE Summit to bring businesses together for networking and interaction with City officials.



## Improve Systems for Economic Mobility and Inclusion

### 2.3 Ensure adequacy of social services.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Partner with Yamhill County Family and Youth Services to develop and expand programs on parenting, money management, conflict resolution, preparedness, sheltering and other relevant topics.
- > Negotiate with service providers to improve the accessibility of basic services for adults with decreasing mobility and provide transportation to key regional destinations.
- > Connect adults and youth for whom English is a second language with regional programming and resources to improve English language proficiency.
- > Provide and link to resources and funding opportunities for retrofitting homes with monitoring and support technology to facilitate "aging in place" for McMinnville residents.
- > Convene a coalition of service providers, business owners and other stakeholders to meet regularly to develop a sustainable solution to homelessness.
- > Consider the installation of spare change "parking meters" in downtown to encourage donations and supplement funds for housing the homeless.



Maintain and Enhance Our

# High Quality of Life

Goal Three



## Maintain and Enhance our High Quality of Life

### 3.1 Provide a sufficient quantity of housing units that suit local wages and workforce needs.

**3.1.1** Ensure that regulatory frameworks and land supply align with market-driven housing needs.

**POTENTIAL TASKS OR PROJECTS:**

- > Complete a housing needs assessment, possibly in conjunction with the Urban Renewal Plan, that includes an inventory of vacant and redevelopable residential lands and a code assessment to identify gaps in code provisions that preclude or impede the construction of specific housing typologies.
- > Demonstrate the viability of new housing types through demonstration projects that leverage workforce training partnerships in construction.
- > Work with local employers to identify unique housing arrangements for employees relocating to McMinnville.
- > Rezone and change other regulations, as needed, to ensure that duplexes, triplexes, quadplexes, ADUs, tiny homes, modular homes and/or other housing types are allowable in appropriate locations.
- > Develop a City Center Housing Strategy to identify how to develop new housing in the Downtown and NE Gateway District that responds to market needs.

**3.1.2** Collaborate to improve the financial feasibility of housing development and new home purchases.

**POTENTIAL TASKS OR PROJECTS:**

- > Partner with a local bank on a “live where you work” homebuyer program offering favorable mortgage terms for workers looking for housing in McMinnville.
- > Evaluate the potential for public-private partnerships that provide infrastructure for new residential development.



## Maintain and Enhance our High Quality of Life

### 3.2 Expand and improve recreation amenities and options.

#### 3.2.1 Update City Plans to evaluate and prioritize investments in recreation infrastructure.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Evaluate and designate primary pedestrian and bike connectors through and between McMinnville's major assets and implement public realm improvements including lighting, signage, landscaping and street furniture.
- > Complete a trail or paved path along the Yamhill River.
- > Install fitness equipment along existing trail corridors, such as the Hewlett Packard trail.
- > Add in-town cycling infrastructure like bike lanes and bike racks.
- > Improve pedestrian connections to Joe Dancer Park from Wortman Park and from Evergreen.
- > Improve Yamhill River access, such as through a dock, at Joe Dancer Park.
- > Complete improvements to existing parks and sports fields, including a restroom facility and picnic pavilion in Joe Dancer Park and new awnings or covers for the dugouts at the baseball fields.
- > Construct a BMX pump track.
- > Extend the Westside Bicycle/Pedestrian Greenway.
- > Add an outdoor stage or amphitheater to one of McMinnville's existing parks.

#### 3.2.2 Cultivate partnerships to develop and market McMinnville's recreation amenities.

##### **POTENTIAL TASKS OR PROJECTS:**

- > Evaluate the feasibility of a Parks Advisory Committee made up of community stakeholders with a Business and Economic Development representative to maintain the importance of parks amenities in an economic development program.
- > Develop and implement an adopt-a-trail program to enhance maintenance and upkeep of existing trails in McMinnville.
- > Promote and expand existing regional athletic events held in McMinnville, including youth sports tournaments and running and bike races.
- > Work with IMBA, local shops, local riders, the U.S. Forest Service and other property owners to develop a network of off-road trails leaving straight from McMinnville, with the "town as trailhead".
- > Work with Travel Oregon to expand, signify, and promote road biking routes in and around McMinnville.
- > Evaluate the potential for events in the "all-road" cycling segment, leveraging local gravel and dirt road networks.
- > Collaborate with Michelbook to plan proactively for the future of country club and its recreational assets.
- > Support a recreation facilities plan that identifies the community's priorities and resources needed to update, improve, expand and add recreational facilities that serve the community's needs including a Community Center and Aquatic Center.
- > Work with Yamhill County to identify and prioritize improvements to the Yamhill County Fairgrounds.
- > Coordinate with YMCA and/or other similar organizations to evaluate the feasibility of opening a recreation facility in McMinnville.



## Maintain and Enhance our High Quality of Life

### 3.3 Leverage arts and culture amenities.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Evaluate the feasibility of a public private partnership to create a community art space or collaborative studio and cooperative gallery.
- > Create or expand programs that feature the work of local artists on a rotating basis in City buildings and in the public realm.
- > Assess the need for and feasibility of updating or expanding the McMinnville Public Library.
- > Initiate a conversation between locals artists, arts organizations, philanthropies and other parties to identify the potential for an arts and culture-focused event center in McMinnville.
- > Establish periodic, formal dialogue with the Evergreen Aviation and Space Museum and the Yamhill County Heritage Museum to anticipate their needs and identify opportunities to provide support
- > Collaborate to develop a community arts and culture event calendar that centralizes McMinnville's arts and culture-related offerings



## Maintain and Enhance our High Quality of Life

### 3.4 Invest in McMinnville's neighborhoods.

**3.4.1** Implement the recommendations of the citywide Strategic Plan, particularly as they relate to livable neighborhoods

**3.4.2** Ensure that regulations and City investments encourage livability.

**POTENTIAL TASKS OR PROJECTS:**

- > Review and revise zoning designations to provide neighborhood-serving retail and services in close proximity to residential neighborhoods.
- > Systematically evaluate the adequacy of street lighting in residential areas and key bike and pedestrian corridors, and ensure that pedestrian corridors in neighborhoods and around key destinations are well-served by crosswalks, bike lanes, and other bike and pedestrian infrastructure.
- > Evaluate the adequacy of current policy regarding vacation and short-term rentals to balance the needs of neighborhood residents and visitors to McMinnville.



## Maintain and Enhance our High Quality of Life

### 3.5 Proactively maintain McMinnville's character.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Explore the creation of a legacy business program to celebrate the longevity of longstanding local businesses.
- > Explore the feasibility of facade improvement grants, tax credit/abatement programs or revolving loans for property owners that voluntarily make physical improvements to their properties.
- > Evaluate the potential applicability of form-based code provisions, particularly in neighborhood centers, pedestrian corridors, and the downtown area, to ensure good design.
- > Review adopted design guidelines and other development standards to ensure that new development contributes positively to McMinnville's sense of place.

### 3.6 Become a regional leader in cross-jurisdiction collaboration and problem-solving.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Identify the appropriate forum for conversations around complex regional issues and potentially lead the creation or and facilitate a regional working group that meets periodically to develop regional solutions
- > Evaluate existing City participation in regional organizations and coordinate to encourage employee participation in regional leadership positions

Sustain and Innovate Within



# **Traditional Industry and Advanced Manufacturing**

Goal Four



## Sustain and Innovate within Traditional Industry and Advanced Manufacturing

### 4.1 Ensure workforce availability in trades and other mid-skill positions.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Encourage expansion and allocate resources for middle, high school, and community and technical college programs that encourage career exploration and skills development in trades and mid-skill occupations
- > Convene a panel of business leaders from traditional industry and advanced manufacturing employers in McMinnville to pioneer a collaborative approach to expanding apprenticeships and volunteering employee time to teach in-demand skills to individuals evaluating trade-based careers.

### 4.2 Connect traditional industry and advanced manufacturing to innovation resources for sustainable growth.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Highlight industrial innovation in McMinnville through periodic events, posts and other marketing, connecting innovators through storytelling and innovation partnerships.
- > Plan and participate in an industrial innovation working group or recurring social event to facilitate idea sharing and cross-pollination among business leaders.
- > Connect business leaders with regional innovation resources through Business Oregon and other innovation-oriented organizations.
- > Consider an international sister city program to share innovative practices.



## Sustain and Innovate within Traditional Industry and Advanced Manufacturing

### 4.3 Expand and market land availability for industrial activities.

#### **POTENTIAL TASKS OR PROJECTS:**

- > "Promote and market the McMinnville Industrial Park as a target area for advanced manufacturing investment within Yamhill County."
- > Coordinate with McMinnville Industrial Promotion to ensure leadership succession and continued engagement.



Foster Opportunity In

# Technology and Entrepreneurship

Goal Five



## Foster Opportunity in Technology and Entrepreneurship

### 5.1 Become a place where small and medium technology firms can relocate and grow.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Foster physical connections to existing tech and entrepreneurship hubs through low-cost air services.
- > Market McMinnville as a destination for young and aspiring employees to find opportunity in business, entrepreneurship, computer and software engineering and other programs in Oregon's post-secondary institutions.
- > Survey local "tech" employers to identify current regulatory shortcomings or infrastructural needs for business relocation and expansion.
- > Promote the concept of McMinnville's "tech terroir" to emphasize McMinnville's potential assets to entrepreneurs, business owners and others involved in tech-oriented occupations.
- > Explore opportunities to improve connections to and otherwise better leverage McMinnville's dark fiber ring for business use.
- > Hire an innovation officer and/or complete a comprehensive strategy around smart cities and innovation in urban sustainability.
- > Create an "Invest in the Future" grant program that is targeted towards private investment and business development with living wage job outcomes.

### 5.2 Provide opportunities for co-working, teleworking, and other arrangements enabled by telecommunications technology.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Collaborate to develop a coworking space to foster entrepreneurship, innovation and to enable convenient telecommuting to regional employers in Portland or elsewhere. Explore unique partnership opportunities for cooperative or pop-up telecommuting spaces.



## Foster Opportunity in Technology and Entrepreneurship

### 5.3 Incubate new businesses and start-ups.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Maintain a list of funding sources for start-up and expansion grants for locally-owned businesses.
- > Coordinate with partners to improve access to funding and resources available through local foundations, non-profits and other funders in McMinnville to empower local capacity-building efforts.
- > Study the feasibility of aggregators or cooperatives to efficiently distribute locally-made products from McMinnville businesses to larger metropolitan markets.

### 5.4 Create new talent pipelines for tech-related occupations.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Connect business leaders with interested local educators to develop extracurricular activities and to improve current curricula and align education and training with emerging employer needs.
- > Cultivate relationships with post-secondary institutions to ensure awareness of job opportunities in McMinnville, and ensure that McMinnville job opportunities are represented on school job boards, in job fairs, and other promotional events.



Be a Leader In

# Hospitality and Place-Based Tourism

Goal Six



## Be a Leader in Hospitality and Place-Based Tourism

### 6.1 Make downtown the best it can be.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Evaluate current zoning, historical districts and designations, and existing land use patterns, including underutilized parcels, to ensure that key downtown parcels offer the highest and best use for their location.
- > Communicate with County officials to explore the potential for a purpose-built County facility, outside of downtown, that includes a courthouse, commissioners offices, and clerks office.
- > Continue to evaluate new downtown events to diversify downtown events and activities and publicize emerging retailers or other non-retail organizations.
- > Evaluate the feasibility of improving or expanding the provision of public restrooms in the downtown area.

### 6.2 Become the preferred destination for wine-related tourism.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Collaborate to expand marketing of McMinnville and Yamhill Valley products and to improve national and international recognition of local wine.
- > Connect hoteliers and other hospitality professionals in Oregon and elsewhere to local opportunities for high-quality additions to McMinnville's current hospitality offerings.
- > Collaborate with Travel Oregon to host a tourism workshop for McMinnville business owners to establish and leverage competitive advantages of over similar regional offerings.
- > Leverage Linfield's wine studies program to identify opportunities to increase visitation to the Willamette Valley region and to the viticultural areas immediately surrounding McMinnville



## Be a Leader in Hospitality and Place-Based Tourism

### 6.3 Diversify tourism destinations beyond wine.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Create branded itineraries for a range of activities and distribute online and in hard copy throughout McMinnville and at local and regional airports to offer pre-planned adventures for visitors.
- > Optimize social media performance by continuing and expanding the use of hash tags, branded icons, slogans, and other techniques to highlight and encourage sharing of McMinnville-based experiences.
- > Conduct a feasibility study to identify the potential costs and economic and fiscal impacts of building an indoor sports complex for local recreation and regional event use.
- > Engage the Wings and Waves water park to identify and pursue opportunities for growth and expansion.
- > Become a national destination for bicycle tourism and other recreational and leisure activities.

### 6.4 Market and promote McMinnville.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Develop and maintain robust relationships with Travel Oregon, and seek promotion opportunities accordingly.
- > Document and track the economic impact of tourism and outdoor recreation to Yamhill Valley communities.
- > Work with visit McMinnville and local hoteliers to identify gaps in available conference space and to establish a plan to expand McMinnville's offerings for small and large conferences.



Align and Cultivate Opportunities In

# Craft Beverages and Food Systems

Goal Seven



## Align and Cultivate Opportunities in Craft Beverages and Food Systems

### 7.1 Maintain prominence in wine while looking for opportunities to innovate within supply chains, viticulture and production.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Convene a technical assistance panel to identify new opportunities in urban wine-making and distribution and to establish a framework for collaboration and innovation in wine-making that best leverages public and private resources and identifies critical public/private partnerships.
- > Expand programming at IPNC to include a technical component for knowledge sharing between wine-makers and other professionals in viticulture and oenology.
- > Encourage collaborative research at Linfield and Chemeketa CC and facilitate connections between these schools and other viticulture programs nationally.
- > Proactively recruit beverage-makers that complement existing wineries and breweries, such as cideries and distilleries.

### 7.2 Locate higher job-density food and beverage activities within McMinnville.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Ensure the sufficiency of regulations in applicable zones to accommodate urban wine-making and other non-retail aspects of the wine industry, including transportation and distribution.
- > Encourage further clustering of wine-oriented business in the Granary/Alpine District.
- > Contact wineries throughout the region to identify growth-oriented operations needing new or larger space, and target marketing and recruitment efforts accordingly.



## Align and Cultivate Opportunities in Craft Beverages and Food Systems

- > Recruit food processing and production companies that offer synergies with wineries, such as charcuterie and cheese companies.
- > Coordinate with educational institutions to anticipate needs and ensure that McMinnville remains a hub for wine education while expanding culinary education and training locally

### 7.3 Expand R&D for wine and other agricultural/cultivation-oriented and value-added practices.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Hire an Agriculture Coordinator or Resource Officer to connect producers with resources and coordinate efforts to innovate within wine and agriculture.
- > Convene a group of wine-makers and entrepreneurs to evaluate the feasibility of a wine maker-space or similarly collaborative wine-making space for small producers, experimental products, or research.
- > Conduct a feasibility study and potentially complete a business plan for an integrated food hub and permanent, year-round farmer's market.
- > In partnership with other Oregon cities and counties, commission a study of value-added industry successes and best practices related to agriculture in western U.S. and Canadian communities.
- > Liaise with researchers at OSU's Small Farms Program and other similar agricultural programs throughout the state and the region.
- > Invite educators in the region to conduct research and teaching based in the Yamhill Valley, including possible distance learning and online college course options.
- > Explore opportunities for expanded agricultural production using hydroponics, aquaponics and other similar cultivation methods



## Align and Cultivate Opportunities in Craft Beverages and Food Systems

### 7.4 Open new markets for local agricultural products.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Establish a branding and marketing program for local agricultural products, such as “Yamhill County Grown” or similar.
- > Develop and market a local Farm-to-Table program by connecting Yamhill Valley farmers with local restaurants.
- > Explore the potential for a cooperative distribution model to move McMinnville’s agricultural products to restaurants in the Portland metro.

### 7.5 Encourage a holistic approach to local food culture, improving connections to the local producers and cultivating a community of exceptional restaurants and culinary establishments.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Create a forum for local restaurateurs to connect with local agricultural producers and improve culinary offerings.
- > Work with stakeholders to establish a local demonstration or innovation kitchen that can be rented to test new recipes, host small events, or otherwise incubate local culinary endeavors.
- > Publicize local food offerings across all price levels through a branded guide to local cuisine, and distribute at and regional hotels, wineries, airports and other places frequented by travelers.
- > Partner on development of a “Farm-for-a-Day” agri-tourism program connecting local farming operations to paying guests.
- > Evaluate alignment of current food cart regulations with community goals.



## Align and Cultivate Opportunities in Craft Beverages and Food Systems

### 7.6 Preserve natural assets while ensuring long-term stability in agricultural production.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Espouse an approach to environmental stewardship and encourage participation and support by local farmers for initiatives in keeping with this approach.
- > Establish and facilitate a business leadership group to identify solutions to sustainability challenges.
- > Establish local resiliency infrastructure and training through programs like FEMA's Community Emergency Response Teams (CERT) or other community-based models.



Proactively Assist Growth In

# Education, Medicine and Other Sciences

Goal Eight



## Proactively Assist Growth in Education, Medicine and Other Sciences

### 8.1 Leverage institutional land assets and support planning for institutional growth and clustering.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Ensure that the Willamette Valley Medical Center can accommodate future growth through a master plan that includes supportive zoning, targeted capital improvements and other tools.
- > Use regulatory tools and constructive dialogue with businesses to encourage clustering of medical-professional uses near the Willamette Valley Medical Center and to create a regional anchor for health care.
- > Engage McMinnville's large institutions in a dialogue about proactive planning for large and underutilized land assets.
- > Assess the desirability and potential feasibility of the creation of a "university district" or similar near one or more of McMinnville's college campuses.

### 8.2 Assist in recruitment and training to fill specific workforce needs.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Identify and fill gaps in education and training opportunities at local educational institutions for in-demand skills in "Eds and Meds" occupations.
- > Connect employers in education and health care to national skilled workforce pools through branding, recruitment, relocation incentives and other tools.
- > Explore public-private and other partnerships to improve amenities for students and employees, potentially including an expanded supply of student housing or housing appropriate for students on or near Linfield and Chemeketa campuses, and improved transportation to campuses and other institutions.



## Proactively Assist Growth in Education, Medicine and Other Sciences

### 8.3 Support the expansion of programmatic offerings at local institutions.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Work with Linfield College and Chemeketa CC to assess demand for education and training in health care and related services and to expand programming accordingly.
- > Engage Chemeketa CC leadership in a dialogue to explore the creation an on-site culinary and hospitality program.
- > Collaborate with leadership at the school district and at Linfield and Chemeketa to better engage Oregon's four-year public universities.
- > Connect local students with opportunities to work with OSU Extension, in labs or to participate in other UO and OSU programs prior to high school graduation.
- > Explore the creation of an aviation education program that leverages McMinnville's existing infrastructure and workforce assets.
- > Identify opportunities to bring programming offered at other Chemeketa Community College campuses to McMinnville, particular when serving established local industries.
- > Foster R&D opportunities for existing and emerging industries.

### 8.4 Improve and expand connections between key institutions and the City of McMinnville.

#### **POTENTIAL TASKS OR PROJECTS:**

- > Create safer and more intuitive physical connections to McMinnville from Linfield and Chemeketa, including better sidewalks, lighting and public transportation, particularly along Davis Street.
- > Proactively engage students in community events to improve dialogue between permanent residents and college attendees.



# **Implementation**

## Leads, Partners and Performance Measures

This section of the strategic plan identifies potential lead actors, potential partners and performance measures for each strategy included in the plan.

Potential leads and partners are anticipated to spearhead and contribute to the implementation of the strategies identified. In some cases, the City's Stable Table is identified as a lead or partner. This group includes the City of McMinnville, Visit McMinnville, McMinnville Chamber of Commerce, McMinnville Downtown Association and McMinnville Economic Development Partnership. Other organizations identified include:

- > Affordable Housing Task Force (AHTF)
- > Chemeketa College
- > International Pinot Noir Celebration (IPNC)
- > Linfield College
- > McMinnville Chamber of Commerce
- > McMinnville Economic Development Partnership (MEDP)
- > McMinnville Downtown Association (MDA)
- > McMinnville Industrial Promotions (MIP)
- > McMinnville School District (MSD)
- > McMinnville Urban Renewal Advisory Committee (MURAC)
- > McMinnville Water and Light (MW&L)
- > Mid-Willamette Valley Council of Governments (MWVCOG)
- > Oregon Department of Transportation (ODOT)
- > Oregon State University (OSU)
- > Public Art Committee
- > Regional Solutions Team (RST)
- > Travel Oregon
- > University of Oregon (UO)
- > Visit McMinnville
- > Willamette Valley Medical Center (WVMC)
- > Willamette Valley Wineries Association (WVWA)
- > Yamhill County
- > Yamhill County Transit (YCTA)
- > Yamhill Soil and Water Conservation District (SWCD)





## Accelerate Growth in Living-Wage Jobs Across a Balanced Array of Industry Sectors

### 1.1 Maintain and enhance McMinnville's positive business climate

Stable Table; City of McMinnville; McMinnville Economic Development Partnership (MEDP)

Stable Table

Customer satisfaction surveys; feedback from business summit (1.1.1)

### 1.2 Develop McMinnville's brand and leverage McMinnville's strong sense of place to spur economic growth.

Stable Table; City of McMinnville

Stable Table; Oregon Department of Transportation (ODOT)

Total employment; MEDP inquiries; social media content production and user engagement

### 1.3 Ensure commercial and industrial land availability

City of McMinnville; MEDP

Stable Table; City of McMinnville; Chamber of Commerce; Regional Solutions Team (RST)

Buildable lands capacity analyses; land transactions

### 1.4 Improve infrastructure to serve businesses, visitors and local residents.

City of McMinnville; Stable Table; MEDP; Parkway Committee; McMinnville Urban Renewal Advisory Committee (MURAC)

City; Stable Table; MEDP; RST; ODOT; Chamber; Yamhill County Transit (YCTA); Yamhill County; Airport Commission; McMinnville Water and Light (MW&L); McMinnville Industrial Promotions (MIP)

Transportation levels of service; flights departing/arriving McMinnville; mode split (ACS); commute times (ACS)

### 1.5 Expand efforts in talent attraction and retention.

Stable Table; City of McMinnville; MEDP; Visit McMinnville; Linfield College; McMinnville High School

Stable Table

Number of conferences hosted; student retention (surveys); age segmentation (ACS)



## Improve Systems for Economic Mobility and Inclusion

### 2.1 Enhance education and workforce development, build career pathways and provide adult skills training.

MEDP; Stable Table; McMinnville School District (MSD)

Stable Table; Chamber of Commerce; MSD; Linfield College; Chemeketa College

Unemployment rate; median household income; educational attainment; feedback from employer surveys or focus groups

### 2.2 Provide tools for growing and scaling small, entrepreneurial endeavors.

City of McMinnville; MEDP; Stable Table

MEDP; Stable Table

New business licenses; business owner demographics

| STRATEGY   | POTENTIAL LEADS  | POTENTIAL PARTNERS   | PERFORMANCE MEASURES   |
|--|--|--|--|
| <b>2.3 Ensure adequacy of social services.</b>   | Yamhill County   | MSD; City of McMinnville   | Poverty rate; unemployment rate; homeless PIT counts   |
|  <b>Maintain and Enhance our High Quality of Life</b> |  |  |  |
| <b>3.1 Provide a sufficient quantity of housing units that suit local wages and workforce needs.</b>                                   | City of McMinnville; MEDP; MURAC; Affordable Housing Task Force (AHTF) | City of McMinnville; Chamber of Commerce; McMinnville Downtown Association (MDA) | Housing starts (building permits); housing unit segmentation (ACS); housing cost burden; homeless PIT counts |
| <b>3.2 Expand and improve recreation amenities and options.</b>  | City of McMinnville; Visit McMinnville; Stable Table                   | City of McMinnville; Yamhill County  | Number of events; total event attendance; Travel Oregon economic impact data                                 |
| <b>3.3 Leverage arts and culture amenities.</b>  | Public Art Committee; City of McMinnville                              | MDA; Visit McMinnville   | Number of events; total event attendance; Travel Oregon economic impact data                                 |
| <b>3.4 Invest in McMinnville's neighborhoods.</b>  | City of McMinnville  |  | Neighborhood safety (e.g. crime data, traffic incidents); vacancy rates                                      |
| <b>3.5 Proactively maintain McMinnville's character.</b>   | City of McMinnville; Chamber of Commerce; MURAC                        | MEDP   | Program enrollment/utilization (from actions in 3.5)   |
| <b>3.6 Become a regional leader in cross-jurisdiction collaboration and problem-solving.</b>   | City of McMinnville  | Stable Table; RST; Mid-Willamette Valley Council of Governments (MWVCOG)         | Number of regional leadership positions held by City staff   |

## STRATEGY

## POTENTIAL LEADS

## POTENTIAL PARTNERS

## PERFORMANCE MEASURES



## Sustain and Innovate within Traditional Industry and Advanced Manufacturing

**4.1 Ensure workforce availability in trades and other mid-skill positions.**

MEDP

MSD; Chamber of Commerce; Chemeketa College; Linfield College

Certificate and degree completions; feedback from employer surveys or focus groups; total employment in industrial sectors

**4.2 Connect traditional industry and advanced manufacturing to innovation resources for sustainable growth.**

MEDP

Year over year change in employment in industrial sectors; new industrial businesses (business licenses)

**4.3 Expand and market land availability for industrial activities.**

MEDP; MIP

Land transactions on industrially-zoned properties; industrial vacancy and absorption; total assessed improvement value for industrial lands



## Foster Opportunity in Technology and Entrepreneurship

**5.1 Become a place where small and medium technology firms can relocate and grow.**

City of McMinnville; MEDP; MURAC

Certificate and degree completions; feedback from employer surveys or focus groups; total employment in information sectors; new businesses in info. sector

**5.2 Provide opportunities for co-working, teleworking, and other arrangements enabled by telecommunications technology.**

Stable Table

Commute data (ACS); co-working memberships

**5.3 Incubate new businesses and start-ups.**

MEDP; Chamber of Commerce

New businesses in the information sector (business licenses); businesses receiving venture capital investment (via survey)

**5.4 Create new talent pipelines for tech-related occupations.**

MEDP

MSD; Chemeketa College; Linfield College

Certificate and degree completions; total employment by occupation for tech-related occupations

## STRATEGY

## POTENTIAL LEADS

## POTENTIAL PARTNERS

## PERFORMANCE MEASURES



## Be a Leader in Hospitality and Place-Based Tourism

**6.1 Make downtown the best it can be.**

City of McMinnville; MDA; MURAC

MDA; Stable Table

External press/recognition; social media engagement; retail vacancy rate; total assessed improvement value; hotel stays; total retail sales

**6.2 Become the preferred destination for wine-related tourism.**

Visit McMinnville

Tasting room retail sales (via business survey); hotel stays; Travel Oregon economic impact data

**6.3 Diversify tourism destinations beyond wine.**

Visit McMinnville

Hotel stays; Travel Oregon economic impact data

**6.4 Market and promote McMinnville.**

Visit McMinnville

Travel Oregon; Yamhill County

Social media engagement; hotel stays; Travel Oregon economic impact data



## Align and Cultivate Opportunities in Craft Beverages and Food Systems

**7.1 Maintain prominence in wine while looking for opportunities to innovate within supply chains, viticulture and production.**

MEDP; Linfield College; Chemsaka College; International Pinot Noir Celebration (IPNC); DP

Willamette Valley Wineries Association (WVWA); Visit McMinnville; MDA

Number of wine-related businesses (business licenses); IPNC and other event attendance; Linfield College wine program enrollment

**7.2 Locate higher job-density food and beverage activities within McMinnville.**

City of McMinnville; MEDP

WVWA; MURAC

Total employment in food and beverage sector; square feet per employee in food and beverage sector

**7.3 Expand R&D for wine and other agricultural/cultivation-oriented and value-added practices.**

MEDP

WVWA; MDA; RST; Oregon State University (OSU)

Total employment in agriculture; number of businesses in agriculture sector; gross business income for businesses in agriculture sector

| STRATEGY  | POTENTIAL LEADS                              | POTENTIAL PARTNERS                                       | PERFORMANCE MEASURES   |
|---|--|--|--|
| <b>7.4 Open new markets for local agricultural products.</b>  | MEDP; Chamber of Commerce                    | Stable Table; MEDP; MDA; City of McMinnville; OSU        | Farmer's market dates and attendance; gross business income for businesses in agriculture sector; percent of revenues from direct sales (from business survey) |
| <b>7.5 Encourage a holistic approach to local food culture, improving connections to the local producers and cultivating a community...</b> | City of McMinnville; MEDP; Visit McMinnville | MDA; Yamhill Soil and Water Conservation District (SWCD) | Locally-sourced ingredients (from business survey); total number of restaurants  |
| <b>7.6 Preserve natural assets while ensuring long-term stability in agricultural production.</b>   | RST; MP&L; SWCD                              | City of McMinnville                                      | Total land in agriculture; total land in conservation; water quality indicators (as available from SWCD)   |



## Proactively Assist Growth in Education, Medicine and Other Sciences

|   |   |   |   |
|---|---|---|---|
| <b>8.1 Leverage institutional land assets and support planning for institutional growth and clustering.</b> | City of McMinnville; Linfield College; Chemeketa College; Willamette Valley Medical Center (WVMC) |   | Total employment in "eds and meds" sectors; new construction (square feet) on institutional lands; total enrollment at LC, CC |
| <b>8.2 Assist in recruitment and training to fill specific workforce needs.</b>                             | MEDP; Linfield College; Chemeketa College; Willamette Valley Medical Center (WVMC)                | Visit McMinnville; City of McMinnville              | Total employment in "eds and meds" sectors; feedback from employer surveys or focus groups                                    |
| <b>8.3 Support the expansion of programmatic offerings at local institutions.</b>                           | Linfield College; Chemeketa College; MSD  | University of Oregon (UO); OSU; City of McMinnville | Certificate and degree completions; total enrollment at LC, CC  |
| <b>8.4 Improve and expand connections between key institutions and the City of McMinnville.</b>             | City of McMinnville; Linfield College; Chemeketa College  |   | Student feedback (via surveys or other per 8.4)   |



# ▶ **Appendices**



City of McMinnville

# ECONOMIC DEVELOPMENT STRATEGY

**DEMOGRAPHIC & ECONOMIC PROFILE**

**April 13, 2018**

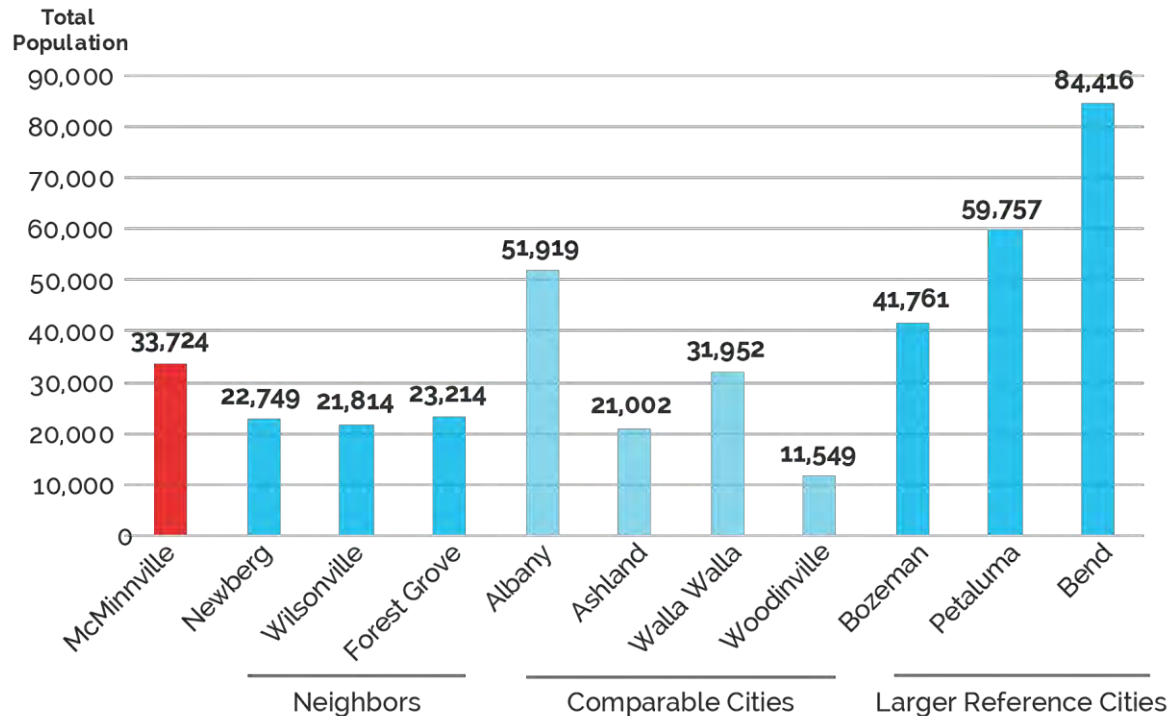
# Key Findings

- McMinnville has **the largest population and highest employment in Yamhill County**, which positions the city as a subregional center, on the outskirts of the greater Portland region. McMinnville is expected to grow and capture more than half of projected population growth in Yamhill County in the coming years, thereby increasing its role as the commerce and population center of Yamhill County.
- For those moving to McMinnville, **most come from within Yamhill County** or other places within the State of Oregon, indicating that McMinnville is a regional draw.
- **Yamhill County's population is aging** and will continue to age; residents 65+ will account for a larger share of the population in the coming decades and will be the largest age segment by 2055.
- **The McMinnville and Yamhill County economy has balanced industry sectors**, with Educational and Medical Services, Manufacturing, Trade, Transportation and Utilities, Government, and Leisure and Hospitality each accounting for between 11% - 22% of countywide employment. McMinnville has large employers (or many employers) in each of these sectors, including Cascade Steel, Willamette Valley Medical Center, Linfield College, Yamhill County (government), and others.
- **Office-using employment, such as Professional and Business Services, Financial Activities and Information, is low**, though Professional and Business Services are expected to grow rapidly. Educational and Medical Services are expected to add the greatest number of jobs in the Mid-Valley region through 2024.
- **McMinnville's median household income is low**, with disparities by race or ethnicity and educational attainment; healthcare practitioner and technical occupations is the highest-paying occupational category in McMinnville, at \$68,000.
- **Most McMinnville residents commute to work alone in a car**. Many McMinnville residents (39%) work in McMinnville, and the most common commute destinations for residents are to Portland and Salem (12% total).
- **A lower percentage of McMinnville residents obtain a bachelor's degree or higher**; educational attainment lags relative to the region.
- **Housing affordability is a challenge, as it is throughout the greater Portland region**. Housing costs are not more burdensome than in many other communities throughout the region.
- **McMinnville's poverty rate is relatively high at 20%**, but poverty varies across family types, race or ethnicity, and educational attainment. In McMinnville, more than half of single mothers and one-quarter of all families with children are in poverty; one-third of Hispanic or Latino individuals are in poverty and one-third of individuals with less than a high school diploma live in poverty.

# Population

**FIGURE 1. ESTIMATED TOTAL POPULATION, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau Longitudinal Employer-Household Dynamics, 2016; Community Attributes Inc., 2018

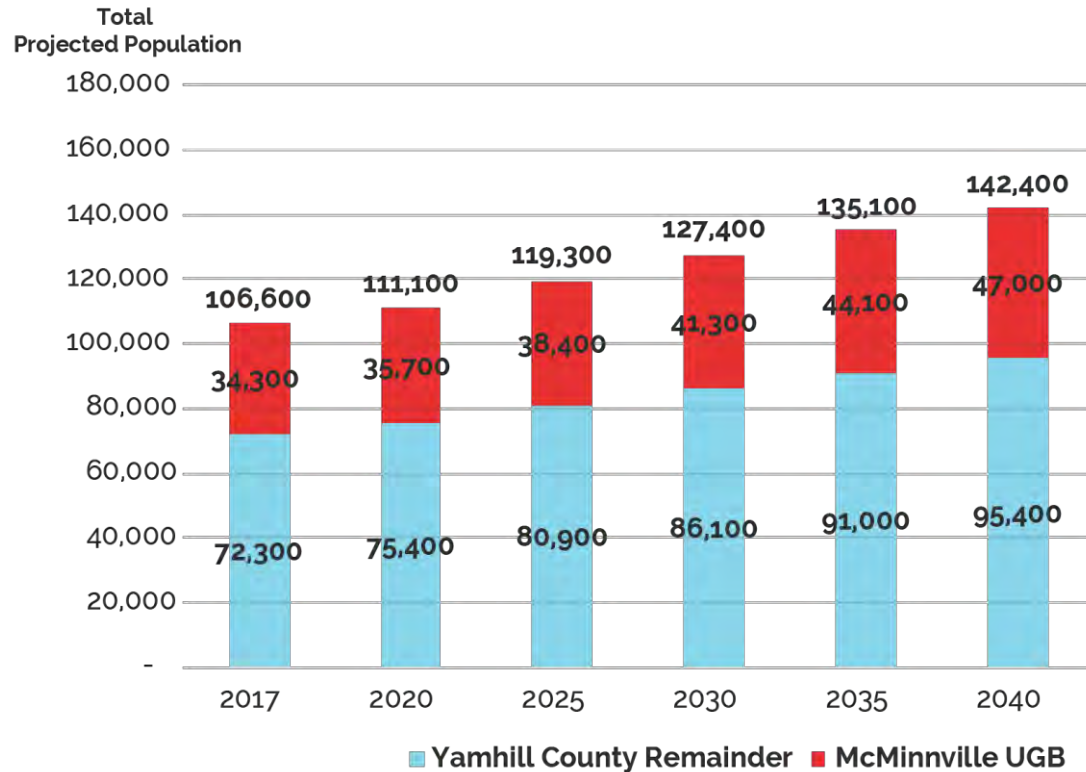


- McMinnville's population in 2017 was 34,293, Portland State University's Population Research Center. For comparison to other cities, U.S. Census data for 2016 is more practical. In 2016, McMinnville's population 33,724.
- McMinnville is the largest city in Yamhill County and larger than neighbors Newberg, Wilsonville and Forest Grove, but smaller than nearby Albany (51,900).
- The neighboring cities all are closer to Portland, which is significant for interpreting subsequent slides.
- McMinnville's population is quite similar to Walla Walla, Washington (31,952), for comparison purposes.
- The larger cities shown are useful to compare McMinnville's future to benchmarks amongst these larger reference cities.

# Population

**FIGURE 2. POPULATION FORECAST, YAMHILL COUNTY AND MCMINNVILLE UGB, 2017-2050**

Source: Population Research Center at Portland State University, 2017; Community Attributes Inc., 2018



- McMinnville's population is expected to grow to 41,300 by 2030 (7,000 new residents since 2017) and 47,000 by 2040 (12,700 new residents since 2017), as Yamhill County as a whole grows 127,400 in 2030 and 142,400 in 2040.
- Yamhill County outside of McMinnville is expected to add 23,100 new residents by 2040.
- The forecasts suggest that McMinnville will receive 35% of population growth in Yamhill County through 2040.

If forecasts hold, the share of Yamhill County residents living in McMinnville will increase from 32% to 33% by 2040.

# Population

**FIGURE 3. POPULATION FORECAST, YAMHILL COUNTY AND COUNTY URBAN GROWTH AREAS, 2017-2040**

Source: Population Research Center at Portland State University, 2017; Community Attributes Inc., 2018

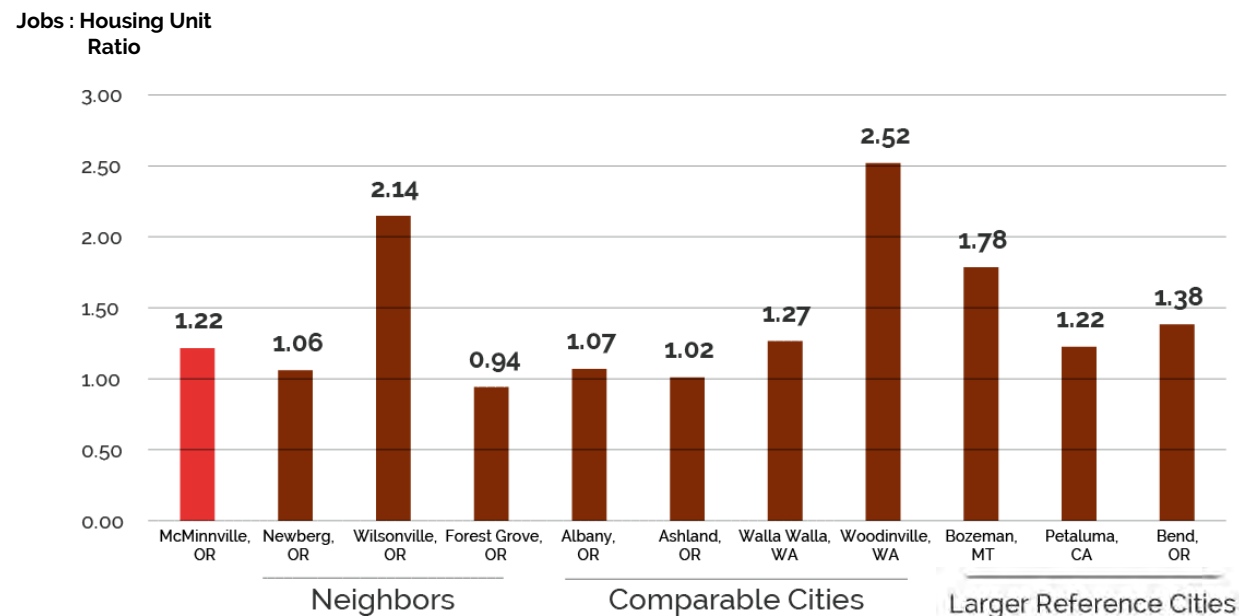
| Area / Year             | 2017    | 2020    | 2030    | 2040    | CAGR,<br>2017-2035 | CAGR,<br>2035-2050 |
|-------------------------|---------|---------|---------|---------|--------------------|--------------------|
| Yamhill County          | 106,555 | 111,101 | 127,404 | 142,311 | 1.3%               | 1.0%               |
| Amity UGB               | 1,642   | 1,691   | 1,840   | 1,975   | 0.8%               | 0.6%               |
| Carlton UGB             | 2,229   | 2,340   | 2,813   | 3,204   | 1.7%               | 1.1%               |
| Dayton UGB              | 2,837   | 2,914   | 3,108   | 3,290   | 0.7%               | 0.5%               |
| Dundee UGB              | 3,243   | 3,408   | 4,158   | 4,936   | 1.9%               | 1.4%               |
| Gaston UGB (Yamhill)    | 157     | 157     | 158     | 159     | 0.1%               | 0.0%               |
| Lafayette UGB           | 4,083   | 4,436   | 5,375   | 5,970   | 1.9%               | 0.7%               |
| McMinnville UGB         | 34,293  | 35,709  | 41,255  | 46,956  | 1.4%               | 1.2%               |
| Newberg UGB             | 24,296  | 25,889  | 31,336  | 36,709  | 1.9%               | 1.4%               |
| Sheridan UGB            | 6,340   | 6,401   | 6,754   | 7,016   | 0.5%               | 0.3%               |
| Willamina UGB (Yamhill) | 1,227   | 1,230   | 1,259   | 1,287   | 0.2%               | 0.2%               |
| Yamhill UGB             | 1,077   | 1,099   | 1,264   | 1,406   | 1.2%               | 0.8%               |
| Outside UGB Area        | 25,132  | 25,827  | 28,084  | 29,403  | 0.8%               | 0.2%               |

- McMinnville's 1.3% compound annual growth rate (CAGR) from 2017-2050 is fourth-highest in Yamhill County, less than Newberg (1.7%), Dundee (1.7%) and Carlton (1.4%).
- Outside of McMinnville, only Newberg (17,805) is forecasted to add more than 4,700 new residents through 2050
- Forecasts indicate that growth will occur more rapidly (CAGR) from 2017-2035, than from 2035-2050.

# Jobs to Housing Units

**FIGURE 4. JOBS-TO-HOUSING UNIT RATIO, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



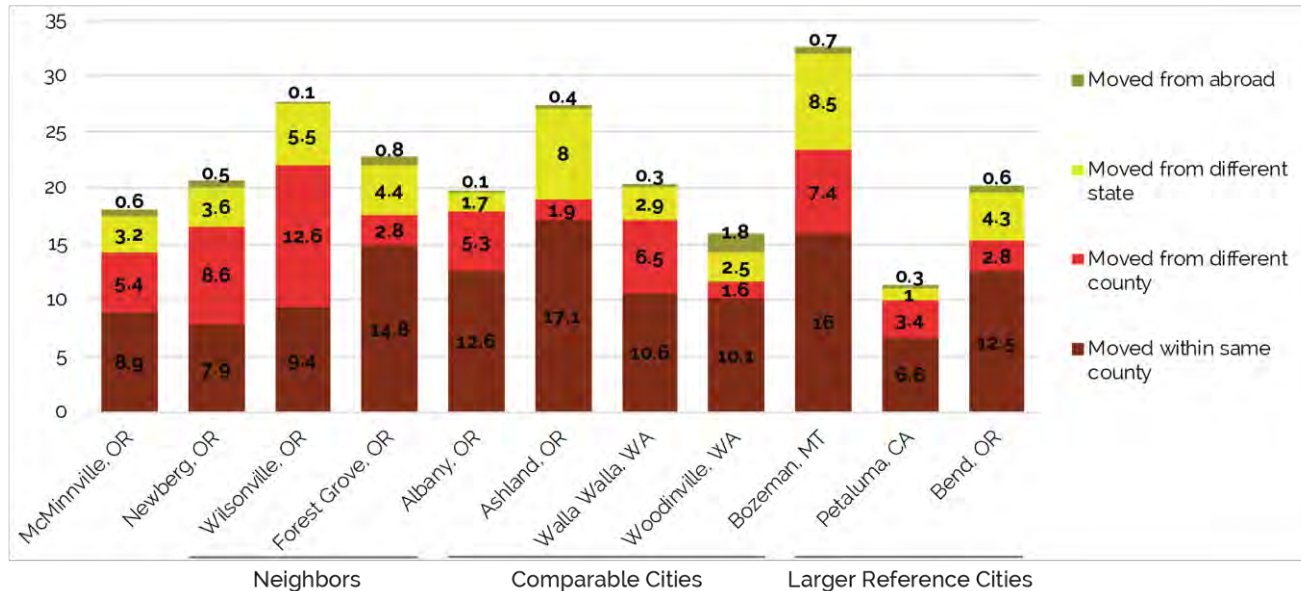
- Jobs-to-Housing Units Ratio measures how many jobs a community has relative to the number of housing units in the community; it is an indicator of the community's economic role in a given region.
- McMinnville has 1.22 jobs per housing unit, indicating that it is a job center for the region. This is comparable to the ratio in Petaluma (1.22) and Walla Walla (1.27).
- Wilsonville, Woodinville, and Bozeman are the strongest employment centers among selected comparison jurisdictions, according to this metric. Forest Grove, Ashland, Newberg and Albany have comparatively lower ratios.

# Resident Mobility

**FIGURE 5. RESIDENT MOBILITY WITHIN PRIOR YEAR, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percentage of  
Total Population



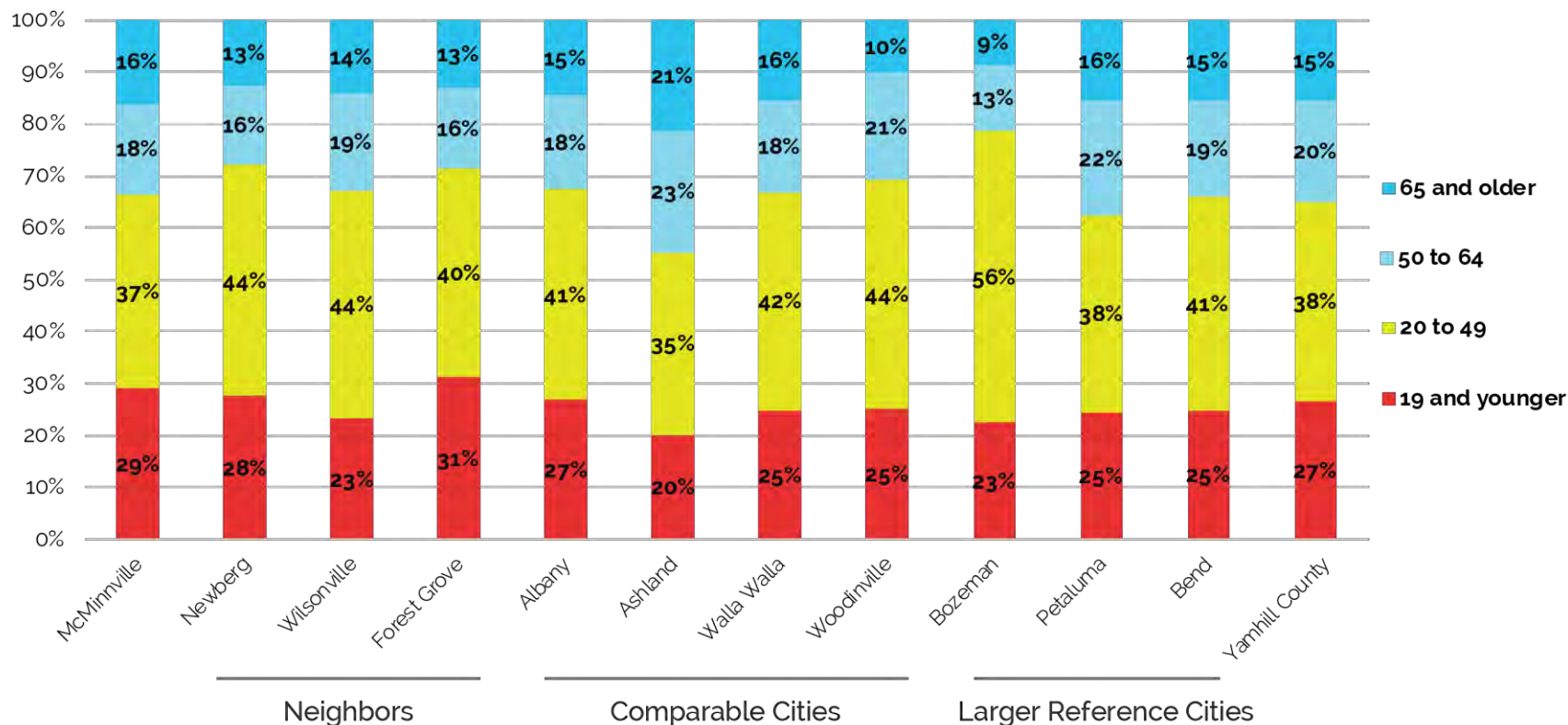
- 18% of McMinnville residents moved within the last year, less than in neighboring cities of Newberg (21%), Forest Grove (23%) and Wilsonville (28%).
- Of people who moved, a larger portion (49%) of McMinnville residents relocated from another place within the same county, as compared to neighbors Newberg (38%) and Wilsonville (34%).
- Comparable cities Albany, Walla Walla and Woodinville all experienced similar levels of mobility; Walla Walla drew most similarly from within the same county (52%).
- Bozeman (9%), Ashland (8%) and Wilsonville (6%) attribute the largest percentage of total residents to those who have moved from out of the state or from abroad within the last year. Petaluma and Albany attribute the lowest percentage of residents to in-migration from out of state or abroad, at 1% and 2% respectively.

# Age

**FIGURE 6. POPULATION BY AGE GROUP, CITY OF MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

## Total Population









- McMinnville has a similar age composition to Yamhill County overall, though McMinnville has a larger portion of residents aged 65 or older than all selected neighboring cities, and fewer individuals aged 20 to 49 than all neighboring cities.

# Age

**FIGURE 7. FORECASTED POPULATION BY AGE SEGMENT, YAMHILL COUNTY, 2017-2040**

Source: Population Research Center at Portland State University, 2017; Community Attributes Inc., 2018

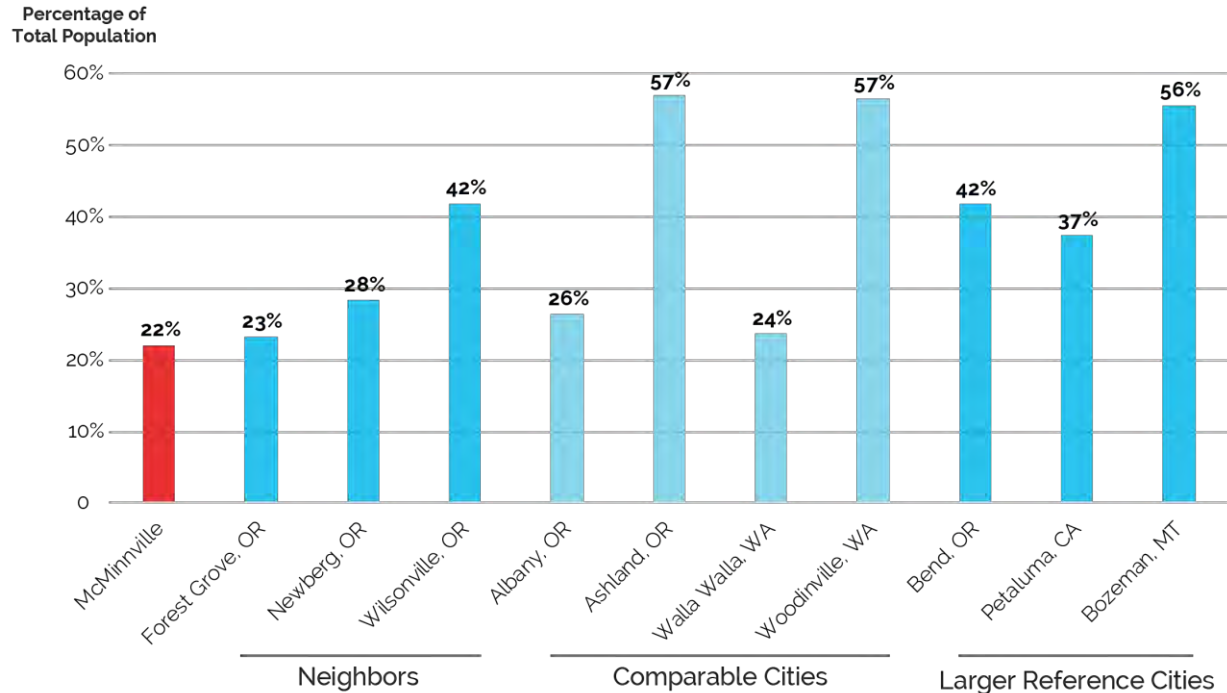
|       | 2017 | 2020 | 2025 | 2030 | 2035 | 2040 |  |
|-------|------|------|------|------|------|------|--|
| 0-19  | 27%  | 26%  | 25%  | 25%  | 24%  | 24%  |  |
| 20-24 | 7%   | 7%   | 6%   | 6%   | 6%   | 6%   |  |
| 25-34 | 12%  | 12%  | 12%  | 11%  | 11%  | 11%  |  |
| 35-44 | 13%  | 13%  | 13%  | 13%  | 13%  | 12%  |  |
| 45-64 | 25%  | 24%  | 24%  | 23%  | 24%  | 24%  |  |
| 65+   | 17%  | 18%  | 20%  | 22%  | 22%  | 23%  |  |

- Simplified age segments correspond more directly to life stages and major milestones.
- Forecasts indicate an overall aging population, with residents aged 65 or older will account for 25% of Yamhill County's population in 2067, compared to 17% in 2017.
- Forecasts also indicate that children will account for a smaller share of total population, falling from 27% in 2017 to 23% in 2067; parenting-aged adults (25-64) are forecasted to account for 46% in 2067, down from 50% in 2017.

# Education

**FIGURE 8. EDUCATIONAL ATTAINMENT, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



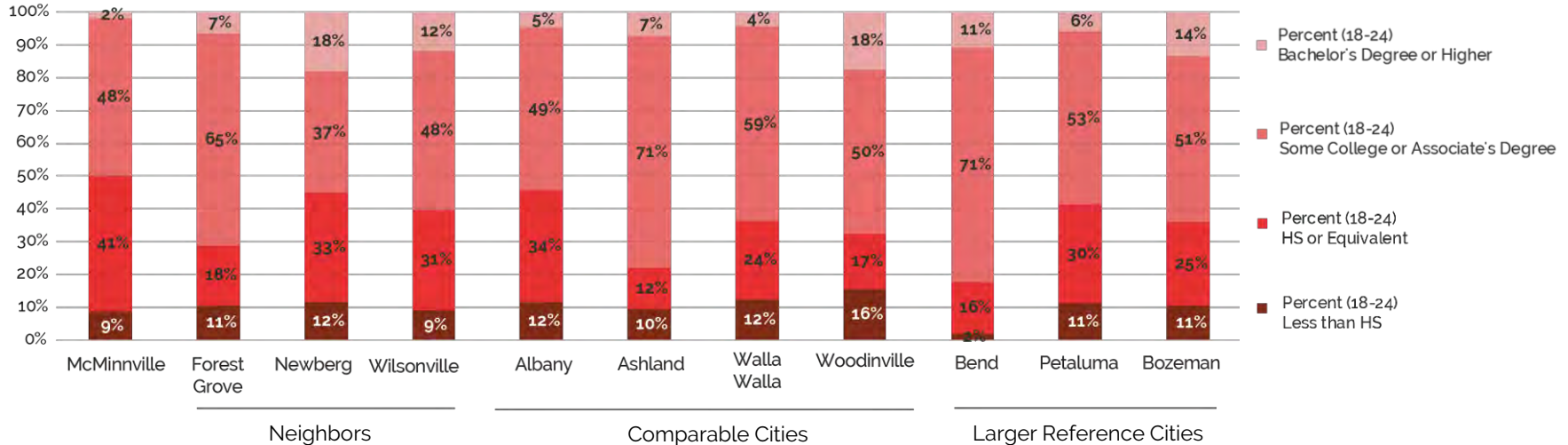
- Educational attainment, as measured by the percent of the population aged 25+ with a bachelor's degree or higher, lags in McMinnville (22%) as compared to neighbors Newberg (28%), Forest Grove (23%) and Wilsonville (42%).
- Ashland and Woodinville (57%), as well as Bozeman (56%) have the highest rates of educational attainment. Woodinville and Wilsonville are proximate to major metros (Seattle and Portland), which tend to have higher rates of educational attainment. Both Ashland and Bozeman are home to four-year universities—Southern Oregon University and Montana State University, with enrollment of 6,000 and 17,000, respectively, as well as hundreds of faculty and staff.

# Education

**FIGURE 9. EDUCATIONAL ATTAINMENT, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percentage of  
Total Population



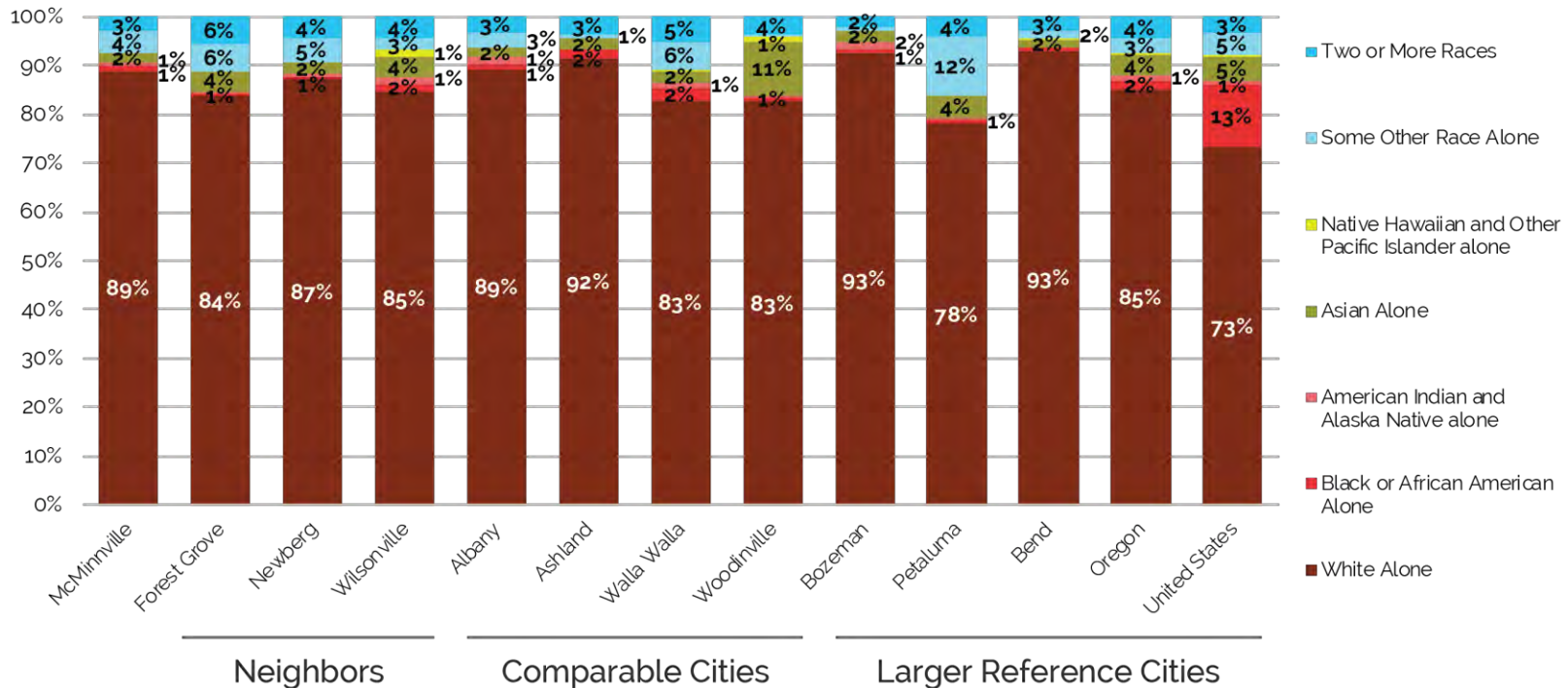
- The percentage of residents age 18-24 who have less than a high school (or equivalent) education is lower (9%) in McMinnville than in most comparison cities, with the lowest percentage in Bozeman (2%), the highest percentage in Wilsonville, Albany and Walla Walla (12%), and an average of 10% across all comparison cities.
- The percentage of residents age 18-24 with some college, an associate's degree, or higher is lower in McMinnville (50%) than in the remaining comparison cities, who average 65%.

# Race

**FIGURE 10. HOUSEHOLDER RACE, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percentage of  
All Households



- McMinnville is less racially diverse than neighboring cities Newberg, Wilsonville and Forest Grove.

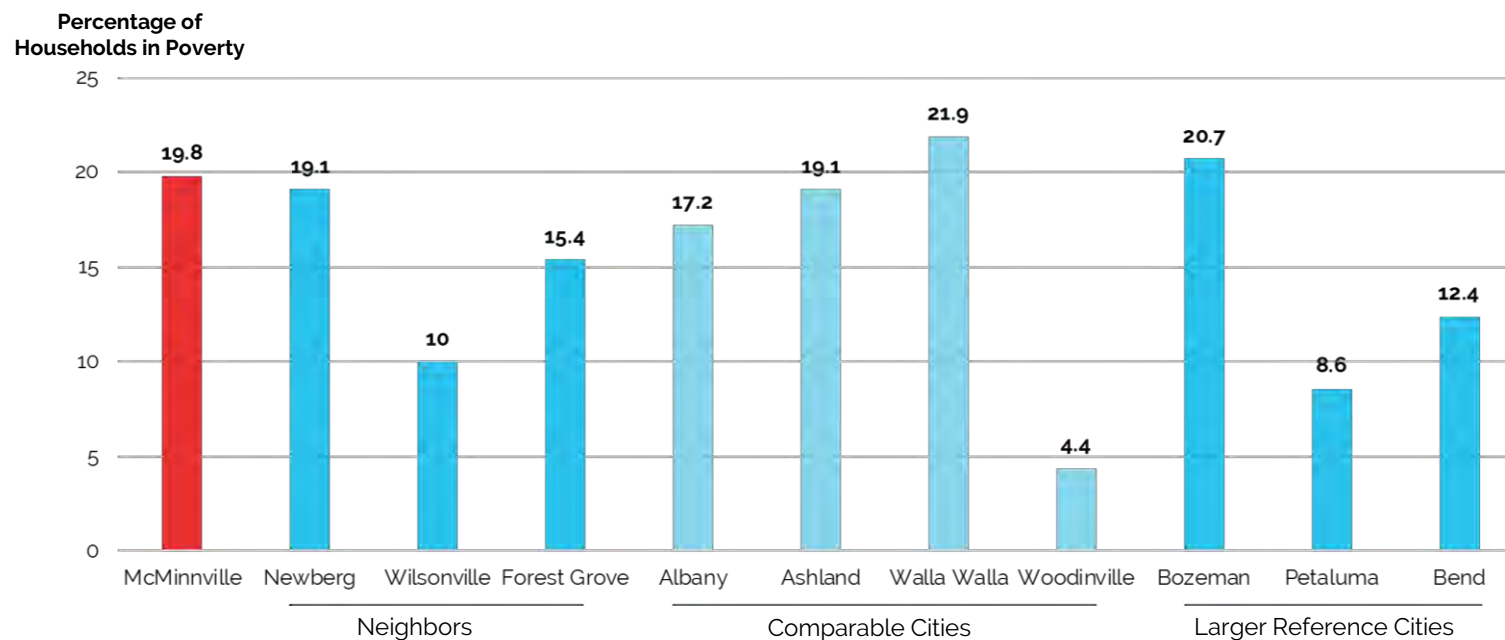
## McMinnville Racial Composition, 2016

|  |        |
|--|--------|
| White Alone                                | 29,952 |
| Some Other Race                            | 1,446  |
| Two or More Races                          | 1,006  |
| Asian Alone                                | 555    |
| Black or African American Alone            | 405    |
| American Indian and Alaska Native          | 265    |
| Native Hawaiian and Other Pacific Islander | 95     |

# Poverty

**FIGURE 11. PERCENTAGE OF HOUSEHOLDS IN POVERTY, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

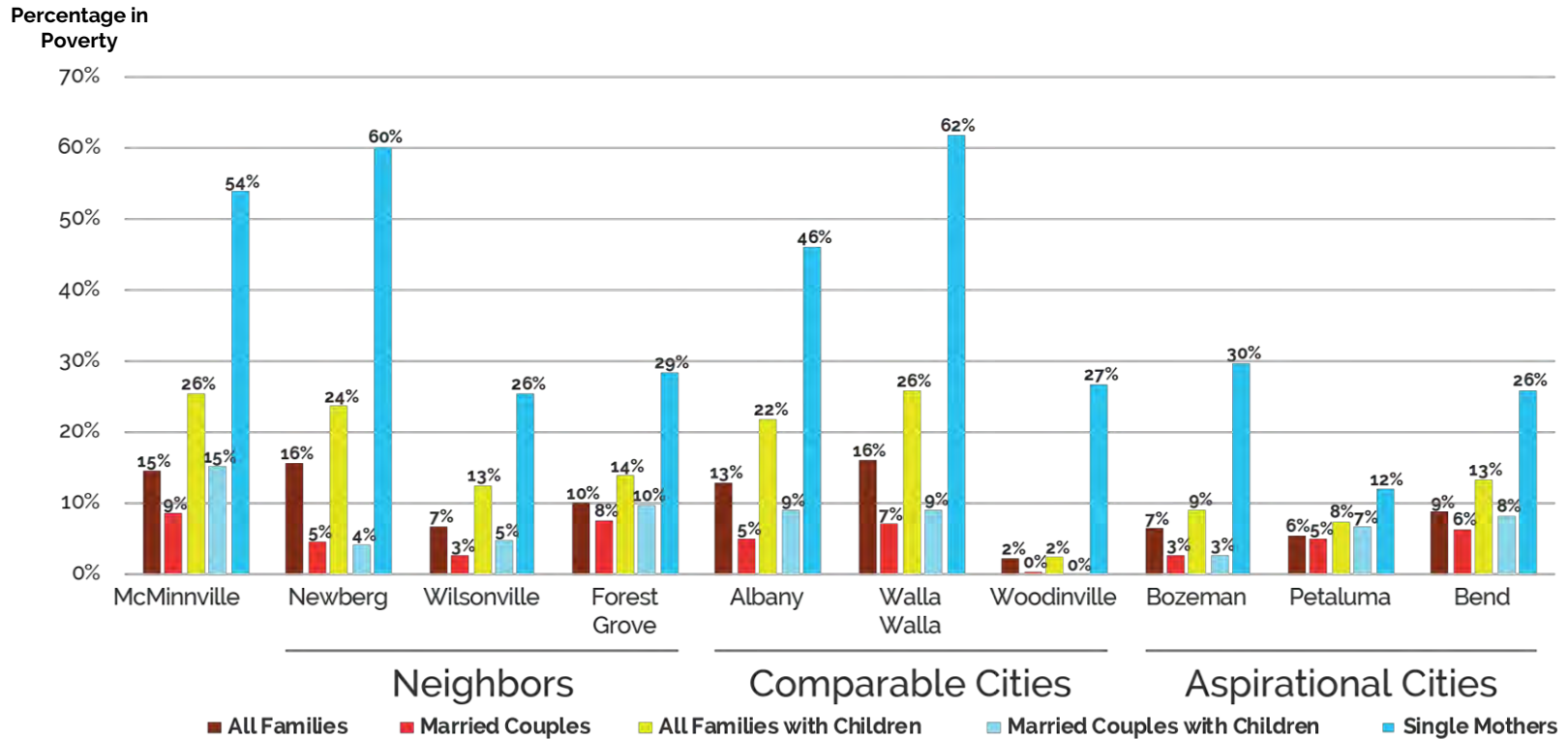


- 19.8% of McMinnville households live in poverty. Of the comparison jurisdictions, only Walla Walla and Bozeman have a higher share.
- Among neighboring cities, Newberg has a similar poverty rate, while Wilsonville and Forest Grove are lower.

# Poverty

**FIGURE 12. POVERTY BY FAMILY TYPE, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



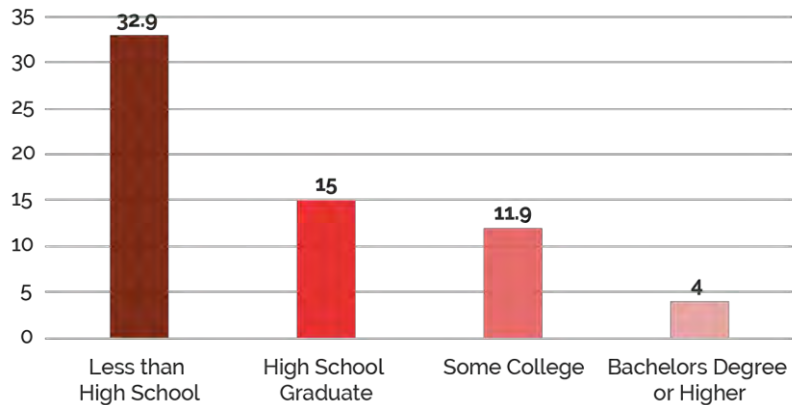
- 54% of McMinnville's single mother households live in poverty. The rate is only higher in Newberg and Walla Walla, and much lower in all other comparison jurisdictions (12%-30%) except Albany (46%).
- McMinnville's poverty rate for all families with children (26%) is among the highest of comparison jurisdictions. Walla Walla (26%), Newberg (24%) and Albany (22%) are characterized by similar rates, while the remaining comparison cities range from 2% (Woodinville) to 14% (Forest Grove).

# Poverty

**FIGURE 13. POVERTY RATE BY EDUCATIONAL ATTAINMENT, CITY OF MCMINNVILLE, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percentage of  
Population



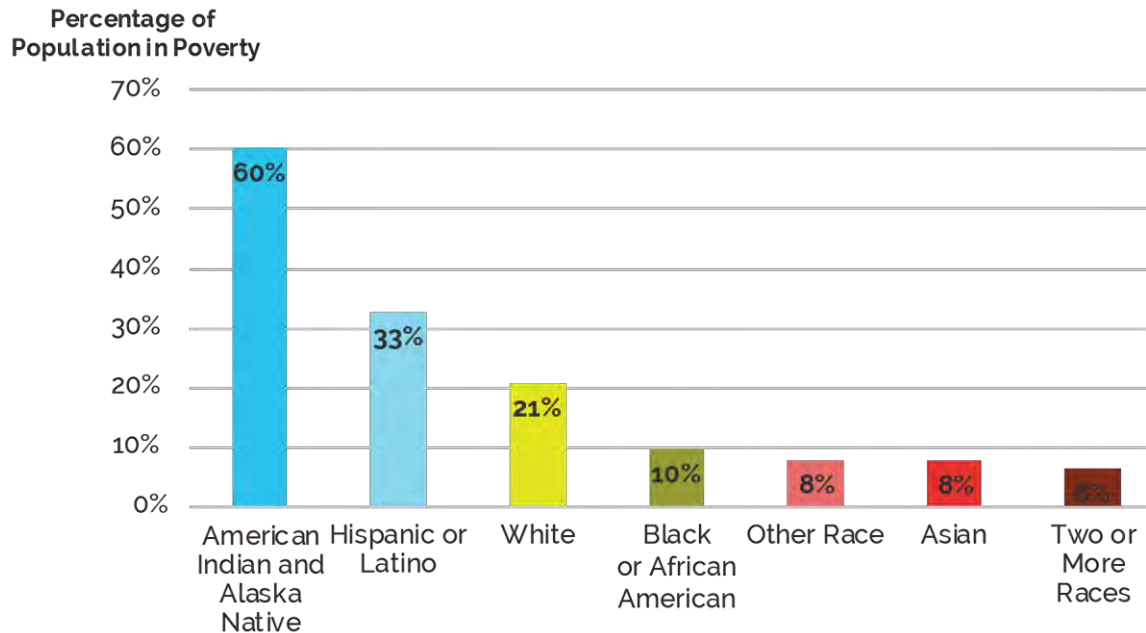
- One-third of residents with less than a high school diploma (or equivalent) live in poverty in McMinnville.
- This rate drops by 55% for residents who complete high school, then drops by 21% for residents who proceed to complete some college.
- Only four percent (4%) of residents in McMinnville with a bachelor's degree or higher live in poverty, a 66% decrease over the poverty rate for residents who have completed some college, and a 88% decrease over the rate for residents with less than a high school education.

# Poverty

**FIGURE 14. POVERTY RATE BY RACE OR ETHNICITY, CITY OF MCMINNVILLE, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Note: racial and ethnic categories used are those given by the U.S. Census Bureau

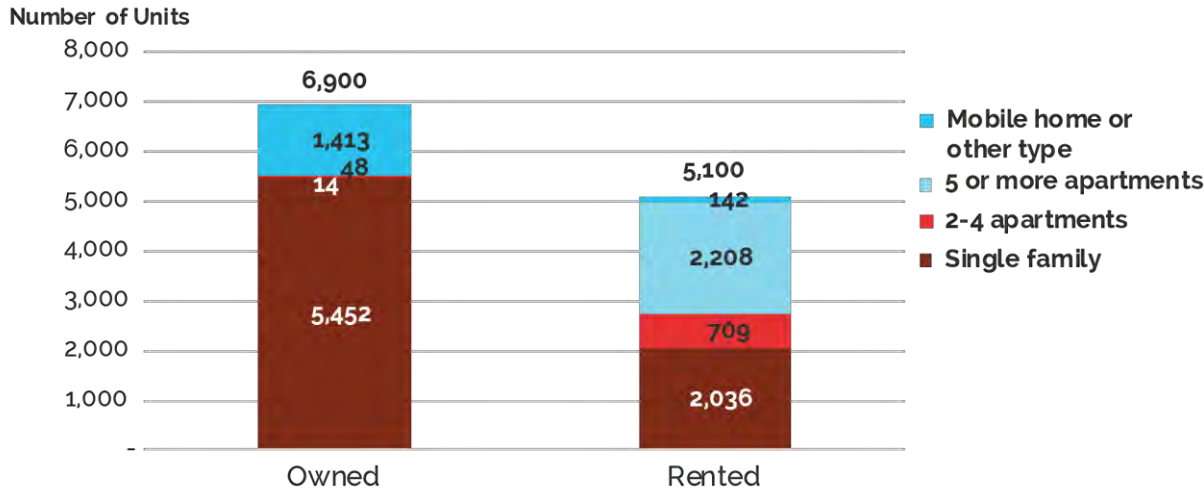


- Poverty rates for Black or African American (10%) and for Asian (8%) residents of McMinnville are lower than for other races/ethnicities and lower than the citywide average (19.8%).
- Hispanic or Latino residents are more likely (33%) than the average resident to live in poverty, and the Hispanic or Latino poverty rate is 36% higher than the poverty rate for white residents.
- The poverty rate for American Indian and Alaskan Native residents (60%) is higher than for any other race or ethnicity in McMinnville; there are 265 residents of McMinnville in this racial/ethnic group.

# Housing

**FIGURE 15. HOUSING BY TENURE AND TYPE, CITY OF MCMINNVILLE, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

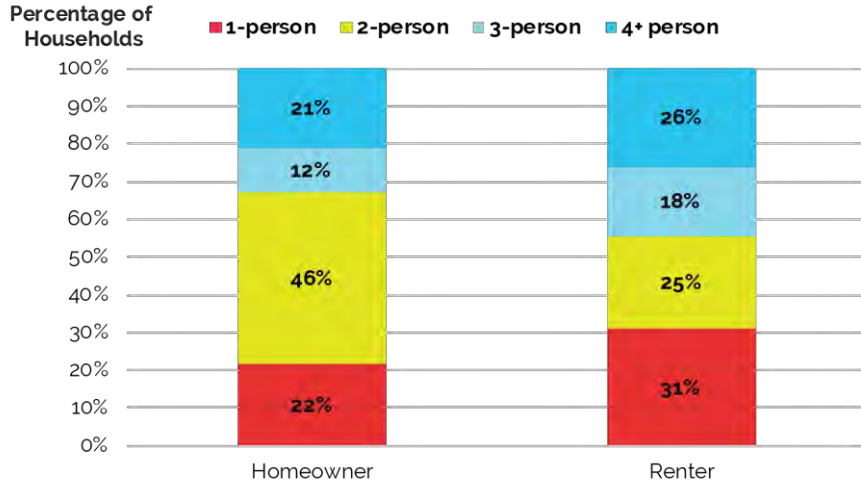


- McMinnville has 6,900 owner-occupied housing units and 5,100 renter-occupied housing units.
- 79% of owner-occupied housing units are single family structures (detached); 20% are categorized as “mobile home or other type”.
- 43% of renter-occupied housing units are in larger apartment structures (5 or more units), while 40% are in detached single family structures.
- 15% of McMinnville’s occupied housing units are duplexes, triplexes or quadplexes; of these, only 6% are owner-occupied.

# Housing

**FIGURE 16. HOUSEHOLD SIZE BY HOUSING TENURE, CITY OF MCMINNVILLE, 2016**

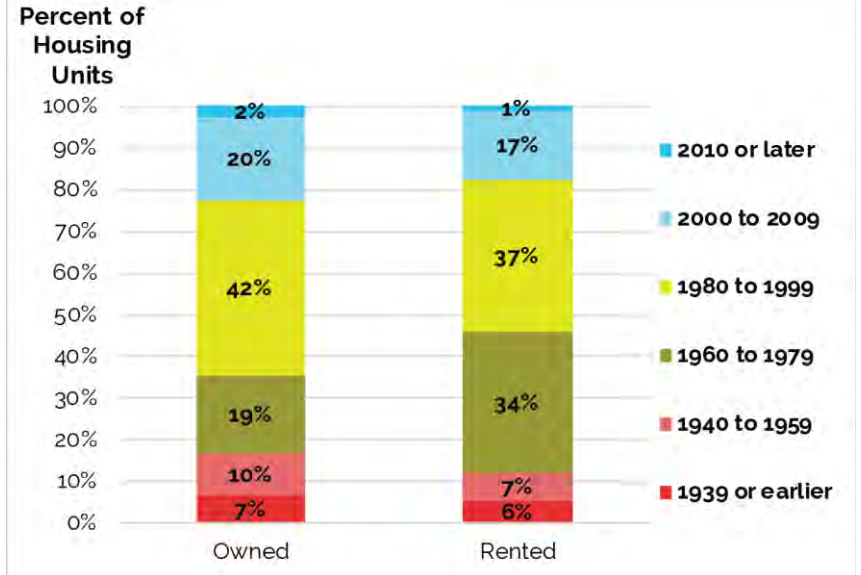
Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



- Two-person households account for 46% of all owner occupied households.

**FIGURE 17. YEAR BUILT BY HOUSING TENURE, CITY OF MCMINNVILLE, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

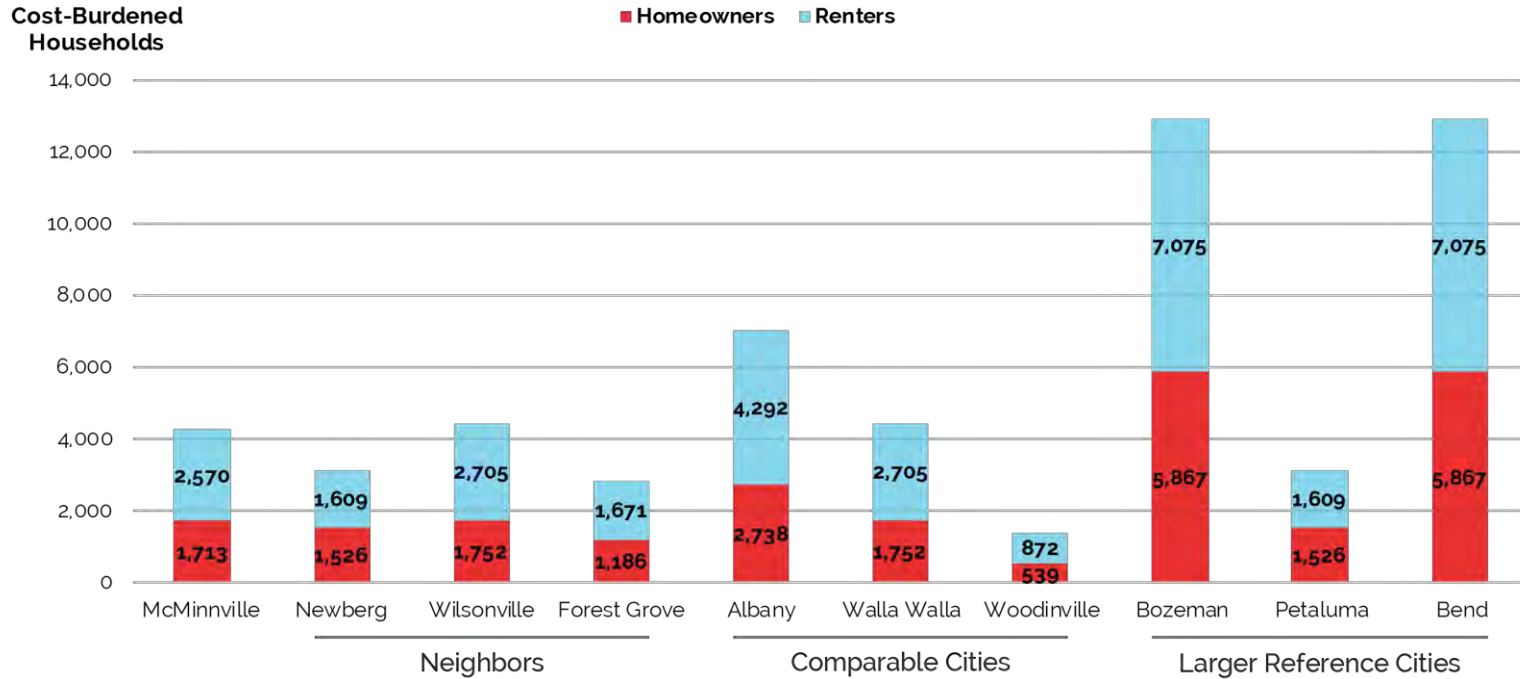


- 40% of McMinnville's housing units were built between 1980 and 1999, including 42% of owner-occupied units and 37% of renter-occupied units.
- Only 17% of owner-occupied units and 13% percent of renter-occupied units were built prior to 1960.
- While more than 20% of McMinnville's occupied housing units were built after 1999, less than 2% of all occupied housing units were built after 2009.

# Housing

**FIGURE 18. HOUSEHOLD COST BURDEN, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

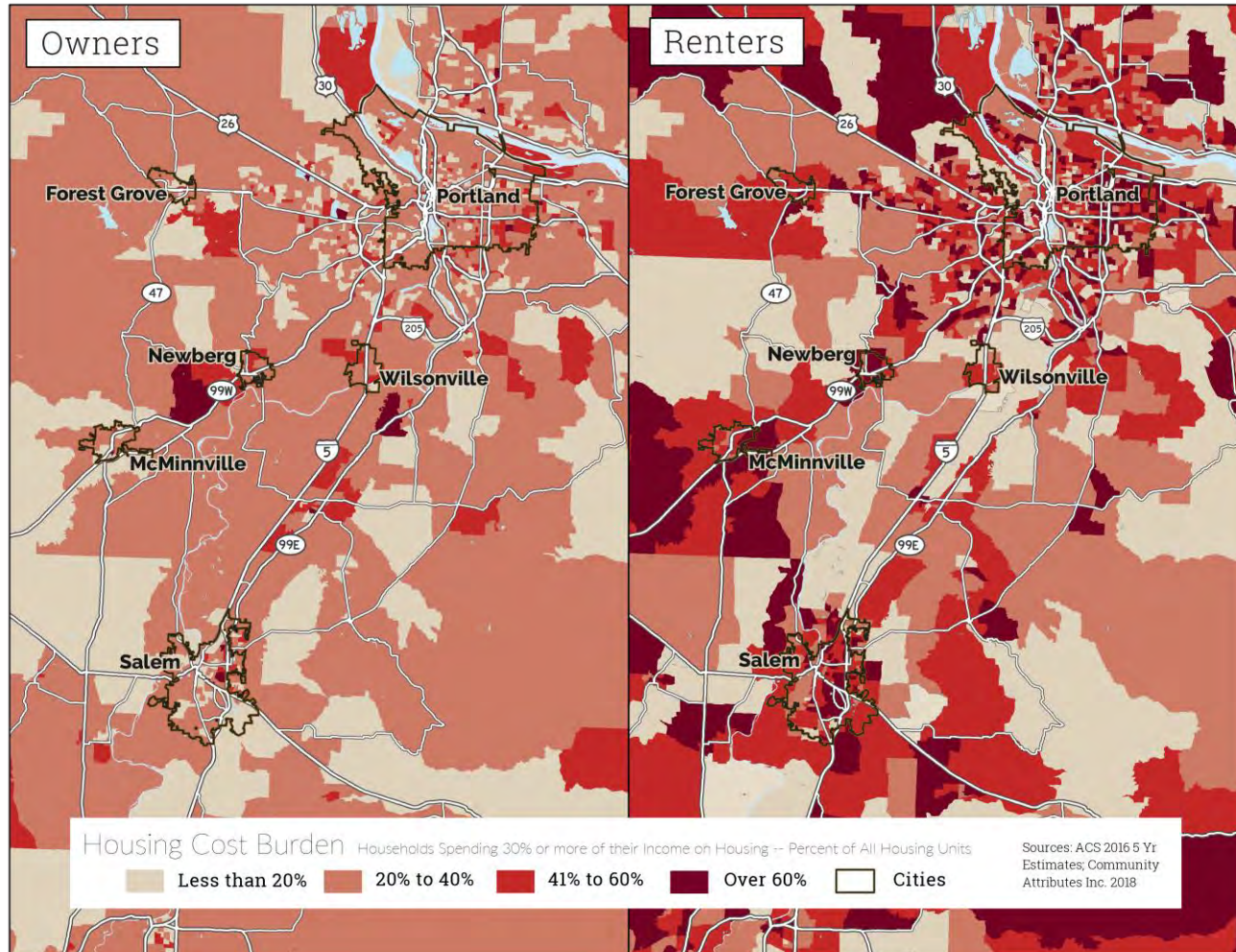
Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



- Homeowners in McMinnville are cost-burdened by their mortgages at a lower rate (24.7%) than in all selected neighboring cities (25.3% - 31.6%).
- Only in Woodinville and Albany are homeowners cost-burdened at a lower rate.
- 50% of renters in McMinnville are cost-burdened; this rate is lower than all selected neighboring cities, and lower than all selected comparable cities except Woodinville.
- 35.7% of all residents in McMinnville are cost-burdened by housing, third-lowest among selected comparison cities.

# Housing

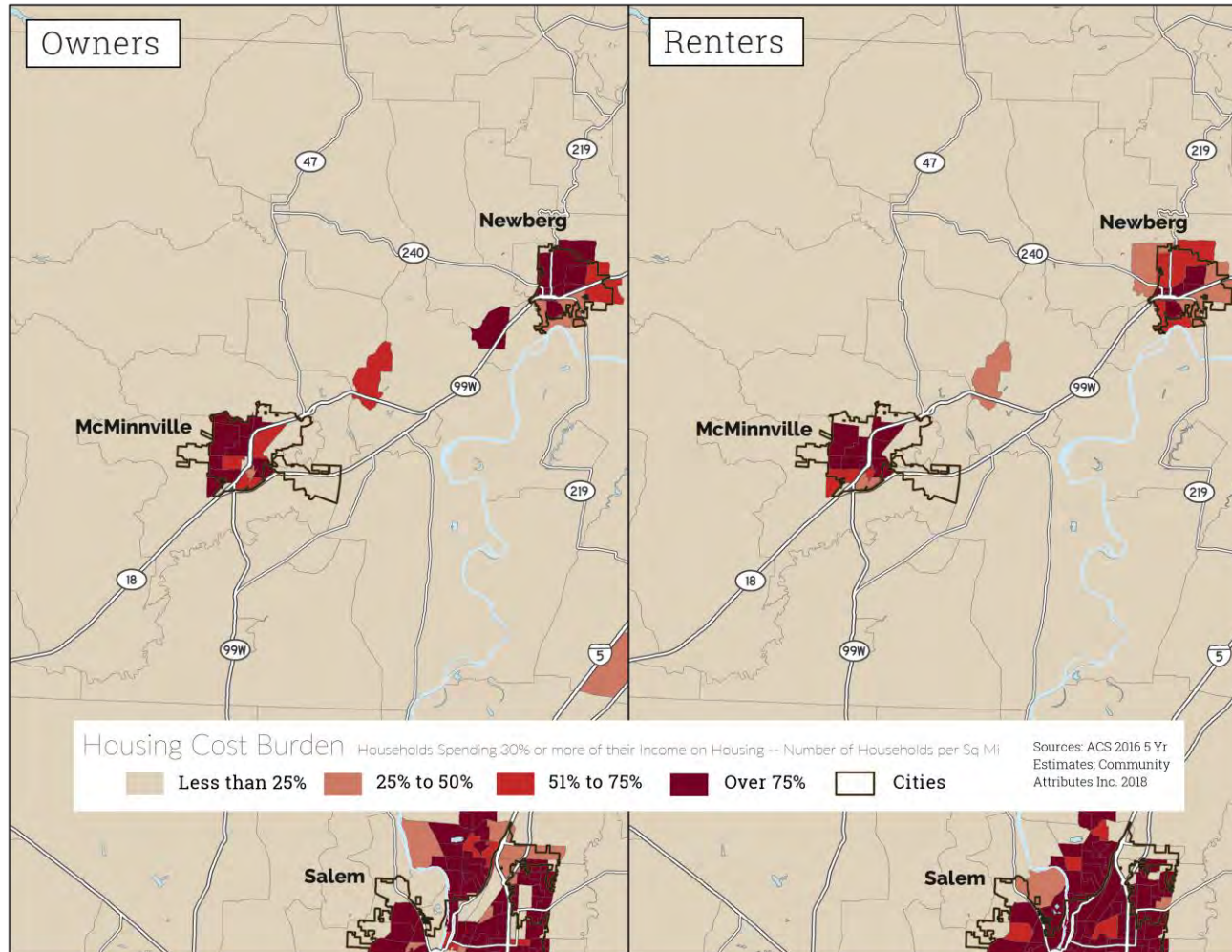
**FIGURE 19. HOUSING COST BURDEN (MAP) – PERCENT OF ALL HOUSEHOLDS THAT ARE COST-BURDENED, PORTLAND METRO REGION, 2016**



- A greater share of renters in the McMinnville area are burdened by the amount of money they must spend on rent.
- The map represents the percent of all households within Census Bureau block groups spending more than 30% of their income on housing costs.
- For homeowners, the highest percentages of cost-burdened households are outside of major metros.
- For renters, the highest percentages of cost-burdened households are in and around identified cities.

# Housing

**FIGURE 20. HOUSING COST BURDEN (MAP) – DENSITY OF COST-BURDENED HOUSEHOLDS, PORTLAND METRO REGION, 2016**



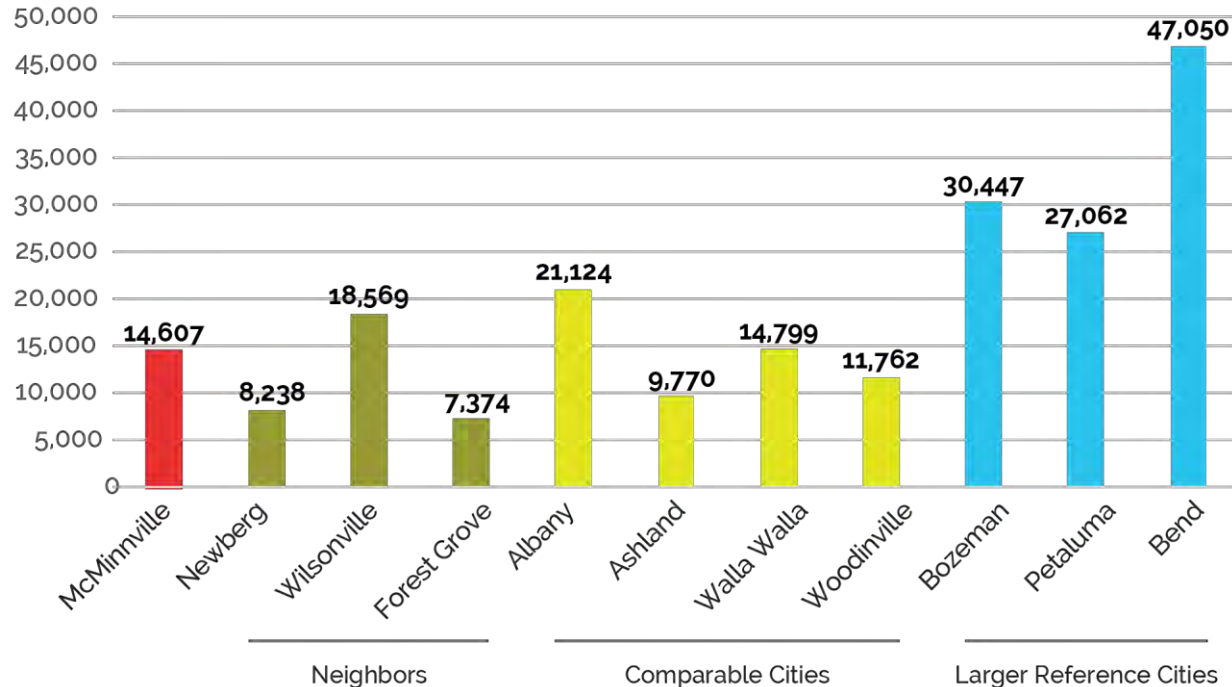
- The map represents total number of households per square mile by Census Bureau block group that are cost-burdened by housing costs.
- Because population densities are higher in cities and towns, cost-burdened households are more common in these areas.

# Employment

**FIGURE 21. TOTAL EMPLOYMENT (JOBS), CITY OF MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2015**

Source: U.S. Census Bureau LEHD, 2015; Community Attributes Inc., 2018

## Total Jobs

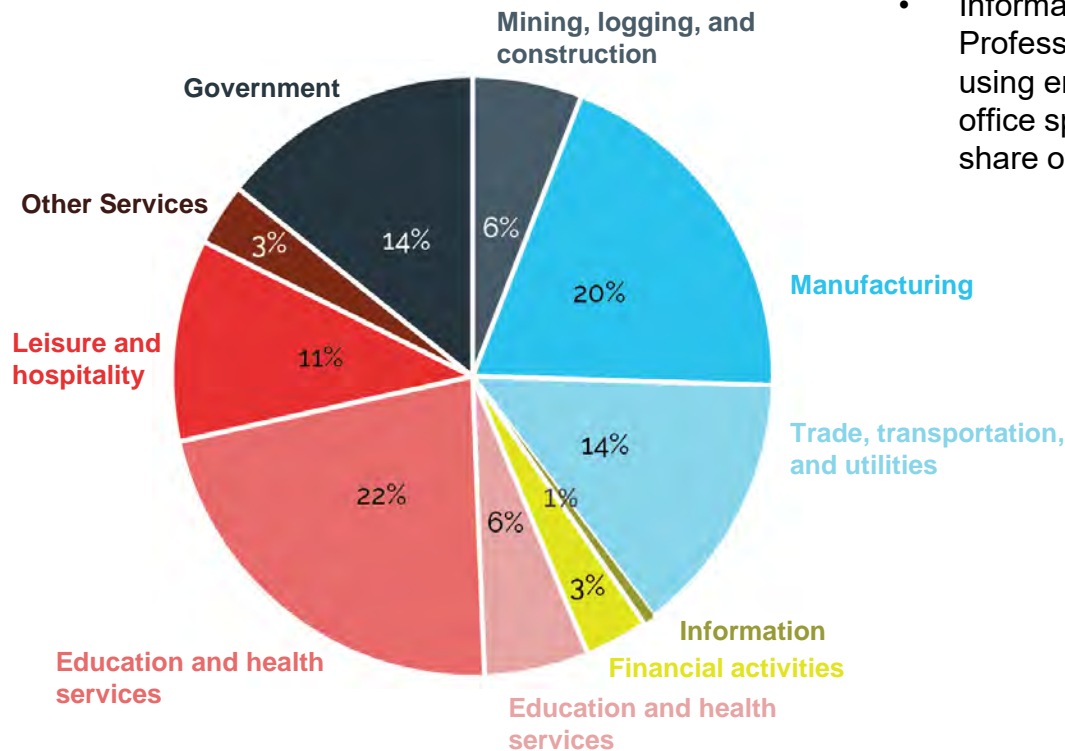


- McMinnville is the largest employment center (14,607 jobs) in the Yamhill Valley; of selected neighboring cities, only Wilsonville (18,569) has higher employment.
- McMinnville has a similar number of jobs as Walla Walla (14,799).
- All larger reference cities have a higher number of jobs.
- *2016 Oregon Employment Department data indicates that McMinnville's employment has increased to 14,951.*

# Employment

**FIGURE 22. SHARE OF EMPLOYMENT BY INDUSTRY, YAMHILL COUNTY, 2017**

Source: Oregon Employment Department, 2018; Community Attributes Inc., 2018

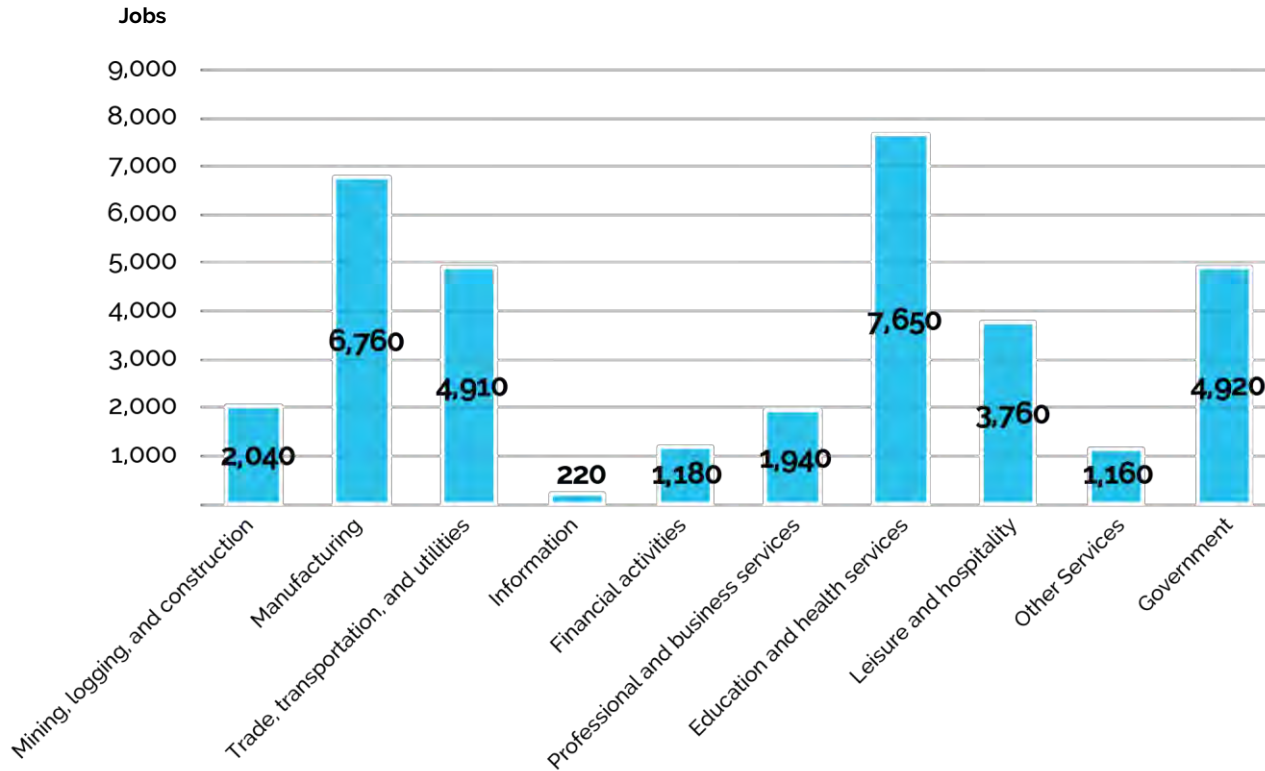


- Education and Health Services is the largest industry sector by share of employment (22%) in Yamhill County, followed by Manufacturing (20%).
- Information (1%), Financial Activities (3%), and Professional and Business Services (6%) are office-using employment and typically drive demand for office space; these sectors account for a smaller share of employment in Yamhill County.

# Employment

**FIGURE 23. ESTIMATED EMPLOYMENT BY INDUSTRY, YAMHILL COUNTY, 2017**

Source: Oregon Employment Department, 2018; Community Attributes Inc., 2018

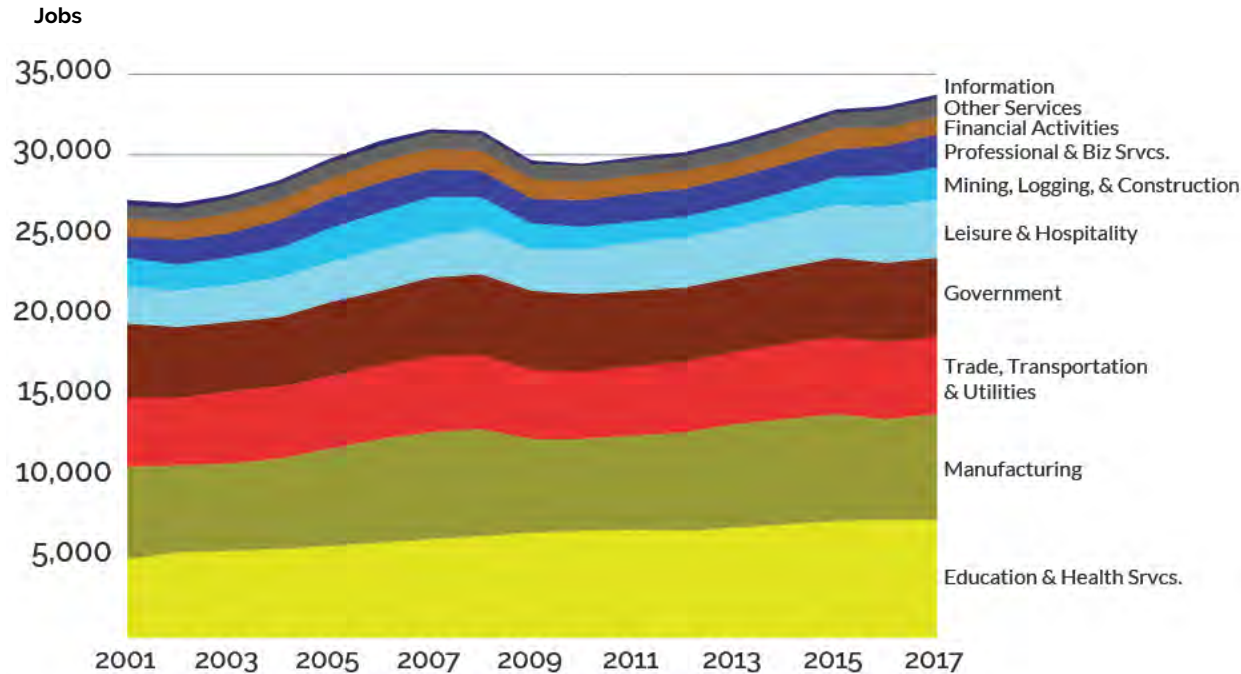


- Education and Health Services is the largest industry sector by total employment (7,650) in Yamhill County, followed by Manufacturing (6,760%).

# Employment

**FIGURE 24. HISTORICAL EMPLOYMENT BY INDUSTRY, YAMHILL COUNTY, 2001-2017**

Source: Oregon Employment Department, 2018; Community Attributes Inc., 2018

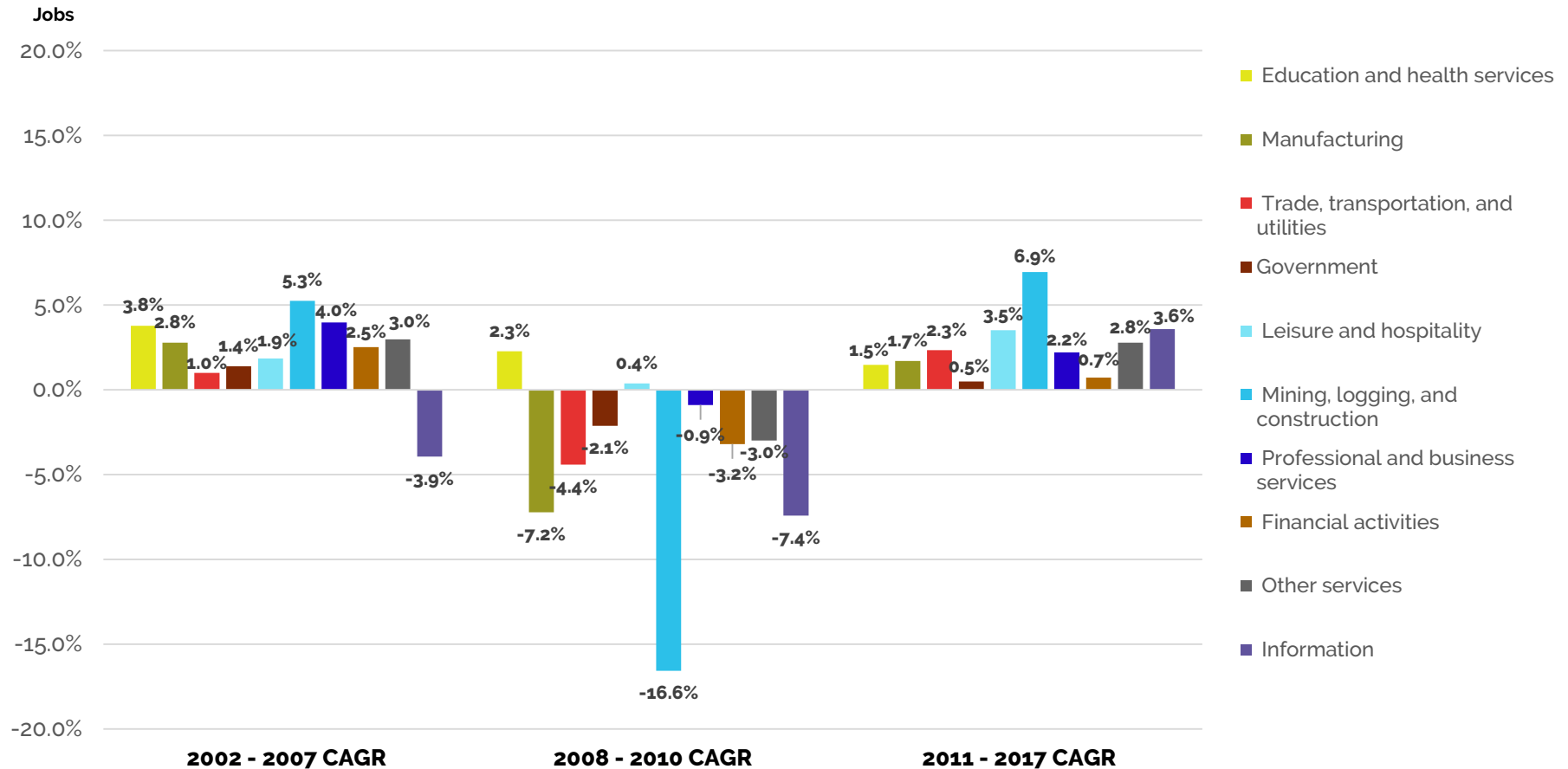


- Yamhill County's largest sector, education and health services, has grown more consistently than other industry sectors.
- Manufacturing, currently the County's second-largest sector, was the largest sector in 2001.

# Employment

**FIGURE 25. HISTORICAL EMPLOYMENT GROWTH RATES BY INDUSTRY, YAMHILL COUNTY, 2001-2017**

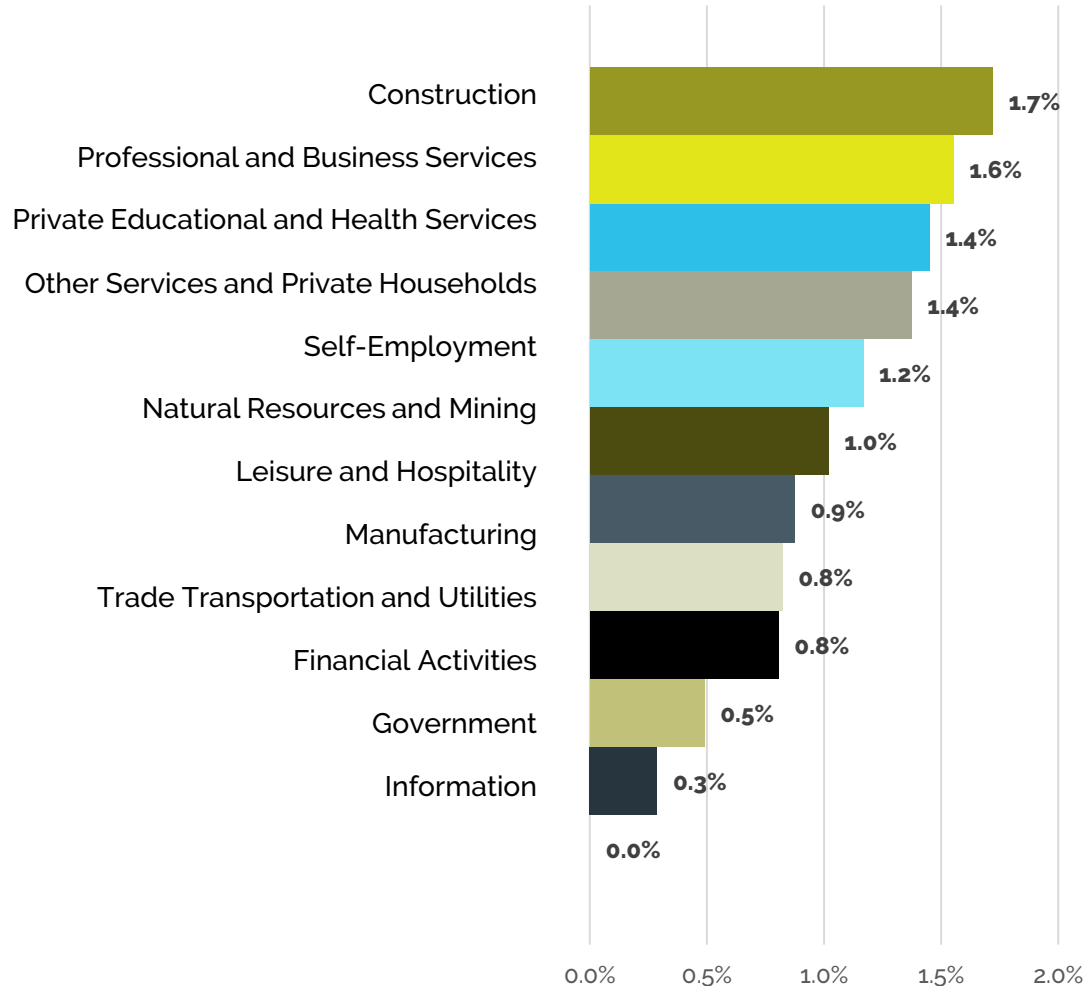
Source: Oregon Employment Department, 2018; Community Attributes Inc., 2018



# Employment

**FIGURE 26. FORECASTED EMPLOYMENT GROWTH RATE (CAGR) BY INDUSTRY, MID-VALLEY REGION, 2014-2024**

Source: Oregon Employment Department, 2016; Community Attributes Inc., 2018

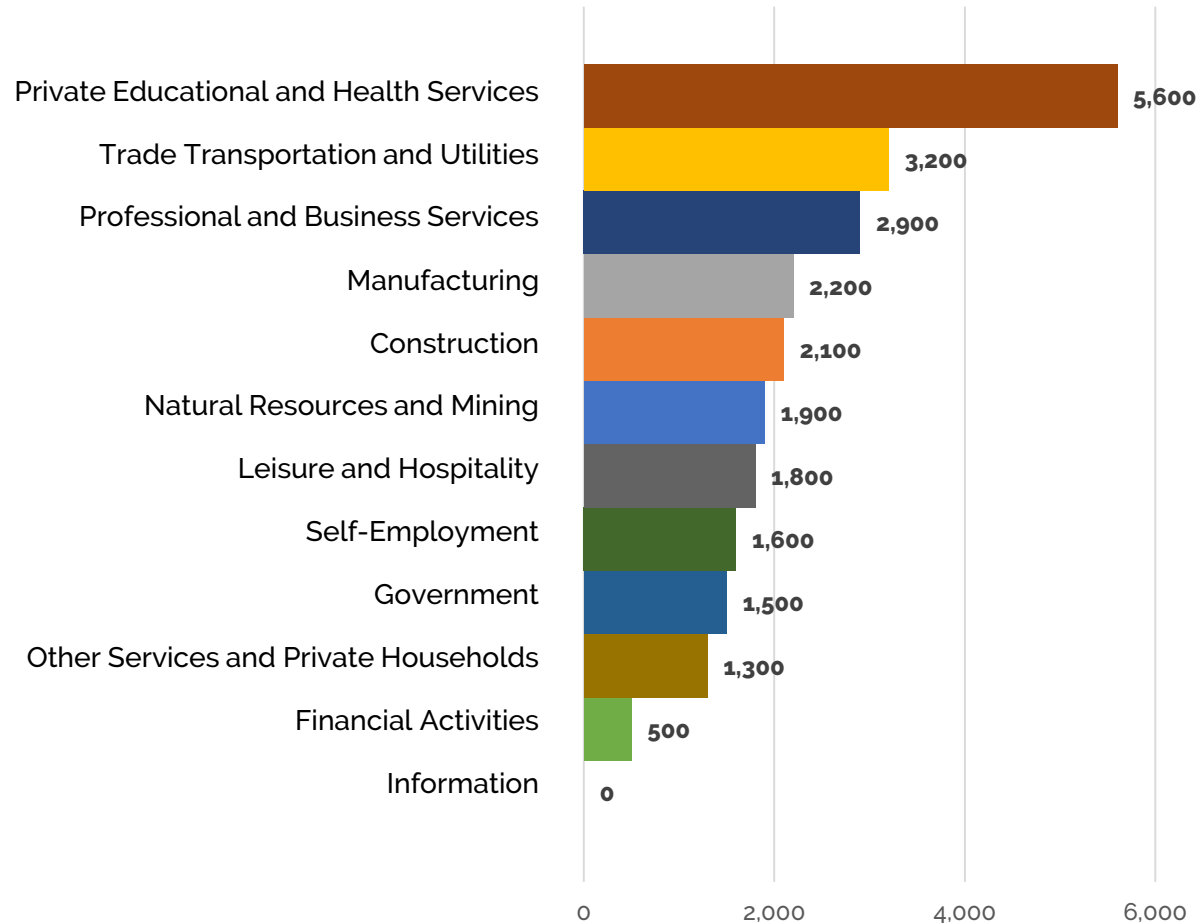


- The Mid-Valley Region includes Yamhill, Marion, Linn and Polk counties.
- Within the Mid-Valley Region, employment in construction is forecasted to grow at the fastest rate between 2014-2024 (1.72%).
- Educational and Health Services, the largest industry sector in Yamhill County in 2017, is expected to grow at an average annual rate of 1.45%.

# Employment

**FIGURE 27. FORECASTED EMPLOYMENT GROWTH (JOBS) BY INDUSTRY, MID-VALLEY REGION, 2014-2024**

Source: Oregon Employment Department, 2016; Community Attributes Inc., 2018



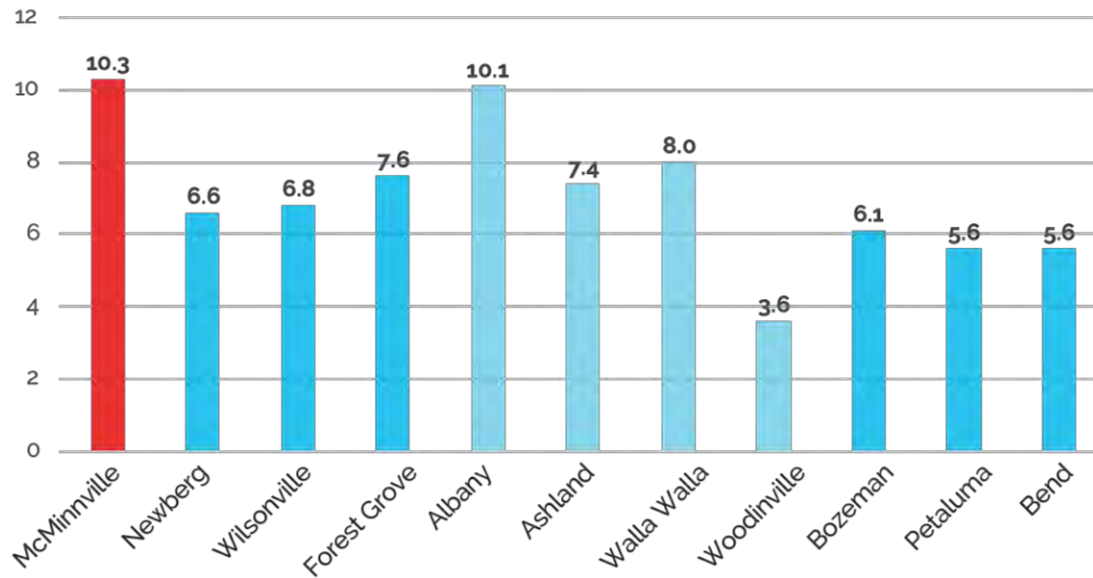
- Educational and Health Services, the largest industry sector in Yamhill County, is expected to add 5,600 jobs in the Mid-Valley Region, more than other industry sector.
- Trade, Transportation and Utilities and Manufacturing are drivers of demand for industrial space; these sectors together are expected to add 5,400 jobs in the Mid-Valley Region by 2024.

# Employment

**FIGURE 28. UNEMPLOYMENT RATE, CITY OF MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percent Unemployed



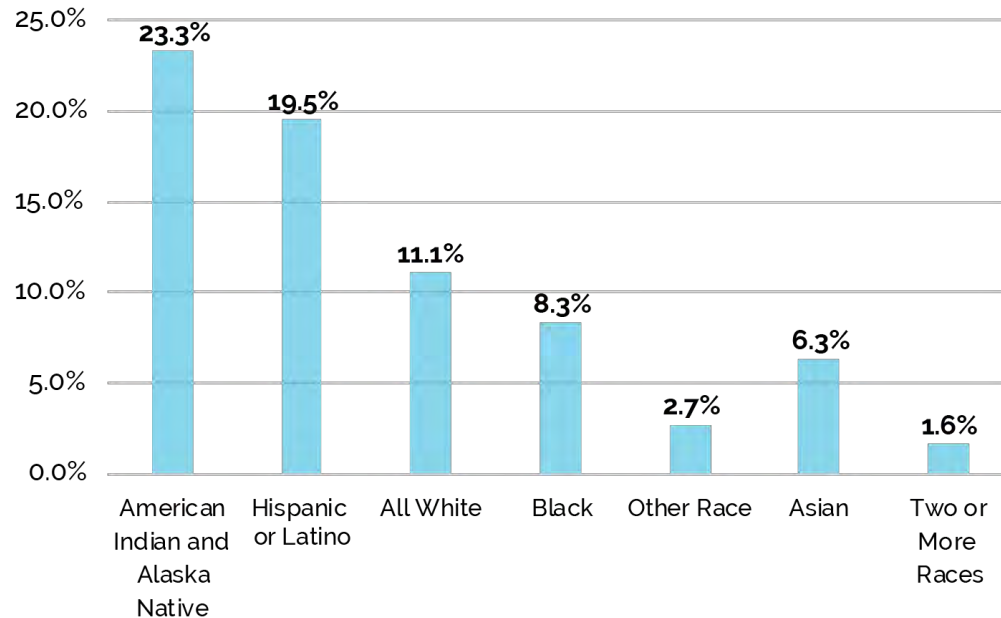
- Census data indicate that McMinnville's unemployment rate is higher than all selected comparison jurisdictions.
- *2016 Oregon Employment Department data indicates that the unemployment rate in McMinnville has fallen to 4.8%; according to DOE, the Yamhill County unemployment rate has been lower than 10% since October, 2010.*

# Employment

**FIGURE 29. UNEMPLOYMENT BY RACE OR ETHNICITY, CITY OF MCMINNVILLE, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percent Unemployed



- Unemployment rates differ by race and ethnicity in McMinnville.
- 23.3% of McMinnville's American Indian and Alaska Native workforce are unemployed and 19.5% of the City's Hispanic or Latino workforce is unemployed.

# Income and Wages

**FIGURE 30. MEDIAN HOUSEHOLD INCOME, CITY OF MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

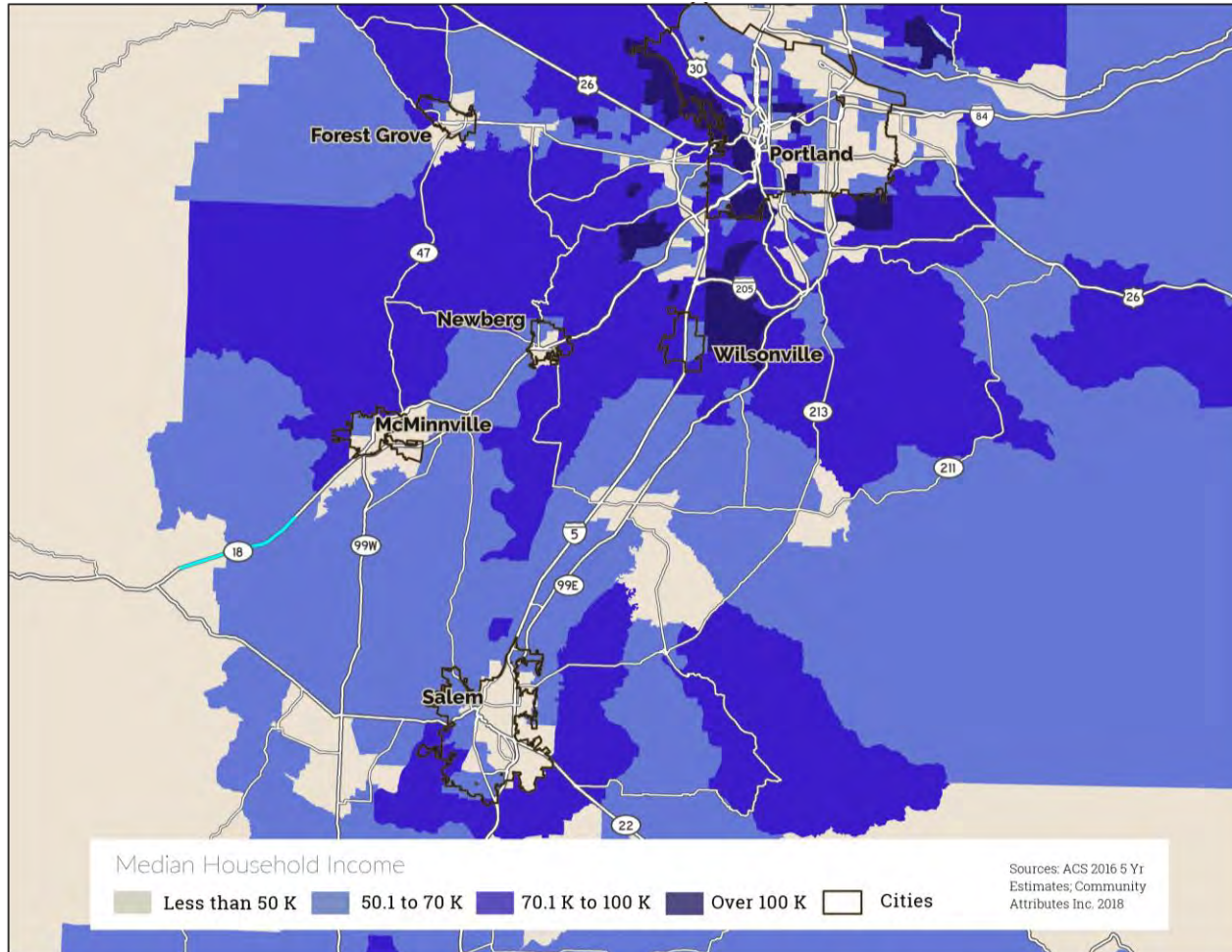
## Median Income



- McMinnville's median household income is lower than most selected comparison cities; Ashland and Walla Walla are lower.
- McMinnville's median household income is lowest among the selected neighboring cities.
- Among selected comparison cities, Woodinville and Wilsonville are closest to major metro areas and have comparatively higher median household incomes.

# Income and Wages

**FIGURE 31. MEDIAN HOUSEHOLD INCOME (MAP), PORTLAND METRO REGION, 2016**



- Median household income is higher in rural Yamhill County than in larger towns McMinnville and Newberg.
- Higher median household income levels are concentrated in the south and southwest side of the Portland metro.

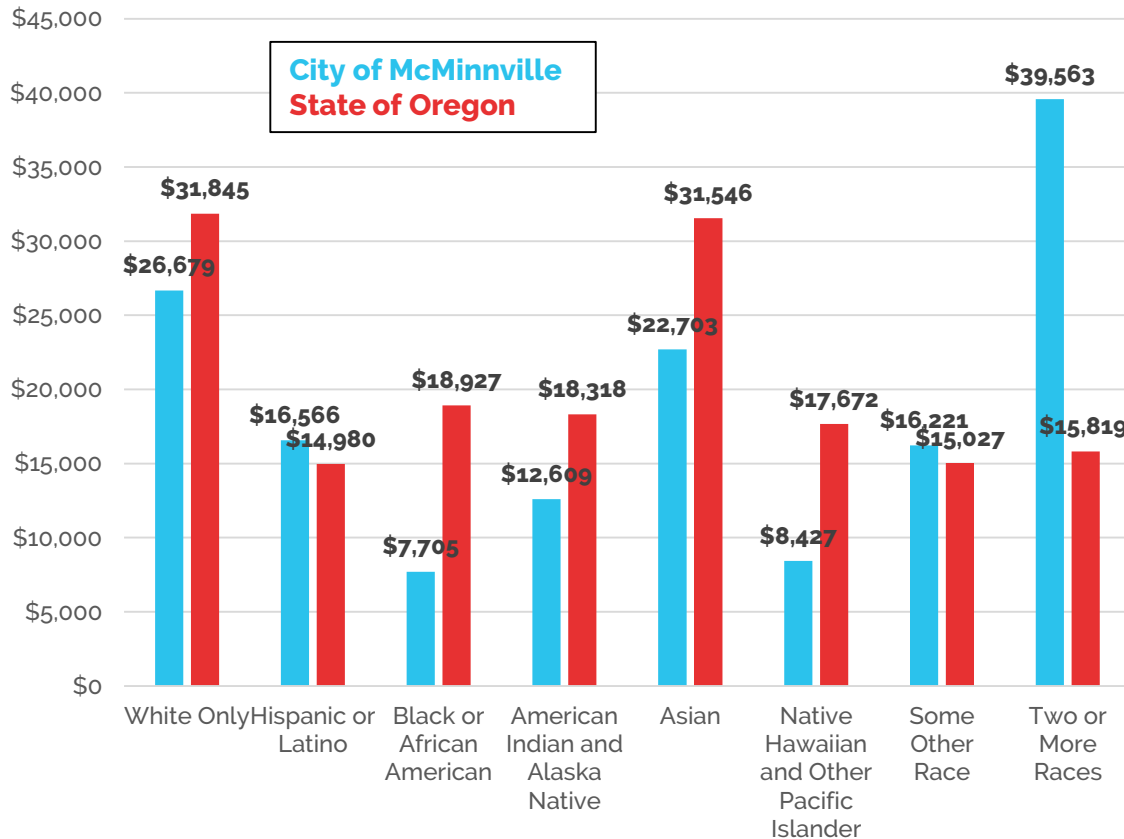
# Income and Wages

**FIGURE 32. MEAN INCOME BY RACE OR ETHNICITY, CITY OF MCMINNVILLE AND STATE OF OREGON, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Note: Races not included did not have a median income calculated for McMinnville

Median Income

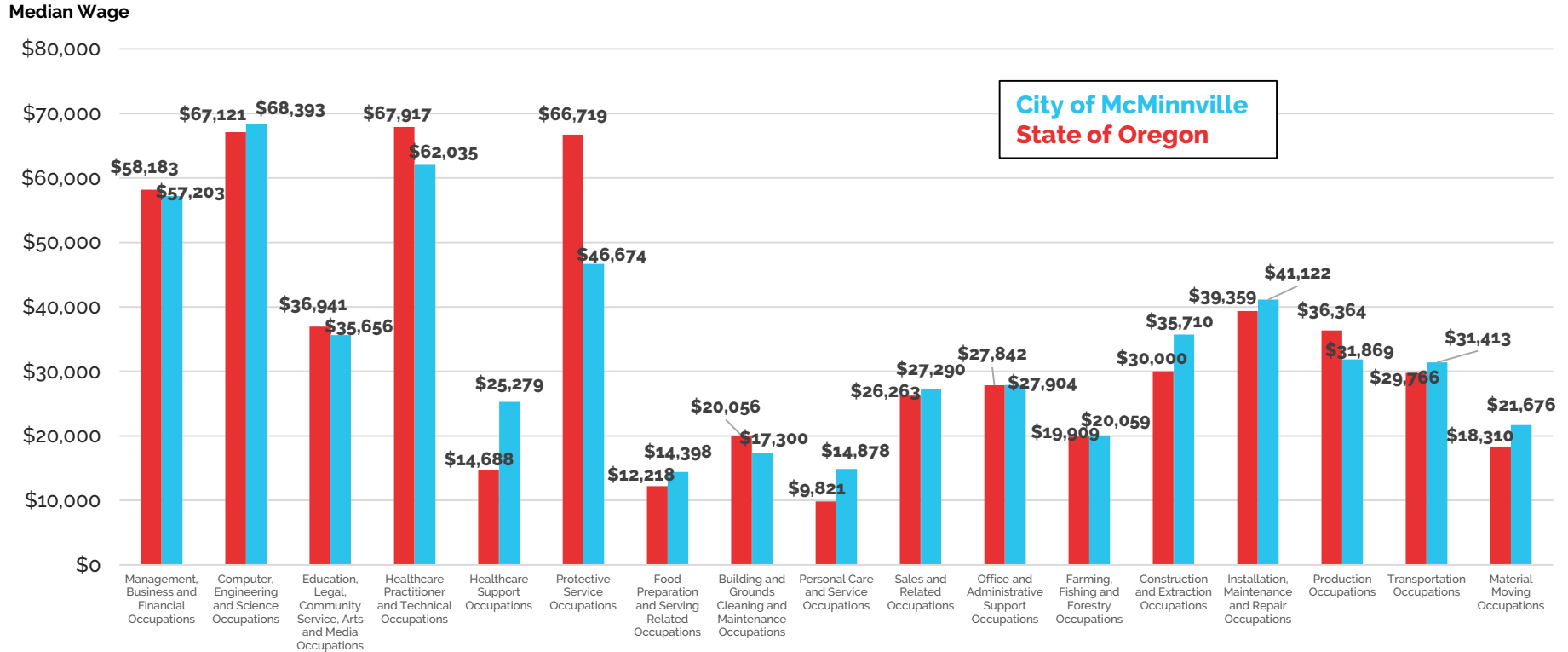


- Racial disparities exist in mean (individual) income in McMinnville.
- Mean income for Hispanic or Latino individuals (12.4% of the population) is 38% less than for White Only individuals in McMinnville, and is 53% less statewide.
- In McMinnville, mean income for all non-white individuals, except individuals characterized as two or more races, is lower than for White Only individuals. Statewide, mean income for Asian individuals is similar to White Only individuals, while other racial and ethnic categories earn less, on average.

# Income and Wages

**FIGURE 33. MEDIAN WAGE BY OCCUPATION, CITY OF MCMINNVILLE AND STATE OF OREGON, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018



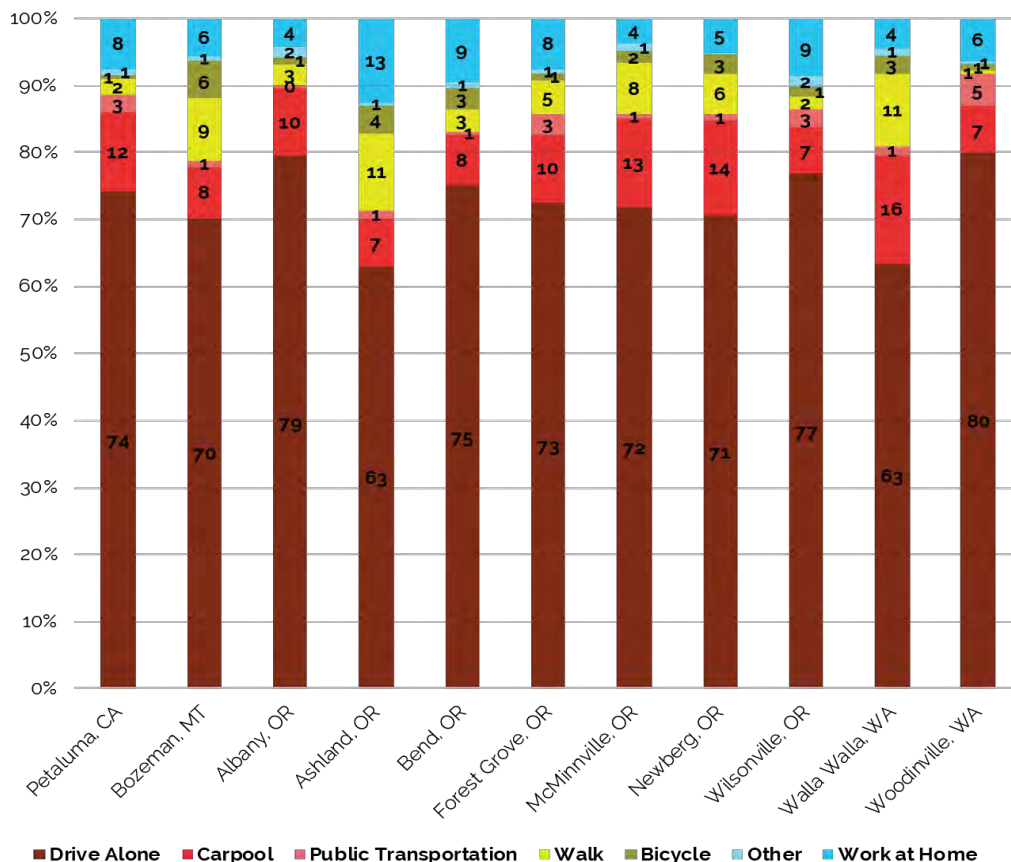
- Median wages for four occupational categories are above McMinnville's overall median household income – Management, Business and Financial Occupations, Computer Engineering and Science Occupations, Healthcare Practitioner and Technical Occupations, and Protective Service Occupations.
- Tourism-related occupations such as Food Preparation and Serving Related Occupations pay lower wages than most occupational categories.

# Transportation to Work

**FIGURE 34. MEANS OF TRANSPORTATION TO WORK, MCMINNVILLE AND SELECTED COMPARISON JURISDICTIONS, 2016**

Source: U.S. Census Bureau American Community Survey, 2016; Community Attributes Inc., 2018

Percentage of  
Workers



- 72% of McMinnville workers drive alone to work; this is similar to Newberg (71%) and lower than Forest Grove (73%) and Wilsonville (77%).
- Ashland and Walla Walla have the lowest rates of single-occupancy vehicle commuting (63%).
- 8% of McMinnville workers walk to work, higher than neighboring cities Wilsonville (2%), Forest Grove (5%) and Newberg (6%).
- 2% of McMinnville workers bike to work, more than in Forest Grove and Wilsonville (1%) but less than in Newberg (3%).
- 4% of McMinnville workers work from home, similar to Walla Walla and Albany (4%) and lower than all other selected comparison cities.

# Transportation to Work

**FIGURE 35. PLACE OF RESIDENCE FOR WORKERS IN MCMINNVILLE, 2015**

Source: U.S. Census Bureau LEHD, 2015; Community Attributes Inc., 2018

|             | 2015 Share | Change 2005-2015 |
|-------------|------------|------------------|
| McMinnville | 38.0%      | -5.6%            |
| Salem       | 4.2%       | 0.5%             |
| Portland    | 3.1%       | 0.6%             |
| Newberg     | 2.8%       | 0.2%             |
| Sheridan    | 2.3%       | 0.1%             |

**FIGURE 36. PLACE OF WORK FOR MCMINNVILLE RESIDENT WORKERS, 2015**

Source: U.S. Census Bureau LEHD, 2015; Community Attributes Inc., 2018

|             | 2015 Share | Change 2005-2015 |
|-------------|------------|------------------|
| McMinnville | 39.2%      | -3.4%            |
| Portland    | 6.4%       | 0.0%             |
| Salem       | 5.7%       | 0.9%             |
| Newberg     | 3.7%       | -0.2%            |
| Hillsboro   | 2.8%       | 0.6%             |

- A larger share of McMinnville workers and residents are commuting to or from places outside of McMinnville for work in 2015 than in 2005.
- McMinnville is the most common place of residence for workers in McMinnville (38%), and is the most common place of employment for McMinnville resident workers (39%).
- 4.2% of workers in McMinnville reside in Salem, followed by Portland (3.1%), Newberg (2.8%) and Sheridan (2.3%).
- 6.4% of McMinnville resident workers commute to Portland for work, followed by Salem (5.7%), Newberg (3.7%) and Hillsboro (2.8%).
- More workers (8,400) come to McMinnville to work from homes outside of McMinnville than leave homes in McMinnville for jobs outside McMinnville (8,000).



City of McMinnville

# ECONOMIC DEVELOPMENT STRATEGY

**SWOT Analysis**  
**May 24, 2018**

## KEY FINDINGS (FROM DATA PROFILE)

- McMinnville has **the largest population and highest employment in Yamhill County**, which positions the city as a subregional center, on the outskirts of the greater Portland region. McMinnville is expected to grow and capture more than half of projected population growth in Yamhill County in the coming years, thereby increasing its role as the commerce and population center of Yamhill County.
- For those moving to McMinnville, **most come from within Yamhill County** or other places within the State of Oregon, indicating that McMinnville is a regional draw.
- **Yamhill County's population is aging** and will continue to age; residents 65+ will account for a larger share of the population in the coming decades and will be the largest age segment by 2055.
- **The McMinnville and Yamhill County economy has balanced industry sectors**, with Educational and Medical Services, Manufacturing, Trade, Transportation and Utilities, Government, and Leisure and Hospitality each accounting for between 11% - 22% of countywide employment. McMinnville has large employers (or many employers) in each of these sectors, including Cascade Steel, Willamette Valley Medical Center, Linfield College, Yamhill County (government), and others.
- **Office-using employment, such as Professional and Business Services, Financial Activities and Information, is low**, though Professional and Business Services are expected to grow rapidly. Educational and Medical Services are expected to add the greatest number of jobs in the Mid-Valley region through 2024.
- **McMinnville's median household income is low**, with disparities by race or ethnicity and educational attainment; healthcare practitioner and technical occupations is the highest-paying occupational category in McMinnville, at \$68,000.
- **Most McMinnville residents commute to work alone in a car**. Many McMinnville residents (39%) work in McMinnville, and the most common commute destinations for residents are to Portland and Salem (12% total).
- **A lower percentage of McMinnville residents obtain a bachelor's degree or higher**; educational attainment lags relative to the region.
- **Housing affordability is a challenge, as it is throughout the greater Portland region**. Housing costs are not more burdensome than in many other communities throughout the region.
- **McMinnville's poverty rate is relatively high at 20%**, but poverty varies across family types, race or ethnicity, and educational attainment. In McMinnville, more than half of single mothers and one-quarter of all families with children are in poverty; one-third of Hispanic or Latino individuals are in poverty and one-third of individuals with less than a high school diploma live in poverty.

## STRENGTHS

- **High quality of life** to boast about and attract investment
- Strong, widely-recognized **downtown**
- **Robust wine and tourism economy**, as well as cultural (e.g. Air and Space Museum) and recreational amenities that bring visitors
- **Well known regionally and nationally** as a destination for wine and food, with some supporting tourist assets
- **Balanced employment across industry sectors**
- Presence and involvement of **postsecondary educational institutions** (Linfield College and Chemeketa Community College)
- **Location advantages:**
  - Good location in proximity to major metro area
  - High quality soils in surrounding areas, climate suited for agriculture
  - Natural environment assets nearby, including Yamhill River, access to the ocean and mountains
- **Inexpensive power and water**, with sustainable sources
- **Major infrastructure assets:** major highways, freight rail, airport
- Various **parks and recreational assets**
- **Positive business climate** perceptions and a sense of **civic leadership**

## **WEAKNESSES**

- Relatively low educational attainment
- A limited labor pool for local companies and those looking to relocate
- Difficult access to and from I-5 and no near-term possibility of a more direct connection
- End-of-the-line location for wine country visitors coming from the Portland area
- Lack of housing options
- Low levels of professional and office-using employment
- Comparatively high poverty rates and low median household income

## OPPORTUNITIES

- **Proximity to Portland** allows McMinnville to capitalize on urban infrastructure and amenities
- **Local airport** has comparative advantages over other regional airports
- **Highway 99 bypass**: future completion will improve access to McMinnville
- A stronger framework for **regional collaboration**, improved opportunity in surrounding communities
- Opportunity sites for **new downtown development**
  - New housing development – **higher density**, diversity of types, live-work units
- Improved connections to the **University of Oregon and Oregon State University**
- **Stronger branding and improved gateways** into McMinnville
- **Innovation in agriculture and food systems**,
  - Wine-oriented makerspace
  - Food hub
  - \$6M gift to **Linfield College's wine program**
  - Expanded **culinary and craft beverage** retail offerings
- **Better use of recreational assets**
  - Creating new trails
  - Hosting tournaments and events
  - Improvements to the Community Center and pool
  - **Bike tourism**, improved and expanded bike routes

## OPPORTUNITIES (CONT'D)

- Clustering around major **high-tech employers** like TTR, Northwest UAV and Northwest Rapid Manufacturing
- Increased **apprenticeship** (and similar) programs for trade-oriented occupations
- **Telecommuting** to jobs in larger cities, development of a **co-working space**
- **Conference space** for different sized groups; improved **hospitality** options

## THREATS

- **Limited land availability** for residential, commercial and industrial development
- **Regulatory challenges** associated with UGB expansion
- Worsening **housing affordability**
- **Brain drain** due to local graduates leaving for other job markets
- Absorption of projected growth without detrimental **impacts to character, congestion, affordability**
- Future **oversaturation of wine/tourism** and increasing concentration of **low-wage service industry jobs**
- Need to find a sustainable solution to **homelessness**
- Future impacts of **climate change** on agriculture and related industries, including tourism

# Mac-Town 2032

## Economic Development Strategy Focus Group Findings

March 14, 2018

### FOCUS GROUP NO. 1

#### Assets:

- **Diversified employer base** with high-tech Northwest Rapid Manufacturing on the one hand and Cascade Steel on the other
- **Low-cost, almost 100% renewable power**, among the cheapest in the country; public control of the water/watershed provides long-term certainty in the face of resource constraints and drought
- Existing talent base, particularly in the wake of Evergreen's closure, though larger metros compete for talent regionally
- High **quality of life** aids talent-attraction: "we are what your talent looks for"
- **Linfield College**, one of the Wall Street Journal's best in the West, solid academics, good athletics; some students come because McMinnville is perceived as a safe, small-town atmosphere for college
- **Wineries, traditional agriculture and nurseries**, though wine creates a lot of service industry jobs and we need a better economic base than that; McMinnville and Newberg are hubs for wine, though Newberg has a lot of retail and McMinnville is stronger on the supply side
- Our **airport** and its tenants; light industrial base
- **Cheap power, water**; water availability has perhaps not been fully appreciated by water-intensive industries like craft brewing
- **Insulated a bit from the Portland metro** in that it's too long to commute—also creates challenges
- Some recent projects have been big successes:
  - **Granary District** with recent federal funding
  - Partial completion of the **Highway 99 bypass**, which benefits other communities too, but cuts travel time to/from Portland—needs to be completed
- The **airport** supports a broad range of industries:
  - Wine – through private travel, particularly to/from California (e.g. Jackson family)
  - Industry – such as Northwest UAV
  - Training – visitors for training on aircraft/helicopters from as far away as China

- The airport also has advantages over other regional airports:
  - Runway is longer than at Aurora State Airport
  - McMinnville's airport has an instrument landing system (ILS) that facilitates landing during inclement weather or poor visibility

## Challenges:

- **Constrained land supply** is a big one, and the problem of **UGB expansion is “high-centered” in the Mid-Valley** because the cities are bursting at the seams, but the region has prime farmland that needs protection; there is little land left to accommodate housing growth and **very little industrial land**—what is available will be exhausted within a 15-year timeframe
- **Housing** is a particular challenge for young people due to cost and availability, and the UGB is critical to preserve the farmland that enables wine and agriculture; expanding residential capacity involves finding lower-value land, which often requires a larger investment in infrastructure, thereby driving up the cost to build and putting pressure on builders to offer a higher-priced product
- McMinnville is the small town that a lot of “other towns want to be when they grow up”, but that also produces some “**McMinnville envy**”, which can make regional collaboration challenging
- Young talent tends to leave; we need to give young people a reason to stay or to come back after leaving temporarily
- Evergreen's departure has more or less played out, but the last building just sold, so there's an enduring economic impact
- **Housing affordability**, particularly for recent college graduates; quality of life amenities make McMinnville a “slam dunk” for adults in their 30s with young families, but “this is a tough place to be single in your 20s”
- Much of our young talent leaves after high school/college graduation and we face a bit of a **brain drain**
- Bridge into town on Highway 18 needs to be replaced
- There is a lot of competition for companies fleeing California, making that a difficult niche; Reno, for example, is doing everything it can to capture this market

## Opportunities:

- Cluster companies around key **high-tech employers** like TTR, Northwest UAV and Northwest Rapid Manufacturing
- Recruit companies relocating from California for improved employee quality of life
- **Improve regional connectivity**: it is unlikely that McMinnville will “win the land wars” given the presence of high-dollar agriculture operations and the prominence of wine, but the regional perspective—how

communities can work together despite the physical space between them—offers opportunities to grow sustainably with the County or a defined job or commute-shed

- **Be proactive about growth and density**; either we pull up the draw bridge or we find ways to grow well
- Better leverage the airport
- Support and encourage the air and space museum, which is a national attraction
- Attract clean, **high-tech, high-wage jobs** that create a high-value product with a light footprint; example of a knife company (Ferrum?) that relocated from California and brought the skilled workforce with them
- Get more involved with the County to create a stronger regional presence; leverage County institutions to find **regional solutions to local problems**
- Continue to grow and **improve our downtown core**
- New **medium and high-density housing development**, particularly to satisfy the market demand from retirees, but also, secondarily, to market to young people and potentially second home owners
- Leverage the **\$6M gift to Linfield's wine program** to spur innovation

## FOCUS GROUP NO. 2

### Assets:

- **Air and space museum**
- **Leisure activities**, especially wine; “I see this as Bend back when I moved to Bend, with the leisure activities in place of outdoor recreation.”
- **Water park** is tremendously underleveraged as a family destination; people from Portland likely drive two or three hours up to Great Wolf Lodge for a similar experience
- **City leadership, business-friendly environment:** RNH Construction, through work on the Atticus Hotel, says working with the City has been amazing; Bend offers the opposite experience
- **Excellent food scene**, particularly for a community this size; tremendous restaurants, significant catering business due in part to weddings at wineries

### Challenges:

- From a hospitality/visitation standpoint, about 50% of a hotel’s business comes from leisure and about 50% from **corporate/business travel**, so filling the weeknights and securing the corporate/business travel portion is a challenge; the leisure portion will take care of itself
- Town is land-constrained, and **affordable/workforce housing** is a legitimate issue
- Sometimes we can be too focused on downtown, and we need to ensure that we develop assets throughout the community
- **Parking** can be an issue downtown; some spots are locked up by daytime employees, but these spots should turn over regularly
- Yamhill County offices downtown may not be the highest and best use of that land
- **Transportation challenges** in capturing business from Portland; McMinnville is the end of the line coming out from Portland and the trip asks visitors to stop frequently at stoplights
- We need a **sustainable solution to homelessness**, and the clustering of service providers in and around downtown magnifies the issue
- Labor is a challenge, but it’s a challenge everywhere for this industry

### Opportunities:

- **Improved hospitality offerings:**

- Higher-end products: prior to opening Atticus, the Allison in Newberg was the only high-end lodging in the valley, with everything else in the two- or three-star range
  - Convention center/meeting space, as well as space for smaller groups, maybe 25-30 people, seems to be a gap in our offerings
- There is huge demand for **higher-density housing**, especially near downtown
- Sustaining and maintaining **historic character** is really important, and good design guidelines are necessary to ensure high-quality development
- **Craft beverage expansion**: wine is more or less self-propagating, but there are opportunities in spin-offs like distilling, cider-making, brewing; this town could support more in the drinking spinoff vein

## FOCUS GROUP NO. 3

### Assets:

- Lots of existing **agricultural activity, diversified crops**, 274 different crops grown in Oregon and many can be found in the valley (olives, blueberries, grapes, apples, prunes, hazelnuts, Christmas trees, grass seed, etc.)
- Extremely lucky to have **Mac Power and Light**
- **Linfield**, which is being used more and more to create wine and agriculture-related possibility; Center for Wine Education received significant grant
- Wine is an anchor here, but we're **not a monoculture**, and that's important; Napa's problem was/is that it is only about wine
- Land availability for agriculture and grape cultivation: there are thousands of acres available and a lot of Class 4 soil able to grow good grapes, other crops

### Challenges:

- **Climate change**, which could fundamentally alter what and how we grow in the valley
- Corporate intrusion into agriculture/farmland
- Urban draw for wine is weak, because when vineyards are also present, people choose to visit the vineyards over the urban tasting rooms
- Possible over-saturation of tasting rooms on Third Street; not enough traffic to support all of them
- **Market penetration/knowledge of product** for Yamhill Valley/Oregon wine is still a challenge
- Shoulder season creates adversity for wineries
- Perceived **short-sightedness of OSU**; they have the potential to be a great partner but finding the right people there is challenging, and Extension may not be well-supported at the state level
- McMinnville could use a **stronger brand**, and better alignment of development and improvements with that brand
- Increasing traffic, affordability challenges all could dilute McMinnville's quality of life in the future

## Opportunities:

- Yamhill County and McMinnville could be a leader in the **production, processing and value-add** segments for agricultural products; potential role in **R&D**: “agriculture is not just soil, it’s labs, it’s science-based; the cannabis industry offers opportunities.”
- Creation of a **year-round indoor farmer’s market or food hub**
- Soil and Water Conservation District has 174 acres within the UGB to be used in support of urban agriculture
- Mixed-use and light industrial potential on **Lafayette**
- “It would be interesting to use our **rail**; we have it, but don’t use it.”
- Get more involved with **OSU’s Small Farms Department and Food Innovation Center**
- Better leverage **Yamhill Soil and Water**, which owns or manages over 3,000 acres in Yamhill County
- We need a space for entrepreneurial food people to develop new and innovative food products and projects and pursue value-add opportunities
- **Wine-oriented makerspace** would be very useful; more R&D across all agriculture activities; Stellenbosch, South Africa and Regua, Portugal offer examples of wine incubators or collective spaces for winemaking
- **Better food, lodging** would benefit us, because we’re just a little too far from Portland to be a comfortable day trip, and that’s why people often stop in Dundee or Newberg; the people we want to draw have higher expectations for food and lodging
- The growth curve for wine here is steep but flattening; there’s still more opportunity here than in any of the other major wine regions of the world
- Find ways to ensure that the people that work the vineyards can continue to live here, because they tend to be a younger, more diverse demographic that creates demand for food, nightlife, concerts, galleries, etc. and this is how we avoid becoming a monoculture; affordable housing is a critical component in this equation
- Room for growth in diversified light industrial, companies that provide support, supplies, equipment repairs, etc. for wine and agriculture
- Tie Linfield’s Center for Wine Education into hospitality/tourism programs at larger universities
- Focus on smaller vineyards – the average around McMinnville is six acres, versus 212 acres in Washington; we must make small agriculture work well
- Lots of opportunity for **bike routes, bike tourism**, or a wine bike route that caters to a totally different segment of visitor  
City or County could/should **hire a resource officer** that helps with grant writing, understands funding sources, and facilitates innovation in agriculture and other industry sectors

## FOCUS GROUP NO. 4

### Assets:

- **Cheap power**, part of the reason why McMinnville is here
- **Chemeketa** is a huge asset and can be better leveraged
- **Small-town character**, family atmosphere is part of the reason why some businesses locate in McMinnville; in some cases, it's a good fit for the company culture
- **Attractive location** from a quality of life standpoint, not many places balance access to the coast, the mountains and a major metro the way McMinnville does
- Nice **downtown** and high-end restaurants can add value for businesses, as they offer places to entertain clients from out of town

### Challenges:

- Access to the I-5 corridor, **logistics and transportation** are an enduring challenge
- Dependence on California to some extent for market demand for products, construction in California is a boon for our industrial segment, but it can be cyclical
- **Workforce availability for trades is crisis-level**; it is extremely difficult to find even entry-level people with a little bit of training or exposure, electrical and millwright are scarce; also need "soft skills" for manufacturing and fabrication because we can teach some of the technical skills, like welding
- **Housing** is an issue, especially for younger employees
- Denser housing types may cater more to people from out of town; a lot of our workforce, especially if they are from McMinnville or surrounding communities, want a detached home with a small yard
- Limited middle-of-the-road options for dining out can be a quality of life issue and can increase some affordability tension
- **Oversaturation of tasting rooms on Third Street** can make downtown feel less welcoming to some
- **Communication and coordination with the business community** is lagging; some regulations don't seem to account for business perspectives, and business owners wish they had a more consistent seat at the table

- There is anecdotal evidence of **limited industrial land supply**; there's not a lot of quality office space available, and this could constrain the growth of fast-growing companies
- **Infrastructure isn't keep up with growth**; roads to serve new residential development seem to be a second thought

## Opportunities:

- Large grant to the School District for middle school trades, excellent fabrication and manufacturing program at the high school
- Opportunity to ramp up **apprenticeship programs** at major employers (Cascade Steel has about 15 apprentices right now); other non-traditional models such as from Solid Form, which created an endowment and a volunteer program for employees to get instruction and information about career pathways into secondary schools, or from OnlineNW, which entered a revenue-sharing agreement with local schools
- Wine can seed some metalworking and fabrication, as it creates a need for custom pieces
- **Invest in Willamina, Dayton**, etc. to ensure a broad spectrum of affordability regionally, so that our workforce can afford to live comfortably across the wage spectrum, even if not in McMinnville
- Adequately teach and train people skills and other **soft skills**, because a lot of the technical skills are teachable upon employment

## McMinnville Idea Map Comments

| Address  | Type of Comment                   | Comments   | Type of User               |
|--|-----------------------------------|--|----------------------------|
| Southeast 3 Mile Lane, Southeast Three Mile Lane, McMinnville, 97128 | Transportation and Infrastructure | I'd love to see an amazing arch or elaborate sign welcoming people to town as they cross the bridge  | None                       |
| Southeast Stratus Avenue, McMinnville, 97128                         | Business and Industry             | Bring Costco to McMinnville!   | Resident                   |
| Joe Dancer Park Trail, McMinnville, 97128                            | Quality of Life                   | Duck Pond  | Resident                   |
| Southeast Lever Street, McMinnville, 97128                           | Tourism                           | The Hewlett Packard trail at Linfield College would be a great place for fitness equipment. People could walk the trail and stop at intervals to use the equipment for pull ups, sit up, etc. on the outdoor exercise equipment.   | Resident                   |
| Joe Dancer Park Trail, McMinnville, 97128                            | Tourism                           | Please create a river walk path along the river.   | Resident                   |
| 200-298 Northwest Adams Street, McMinnville, 97128                   | Build this Here                   | I'd like to see a grander entry into City Park (like a monument or gateway, and a a crosswalk on Adams St. to safely move pedestrians to and from City Park.   | Resident                   |
| 103 Southeast Baker Street, McMinnville, 97128                       | Build this Here                   | I would love to see more co-work spaces like WeWork. Freelancing is going to become a trend in the next few years. Let's start now to encourage the growth.  | Resident                   |
| 1900-1940 Southeast Nehemiah Lane, McMinnville, 97128                | Transportation and Infrastructure | The new bridge from 18 to 3rd Street should reflect our community - add art/cool signage. It's a gateway to our community - it should tell our story.  | Resident                   |
| 3790 Southeast Cirrus Avenue, McMinnville, 97128                     | Business and Industry             | Our airport has great potential - could we support a world class aviation business park? Yes - leverage KJW and other corporate travel and tourist activity.   | Resident                   |
| 500 Northeast Captain Michael King Smith Way, McMinnville, 97128     | Tourism                           | Connect Evergreen to Joe Dancer park with a walking/biking trail.  | Resident                   |
| 601-699 Southeast Davis Street, McMinnville, 97128                   | Transportation and Infrastructure | Improve Davis Street with better sidewalks and lighting linking our downtown to Linfield in a better manner.   | Resident                   |
| 105 Northeast 4th Street, McMinnville, 97128                         | Business and Industry             | Recruitment WeWork - from their website - 'When we started WeWork in 2010, we wanted to build more than beautiful, shared office spaces. We wanted to build a community. A place you join as an individual, 'me', but where you become part of a greater 'we'. A place where we're redefining success measured by personal fulfillment, not just the bottom line. Community is our catalyst.'  | None                       |
| 3255 Northeast Cumulus Avenue, McMinnville, 97128                    | Workforce and Skills              | Create opportunity for business and education to connect - maybe industry specific programs at college or high school.   | Business Owner or Employer |
| 1955 Northeast Cumulus Avenue, McMinnville, 97128                    | Transportation and Infrastructure | Update the Three Mile Lane bridge. It is a gateway to downtown McMinnville.  | Resident                   |
| 3685 Southeast Three Mile Lane, McMinnville, 97128                   | Business and Industry             | Conference space that can accommodate more than 300.   | Business Owner or Employer |
| 2243-2261 Kauer Drive, McMinnville, 97128                            | Housing                           | Affordable housing for employees making minimum wage. Tech jobs pay well, but we have many residents making minimum wage with little in the way of affordable housing.   | Business Owner or Employer |
| Pioneer Way, McMinnville, 97128                                      | Housing                           | More student housing on Linfield campus.   | Business Owner or Employer |
| 555 NE 3rd St, McMinnville, OR 97128, USA                            | Build this Here                   | Make all of Third Street in the distinct downtown section pedestrians only. Cover the street in pavers or differentiate by a paint color/pole blocks etc. Burlington, VT has a great example of this working well ( <a href="https://www.churchstmarketplace.com/">https://www.churchstmarketplace.com/</a> ). Parking is still available on the outskirts, and this would improve walkability of the City, as well as encourage more people to walk and bike rather than drive. Other benefits would include safety of pedestrians downtown, improved congestion of cars in this area, encouragement of socialization while downtown, and even fluidity of pedestrian walkways carrying over across town once Alpine Ave is finished! | Resident                   |
| Baker Creek Rd, McMinnville, OR 97128, USA                           | Quality of Life                   | Extend the Westside Bicycle/Pedestrian Greenway. This is a great path for running, but I'd love to see it extended further! Connect to nearby trails or parks, extend into undeveloped field, etc. lots of separated opportunity for recreation around here-- we're just missing one quality long trail!   | Resident                   |
| 319 Southwest Jasmine Court, McMinnville, 97128                      | Housing                           | Affordable housing is a growing problem. I want my employees to be able to live and work in McMinnville. I don't want people to have to drive from other communities to work here.   | Business Owner or Employer |
| 150-198 Northwest Park Drive, McMinnville, 97128                     | Transportation and Infrastructure | More bike trails! Let's make McMinnville a city that is known for its bike friendly community. More bike lanes on streets. More bike racks for people to lock their bikes safely.  | Resident                   |
| 715 Northeast Galloway Street, McMinnville, 97128                    | Tourism                           | Create and arts center. Someplace where artists can have studios that is affordable. We need more diversity than simply wine and tourism. Visual art add multiple dimensions to how people engage with the world around them. We can all benefit from more art in our lives.   | Resident                   |

|  |                                   |  |                            |
|--|-----------------------------------|--|----------------------------|
| 600 Northeast Evans Street, McMinnville, 97128                   | Quality of Life                   | Both the Community Center and the Pool need to be updated. We should either join the two together, or update them to provide a larger variety of services; especially the Community Center (this would be a priority).   | Resident                   |
| Northwest Pinehurst Drive, McMinnville, 97128                    | Quality of Life                   | Neighborhood gathering spaces scattered around town that residents can rent/book for parties, kids/families can gather to play games, people can pick up books from the library, etc. Maybe adjacent to already existing parks? Perhaps these could also serve as additional substations for an ambulance, if needed. This would allow neighborhoods to have a gathering space and maintain some of the small-town feel that people like, while McMinnville grows around them.   | Resident                   |
| 138 NW Park Dr, McMinnville, OR 97128, USA                       | Tourism                           | We love the swimming pool and its staff but the building needs improvement-its showing its age.  | Resident                   |
| Airport Park McMinnville, OR 97128, USA                          | Transportation and Infrastructure | It would be great to have some reliable public transportation to PDX from McMinnville.   | Resident                   |
| NW Park Dr, McMinnville, OR 97128, USA                           | Tourism                           | Maybe an outdoor stage for concerts in the park, Shakespeare in the park, etc.   | Resident                   |
| 2500 Northeast Orchard Avenue, McMinnville, 97128                | Tourism                           | Improve/Add sidewalks on Orchard Ave and throughout Industrial Park to Joe Dancer... connecting Wortman Park to Joe Dancer for walking/biking/etc.   | Resident                   |
| Joe Dancer Park Trail, McMinnville, 97128                        | Tourism                           | Improve/build access to river at Joe Dancer... dock? kayaking, fishing?  | Resident                   |
| 17370 Northeast Courtney Road, McMinnville, 97128                | Build this Here                   | Additions to Joe Dancer: restroom facility, snack shack/picnic pavilion AND awnings/covers for baseball dugouts  | Resident                   |
| Northeast 12th Avenue, McMinnville, 97128                        | Build this Here                   | complete Alpine (street/sidewalk) up to 13th   | Resident                   |
| 510 Northeast Captain Michael King Smith Way, McMinnville, 97128 | Build this Here                   | Build Indoor Sports complex... soccer, event use, etc.   | Resident                   |
| 1625 Southeast Brooks Street, McMinnville, 97128                 | Build this Here                   | Build outdoor amphitheater for summer concerts/plays/entertainment   | Resident                   |
| 3790 Southeast Cirrus Avenue, McMinnville, 97128                 | Business and Industry             | Commuter Airline? McMinnville to Bend/Oakland/Seattle?   | Resident                   |
| NE Riverside Dr, McMinnville, OR 97128, USA                      | Business and Industry             | McMinnville has food production businesses like Betty Lou's and Diane's, but it seems like we would be an attractive location for more businesses in this vein, particularly those with gourmet products that feel like good companions for the wine industry. Charcuterie companies, cheese companies, etc  | Business Owner or Employer |
| NE Riverside Dr, McMinnville, OR 97128, USA                      | Tourism                           | Add am amphitheater to lower city park. It's such a beautiful place, but under utilized by the community. Making the lower park a music venue would contribute in a positive way to the lives of locals, and if inappropriate entity managed it, we could bring bands to town that would increase tourism.To this end, the City needs to also allow permits for special events in our parks which allow for alcohol service. Carlton has done this with great success. Why aren't we fully utilizing these lovely spaces to bring events to town/host local events that have alcohol? The city is WAY behind the times on this one.  | Resident                   |
| NE Riverside Dr, McMinnville, OR 97128, USA                      | Tourism                           | The City needs to work with the board at Michelbook to find progressive ways to make the club more sustainable for the long term. It's a ticking time bomb financially--what will happen when it's no longer sustainable by a dwindling membership? Michelbook takes up a HUGE portion of land in our community, and provides a service to a tiny population. The board of directors needs to take loans if necessary to invest in infrastructure like an outdoor swimming pool and supplement their income with a surge in younger members, plus allowing access to the pool with a cost of admission. It was amazing when the City park had an outside pool in McMinnville--and Carlton is lucky to still have one--but Michelbook could solve a problem for themselves and add value to the community with this investment. From a broader standpoint though, the City should have the long term financial health of Michelbook on their radar. | Resident                   |
| Northeast Cows Street, McMinnville, 97128                        | Business and Industry             | Keep the downtown viable for business by providing diversity in opportunity, reasonable tax rates and adequate parking for customers and employees.  | Business Owner or Employer |
| McMinnville, OR 97128, USA                                       | Housing                           | This very large parcel of land close to Linfield and downtown is undeveloped. Shouldn't it be low income/student housing?  | Resident                   |
| Yamhill County Fair  | Tourism                           | The Fairgrounds brings a lot of people from out of state, to use the facility and explore the area. It would be safe to say that 1/2 the users are form out of the county. Figures used by OSU said that the fairgrounds put 7 million back in the community per year. It has never been thought about being a economic generator in the community.  | Employee                   |

|  |                                   |  |                            |
|--|-----------------------------------|--|----------------------------|
| Zipcode 97128  | Business and Industry             | I am very concerned about the impending Cascadia earthquake, and how ill prepared McMinnville as a city is. Running water alone is estimated to take over a year to repair. How many businesses can survive like this? How can tourism even exist at that point? How many people will straight up leave and never return? Investing in reinforcing our utilities (water pipes, roads, bridges, electricity lines) will expedite McMinnville's recovery greatly in the event of a natural disaster. It's not if, but when, and when it hits, I don't want for the entire city to suffer because we weren't ready. | Business Owner or Employer |
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| Southeast 3 Mile Lane, Southeast Three Mile Lane, McMinnville, 97128 | Transportation and Infrastructure | Pedestrian/bicycle connections from downtown to Joe Dancer to Hwy 18 area.   | Resident                   |
| 398 Southeast Armory Way, McMinnville, 97128                         | Transportation and Infrastructure | add ped/bike connections to Airport Park from Joe Dancer Park  | Resident                   |
| 855 Northeast Marsh Lane, McMinnville, 97128                         | Housing                           | Workforce or Affordable Housing  | Business Owner or Employer |
| 415 Northeast Burnett Road, McMinnville, 97128                       | Housing                           | Affordable Housing   | Resident                   |
| 1318 Oregon 99W, McMinnville, 97128                                  | Housing                           | Workforce or Affordable Housing  | Business Owner or Employer |
| 551 Southwest Hill Road South, McMinnville, 97128                    | Housing                           | This seems to be an area of town that we could greatly increase our housing. There needs to be high density and affordable.  | Business Owner or Employer |
| 2068-2076 Northwest Meadows Drive, McMinnville, 97128                | Transportation and Infrastructure | Connect Meadow so that it is a through street.   | Resident                   |
| Southwest Adams Street, McMinnville, 97128                           | Transportation and Infrastructure | Complete the sidewalk here on the west side of Hwy 99W.  | Resident                   |
| Southeast Washington Street, McMinnville, 97128                      | Tourism                           | Update swimming pool to include outdoor pool area.   | Resident                   |
| 335 Northeast 6th Street, McMinnville, 97128                         | Tourism                           | Time to update the community center area. Could the city and county work together to relocate county facilities to make room for private investment in housing, event space, and more retail? The courthouse, commissioners offices, and clerk office could be combined in a purpose built facility near the WESD facility by Lowe's. The downtown properties are high value from a community development perspective.   | Resident                   |
| Northeast Baker Street, McMinnville, 97128                           | Tourism                           | Encourage more experiences for young professionals. - music venues, co-work space, and live/work units.  | Resident                   |
| Yamhill County Fair  | Other                             | Consider and study feasibility of creating a long term plan for a new local government center that would include the City and the County along with other related government services. This could be modeled after the Clackamas County facility.  | Other                      |
| Northeast Riverside Drive  | Housing                           | Potential rezoning property to the Southeast side of the intersection of Riverside Drive and Marsh Lane. Ideal place for workforce and affordable housing due to proximity of industrial area, transportation with easy access to Lafayette Avenue, YCAP and Parks.  | Other                      |
| 3080 Highway 18, McMinnville, 97128                                  | Business and Industry             | Costco! A campus similar to Wilsonville, where it includes a gas station, Target, restaurants, and some smaller retail store space would be great. Three Mile Lane desperately needs a gas station and restaurants. It would also help decrease our 99w traffic and increase visitors to 3rd street and the Alpine district.   | Resident                   |
| 2275-2319 Southwest Barbara Street, McMinnville, 97128               | Quality of Life                   | The housing has built up so much out west 2nd and Hill road without any infrastructure to go with it. This area needs a gas and grocery so once these residents are home, they don't have to drive back to 99w and go to the farthest north or south part of town to get these everyday services. It would also cut down traffic on west 2nd and Baker Creed rd, helping out those residents.  | Resident                   |

|  |                                   |  |                            |
|--|-----------------------------------|--|----------------------------|
| Yamhill Valley Heritage Center - Yamhill County Historical Society | Business and Industry             | An important asset for entertainment, education and pride for resident and visitor alike providing not just a museum but many active events per year.  | Business Owner or Employer |
| Yamhill County Historical Society                                  | Business and Industry             | A relatively unknown and underappreciated asset containing extensive research facilities as well as museum structures.   | Business Owner or Employer |
| NE 3rd St, McMinnville, OR 97128, USA                              | Business and Industry             | The tunnel of trees is probably the only main street west of the Mississippi to have it. You would think other towns have it, but surprisingly they don't. While they might have trees downtown, the street spanning arch is a unique assets and underappreciated. The permanent twinkle lights are a nice touch, but to preserve and maximize the value of that almost one of a kind asset, the gaping holes in the tunnel should be filled back it and well maintained. The trees are not only attractants to tourists and locals alike, they are a key component is attracting new residents and new businesses.  | Business Owner or Employer |
| NE 3rd St, McMinnville, OR 97128, USA                              | Business and Industry             | It is a shame that the city is apparently too gutless to have a strong sign code and enforce it. Perhaps it should get a second opinion from competent land law specialists outside of McMinnville before relying on an assumption that the courts will not allow enforcement. Sign codes are important to mental impressions of a city.   | Business Owner or Employer |
| Evergreen Aviation   | Business and Industry             | This is a world class asset and far too important to lose or even risk losing. The city or county should perhaps take a more proactive role is assisting its survival. We have art sculptures downtown. Why not include some aviation art? Or, better yet, how about a plane on a pylon like that out front of the former Evergreen Aviation HQ and find a place to put it downtown, perhaps near the library. It could have signs encouraging people traveling along Adams or Baker to divert to the museum. If not a plane, how about the giant landing gear structure that Evergreen has? It could be loaned and parked securely at a corner downtown with directions signage nearby. | Business Owner or Employer |
| Airport Park   | Business and Industry             | Airport park is a delightful park, but seems to be relatively unknown. Perhaps better larger road direction signage to it and mention on maps might help. It will be important to keep it well maintained.   | Business Owner or Employer |
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| 3330 Southeast Three Mile Lane, McMinnville, 97128                 | Build this Here                   | Residents and businesses have both wanted a new shopping center anchored by Costco to be built here. The community would benefit greatly from the jobs and added tax revenue. Please consider allowing it.   | Resident                   |
| 100-118 Northeast 3rd Street, McMinnville, 97128                   | Transportation and Infrastructure | I would like us to work with ODOT to provide a pedestrian crossing signage and lights. People often cross from the downtown area into the city park. Especially during the summer months, when there is more foot traffic, the crossing can be dangerous and cars aren't aware of pedestrian right of way laws.  | Employee                   |
| 235 Northeast 3rd Street, McMinnville, 97128                       | Transportation and Infrastructure | Third Street remains the heart of McMinnville and it is mostly pedestrian foot traffic. Considering how rainy it is a large portion of the year, deep puddles envelope both sides at intersections, often meeting in the middle of the street. I'd like to see a regrading of these intersections, particularly at Cowsls, Davis and Evans. Further, the improvements should include landscape drainage corners.   | Resident                   |
| 11340-11452 Southeast Cruickshank Road, Dayton, 97114              | Build this Here                   | It would be wonderful to have a convention center with perhaps a hotel in the area around the airport  | Employee                   |
| 1077 Northeast Alpine Avenue, McMinnville, 97128                   | Housing                           | It would be great to have some high density housing in the area in which the urban renewal is taking place - Alpine  | Employee                   |
| 400 NE Baker St, McMinnville, OR 97128, USA                        | Business and Industry             | Oregon Mutual Insurance Company  | Business Owner or Employer |
| 400 NE Baker St, McMinnville, OR 97128, USA                        | Business and Industry             | Make sure downtown remains accessible and safe. Make sure we consider the impacts of growth. The economic health of the community is more than just downtown, prepare and invest in it.  | Business Owner or Employer |
| Northeast 2nd Street, McMinnville, 97128                           | Build this Here                   | We need a stop sign and crosswalk here. People don't see me crossing the road and they're going way above the speed limit. Some nice people stop for me, but the other side of the road will be oblivious. It gets especially dangerous when people can't see kiddos.  | Employee                   |
| Northeast Galloway Street, McMinnville, 97128                      | Build this Here                   | McMinnville needs a food cart pod. The few food trucks we have are spread over a wide area. They would attract more business and tourists in a central location. Preferably this would be close to the downtown core. This parking lot could be an excellent space for it. I believe the church across the street owns the lot. The church could rent out the space when it is not in use (M-Sat).   | Resident                   |
| 135 Northeast 3rd Street, McMinnville, 97128                       | Transportation and Infrastructure | A crosswalk needs to be installed for crossings between the library/fountain/park area and third street. Many pedestrians use this to cross the highway instead of at 2nd street. I realize ODOT is in charge of the highway. But can the city not even put paint on the roadway to indicate cars should yield for pedestrians?  | Resident                   |

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| Northeast Lafayette Avenue, McMinnville, 97128         | Housing                           | McMinnville needs affordable, low income housing. The homeless population surge in the past couple of years is a testament to the need for this. Homelessness is a complicated issue with many causes and in need of many solutions. Please consider supporting a low cost tiny house village around this location or further east near YCAP. Opportunity Village in Eugene is a great example of how to do it well.   | Resident |
| 263-299 Northeast Baker Street, McMinnville, 97128     | Business and Industry             | The space where Cornerstone Coffee occupied is prime space on 3rd street. First, please don't support more tasting rooms going into the downtown core. McMinnville residents need more businesses on 3rd street that are geared toward our community and not the tourism industry. Second, please support finding a new occupant for this space. A new coffee shop would be great. I would love to see Flag  | Resident |
| Northwest Oakmont Court, McMinnville, 97128            | Build this Here                   | As another comment pointed out, the country club takes up a huge amount of space within McMinnville and offers little back to the quality of life of most in the community. I support having a golf course within our community. But I would like to see the country club and city partner in finding ways in which the public could enjoy the space more. One idea is to create a walking path around the perimeter of the golf course similar to the Glendoveer course in Portland. Another idea is to provide access somewhere through the park for the public to walk. The course is a major obstacle for families, joggers, and walkers.  | Resident |
| 2098 Northwest Kale Way, McMinnville, 97128            | Build this Here                   | McMinnville already has two great skateparks on the east side of town at Joe Dancer and the south side at Discovery Meadows. But there is nothing like this for kids and families on the north end of town. A growing attraction around the world are pump tracks. The new park around the development going in here could be an ideal location for a pump track. Pump tracks are safer than skateparks, relatively cheap, and can be enjoyed by a broader segment of the population (i.e. all ages, skill level, or sport equipment). The area around Chegwyn could also be a great location for this unique and exciting attraction.   | Resident |
| Northeast 2nd Street, McMinnville, 97128               | Quality of Life                   | The traffic improvements on 2nd street have been an improvement for traffic. But not for quality of life in terms of the loss of trees and landscaping in this area. One of the things that makes McMinnville so attractive is the trees and landscaping throughout the city. Please bring back more greenery to this area. Right now it is looking more like a concrete wasteland.  | Resident |
| 1699 Southeast Brooks Street, McMinnville, 97128       | Build this Here                   | Build a field house with indoor soccer facilities similar to those offered in Tualatin or Sherwood. Many residents would love to have more recreational sports opportunities in the winter months.   | Resident |
| Northeast 3rd Street, McMinnville, 97128               | Transportation and Infrastructure | Our downtown core needs more public restrooms. The homeless downtown are using alleys and sidewalks instead of proper facilities. I don't condone this behavior, but the facilities for a city our size, especially at the library, is inadequate. There is nothing between the library and the community center. If another space for restrooms can't be found, please consider expanding the library restrooms so that more than one person can use each restroom at a time. This would also reduce the potential for crime, such as drug use, etc. in the restrooms, because they would no longer be locked rooms.  | Employee |
| 263-299 Northeast Baker Street, McMinnville, 97128     | Business and Industry             | I would love to see a good Indian or Vietnamese pho / banh mi restaurant in this unoccupied space. We have neither in town and they would be an attraction to both residents and tourists.   | Resident |
| Southeast Stratus Avenue, McMinnville, 97128           | Business and Industry             | I'd love to see a Costco in town as well. But on a smaller scale, I'd also love to see a Trader Joe's.   | Resident |
| Northwest Adams Street, McMinnville, 97128             | Quality of Life                   | The library needs an update and expansion within the next 10-15 years. Either that, or a new library needs to be built. Space is already very limited. As the ways in which communities utilize libraries change, so must the spaces they occupy.  | Employee |
| Northeast Evans Street, McMinnville, 97128             | Business and Industry             | The county occupies many high profile buildings in McMinnville's downtown. That space could be much better utilized by businesses and residents. Please consider moving county services to a less high profile area.   | Resident |
| Southeast Davis Street, McMinnville, 97128             | Quality of Life                   | Create signage to encourage Linfield Students to walk to McMinnville's downtown.   | None     |
| Northwest Hill Road, McMinnville, 97128                | Housing                           | It's exciting to see a new housing development started in this area, but houses start above 300k. This is not affordable housing for young professionals looking to stay in the community.   | Resident |
| Northeast Riverside Drive, McMinnville, 97128          | Quality of Life                   | It would be great to have a second dog park in town. One in an easier to access location and which includes things like agility equipment for dogs.  | Resident |
| Northeast 9th Street, McMinnville, 97128               | Quality of Life                   | I would love to see better lit streets. Currently many neighborhoods lack any sort of street lighting at night. This makes McMinnville extremely unwalkable in the winter.   | Resident |
| 738-750 Southwest Edmunston Street, McMinnville, 97128 | Tourism                           | We need an outdoor theatre. Perhaps built into one of the hillsides around Joe Dancer Park or Lower City park? It would be a wonderful cultural attraction for outdoor concerts and plays. The city needs an Arts center where there are studios for dance, music and art available for lessons, or work. Art provides the creative kernel that filters up and brings additional resources to towns. We need to expand the bike path from Carleton to McMinnville or over to Lafayette. Some type of Bike path is needed. Expand on gaining access to the riverfront property on the S side of Willamette hospital for a jogging/ bike walking path. The City should have some property given as a swap from Evergreen when the water park was granted its permits | Resident |

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| 800 Southwest Brockwood Avenue, McMinnville, 97128         | Housing                           | The city needs to be wary of Aspenization. Without an increase of professional jobs, we then become an exurb of Portland with commuters who have no time to give back to our city and others who can't afford to live here on minimum wage and drive in from other towns. Various types of housing needs to interspersed next to each other to prevent pockets of low - income vs high income. Healthy neighborhoods have a mixture of both types next to each other. Ideally, Apartment buildings would have stricter codes so they fit into mixed use neighborhoods. Currently, there seems to be no penalties for apartment owners when their apartments are falling down, so perhaps an increase in penalties to encourage responsible landlords without driving up rents. | Resident |
| McMinnville, 97128   | Transportation and Infrastructure | Somehow, we need a commuter train into Portland. I know David Lett worked for years on this, but it would be ideal. Driverless cars may ease the commute but the ideas is to get cars and drivers off the road. The bypass needs to be finished. We need roundabouts vs lights and stop signs. Please, please, please add roundabouts. Make sure the outer loops of the city do not have additional intersections. Keep the traffic flowing.   | Resident |
| 1208 Southwest Baker Street, McMinnville, 97128            | Build this Here                   | Another high school. A grocery store off of Baker Creek. A park off of Baker Creek and Hill Rd. Upgrade the Pool but keep its location. Expand the locker rooms. Encourage the Mac Theatre with grants or something to get the darn boiler fixed/earthquake upgrade so there can be movies/performance/ music. We need a public commercial kitchen for those who want to take advantage of our areas natural resources and create a food business. When it is not used for commercial purposes, then it can be used to teach canning and cooking.  | Resident |
| 925 Northeast 3rd Street, McMinnville, 97128               | Other                             | Work with water and light to put all electrical lines etc underground. Stop blaming each other for not getting it done as it causes each party to lose credibility. Whenever a road needs to be repaved, put the darn wires underground. Set a plan that is used to do so when roads get redone. We have been paying for the sewer upgrade for the past 19 years when does that end? Roll it over to putting wires underground.  | Resident |
| Oregon 99W, McMinnville, 97128                             | Transportation and Infrastructure | We need a better signal at this intersection for vehicles traveling North/South and wanting to turn. There needs to be a designated right-turn lane and a left-turn arrow signal for vehicles wanting to travel East.  | Resident |
| Oregon 99W, McMinnville, 97128                             | Quality of Life                   | Pay more attention to improving the city on the North East side of the city. There are many residents here too who rarely travel to the downtown area of McMinnville that would like to see improvements made in there area of town.   | Resident |
| Pacific Highway West, McMinnville, 97128                   | Other                             | More vegan- and vegetarian-friendly restaurants are desired so we don't have to consistently travel out of town to find restaurants that are compatible with our dietary restrictions.   | Resident |
| Northwest Adams Street, McMinnville, 97128                 | Other                             | I just want to second that the library needs an updated building.  | Resident |
| McMinnville, 97128   | Quality of Life                   | Although I am sure they contribute significantly to our city, the steel factory is often very noisy during the late night and early morning hours. I would appreciate it if they could do their more-noisy work during daylight hours.   | Resident |
| Northeast Ford Street, McMinnville, 97128                  | Tourism                           | It would be wonderful to have a local philharmonic or dance company with regular performances.   | Resident |
| Northeast Alpine Avenue, McMinnville, 97128                | Tourism                           | Will this area of the Granary become more like a town square/plaza where community gathering happens regardless of an event occasion? Perhaps a water feature where children can play in the summer would help encourage this.   | Resident |
| Northeast Three Mile Lane, McMinnville, 97128              | Business and Industry             | I second (or third!) the Trader Joe's comment. You can go on their website and suggest a location for a new store. Maybe if we all do it, we can convince them :)  | Resident |
| 150-198 Northwest Park Drive, McMinnville, 97128           | Transportation and Infrastructure | I agree with another comment about bike paths and racks. McMinnville is such a bikeable town, can we encourage it with bike-friendly features and benefits?  | Resident |
| 514 Northeast 3rd Street, McMinnville, 97128               | Tourism                           | Bring back the Mack Theater!   | Resident |
| Northwest 15th Street, McMinnville, 97128                  | Transportation and Infrastructure | Sidewalks for Memorial students on their way to cross Baker and Adams!!  | Resident |
| 421 Northeast 3rd Street, McMinnville, 97128               | Business and Industry             | Update the downtown plan to position downtown for creative class/tech terrior initiative. Look for office space development and housing off of third street. Provide the necessary infrastructure to support future AI needs   | Resident |
| 611-619 Northeast 3rd Street, McMinnville, 97128           | Housing                           | Develop a city center housing strategy that provides housing for millennial generation as they start to move away from large urban centers to exurban centers.   | Employee |
| 14400-14434 Northwest Berry Creek Road, McMinnville, 97128 | Other                             | Create a culture of corporate community citizens/business/leadership - a sense of giving back to the community and supporting public amenities that contribute to quality of life.   | Resident |
| 2650 Northwest High Heaven Road, McMinnville, 97128        | Other                             | Create a culture of valuing creativity/innovative thought time in all companies in McMinnville to reinforce an entrepreneurial environment.  | Resident |
| 1530 Southwest Friendly Court, McMinnville, 97128          | Quality of Life                   | Code enforcement - is there a program? McMinnville properties look overgrown, weedy and depressed. Encourage a pride of property campaign to clean up McMinnville, and support a code enforcement program..  | Resident |
| 125 Southeast Cowsls Street, McMinnville, 97128            | Tourism                           | Connect tourism industry with business recruitment - if you like to visit here why not live here and grow a business.  | Employee |

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| 3790 Southeast Cirrus Avenue, McMinnville, 97128             | Business and Industry             | Leverage the airport strategically and proactively for economic development. Appears underutilized. Huge asset that could serve the community in larger way.  | Employee                   |
| 201-299 Northeast 7th Street, McMinnville, 97128             | Transportation and Infrastructure | City needs to think proactively about is public right of way in regards to future artificial intelligence needs - policies, monetize for maintenance and upkeep in a changing environment, regulate, incentivize and collaborate with other utility providers                   | Employee                   |
| Ford Drive, McMinnville, 97128                               | Other                             | Partner with Bloomberg to stage McMinnville as a future SMART city.   | Resident                   |
| 40 Everson Street, McMinnville, 97128                        | Other                             | The future of jobs and economy will be determined by people who are looking for experience over product for locational decisions. McMinnville needs to identify what experience it can offer that sets it aside from other communities.   | Business Owner or Employer |
| Northeast Captain Michael King Smith Way, McMinnville, 97128 | Business and Industry             | Maximize the campus started by Evergreen to establish a PNW attraction - conference facility, ropes course, etc. This could be an executive retreat, family vacation, etc.  | Resident                   |
| Oregon 99W, McMinnville, 97128                               | Business and Industry             | Move the bus barn and activate the railroad spur. This is not the highest and best use for this property.   | Resident                   |
| 3790 Southeast Cirrus Avenue, McMinnville, 97128             | Tourism                           | Create a gateway at the property owned by the City of Redmond north of Highway 18 by the eastern city limits. Something that is unique to McMinnville.  | Employee                   |
| 11200 Oregon 99W, McMinnville, 97128                         | Tourism                           | Create a gateway at the property by Betty Lou's. Something that is unique for McMinnville.  | Resident                   |
| Salmon River Highway, McMinnville, 97128                     | Tourism                           | Create a gateway on Highway 18 at the western city limits.  | Employee                   |
| 205 Northeast Galloway Street, McMinnville, 97128            | Business and Industry             | Work with property owner to obtain a brownfield grant to clean up auto body property and then leverage for a mixed use development project.   | Employee                   |
| 1200-1298 Northeast 12th Avenue, McMinnville, 97128          | Business and Industry             | Clean up junkyard brownfield.   | Employee                   |
| 1300 Northeast Alpha Drive, McMinnville, 97128               | Business and Industry             | Think creatively about secondary supplies and craftsmanship for beverage industry (wine, beer, gin), such as barrel assemblers, bottling, labeling, corks, etc.   | Employee                   |
| 1405 Northeast Alpha Drive, McMinnville, 97128               | Business and Industry             | Somebody is planting a crazy amount of filbert orchards on the outskirts of McMinnville. How can we take advantage of that in terms of product lines, production, etc.  | Employee                   |
| 7201 Northeast Riverside Drive, McMinnville, 97128           | Business and Industry             | Re-evaluate employment land codes for job densities - lots of land is encumbered in cannabis grow operations and storage facilities - does not create jobs in an urban environment. Land is limited in McMinnville, these are activities that could be occurring in the county. | Employee                   |
| 207 Northeast Ford Street, McMinnville, 97128                | Business and Industry             | Create an office environment for 1st, 2nd, 4th and 5th streets to expand downtown north and south.  | Employee                   |
| 900 Southwest Baker Street, McMinnville, 97128               | Business and Industry             | Create flex space/incubators for high tech entrepreneurs in the Alpine Avenue district. Transform some of the storage facilities into cool work space pods.   | Employee                   |
| 1035 Northeast Alpine Avenue, McMinnville, 97128             | Business and Industry             | We need to figure out how to transform mini-storage facilities in the Alpine Avenue district into something that hosts jobs and produces economy. Perhaps work with one property owner on a pilot project that is a public-private development partnership.                     | Employee                   |
| 1711 Northeast Alpha Drive, McMinnville, 97128               | Business and Industry             | Work with county on an evaluation of county fairground property regarding a highest and best use study.   | Employee                   |
| McMinnville, 97128   | Business and Industry             | Work with county to consolidate county properties to county fairgrounds and relocate jail facility to a better location. Then position downtown county property for a large public-private development project.   | Resident                   |
| Northeast Evans Street, McMinnville, 97128                   | Housing                           | Build a new community/aquatic center by City Park and then reposition existing city center into a private housing development project.  | Employee                   |
| Joe Dancer Park Trail, McMinnville, 97128                    | Tourism                           | Explore a trail system along the Yamhill River in an effort to expand recreational bike/ped trails and start to establish a bike/ped network all over town connecting recreational opportunities and other destinations.  | Employee                   |
| 1001-1017 Northeast 4th Street, McMinnville, 97128           | Build this Here                   | This is a critical redevelopment corner that needs to be multi-story, zero property line development to reposition this area as a pedestrian gateway zone.  | Resident                   |
| 625 Keck Drive, McMinnville, 97128                           | Tourism                           | Work with Linfield on leveraging their acreage for a joint community/campus amenity that serves both needs - such as a convention center, incubator space for wine industry to expand wine curriculum.  | Employee                   |
| 6925 Northeast Riverside Drive, McMinnville, 97128           | Business and Industry             | Work with M W   | Employee                   |
| Northeast Riverside Drive, McMinnville, 97128                | Business and Industry             | Relocate public works facility to wastewater plant campus and then reposition this land for future industrial development with a focus on family wage jobs.   | Resident                   |
| 1401-2299 Southwest Hill Road South, McMinnville, 97128      | Other                             | Message McMinnville as progressive and embracing new technology.  | Employee                   |

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| 628-642 Northeast 2nd Street, McMinnville, 97128            | Transportation and Infrastructure | Work with online nw to set up a 10 GB network throughout the downtown and connect to new 10 GB infrastructure on Alpine Avenue to promote to tech businesses.   | Resident                   |
| 13480 Southwest Peavine Road, McMinnville, 97128            | Workforce and Skills              | Target Portland for workforce recruitment focusing on millennials that are moving into starting families and looking for a town to raise their family that is close to a metro area.  | Employee                   |
| 5715 Southeast Booth Bend Road, McMinnville, 97128          | Transportation and Infrastructure | Small cell technology - get in front of it and leverage it proactively for the community.   | Resident                   |
| 13500 Southwest Peavine Road, McMinnville, 97128            | Business and Industry             | Start mentoring networks for growing businesses to access peer groups.  | Employee                   |
| 5715 Southeast Reid Lane, Dayton, 97114                     | Quality of Life                   | Invest in aging public amenities.   | Employee                   |
| 9257-9299 Southwest Youngberg Hill Road, McMinnville, 97128 | Workforce and Skills              | Stop just focusing on existing workforce challenges and start focusing on recruiting workforce needed/wanted to support job/business needs. Be aspirational. Play on the fact that McMinnville is a great place to live. Use TTR as an example. Workforce can be recruited and retained.    | Business Owner or Employer |
| Northeast Clearwater Drive, McMinnville, 97128              | Other                             | Create an entrepreneurial support network.  | Business Owner or Employer |
| Northeast Baker Street, McMinnville, 97128                  | Transportation and Infrastructure | 99W is an embarrassment and does not represent McMinnville's potential. We need to clean it up and encourage new investment. Higher density and mixed-use developments.   | Business Owner or Employer |
| Shore Pine, McMinnville, 97128                              | Business and Industry             | This is the last large pieces of undeveloped land in McMinnville. Be very thoughtful about master planning this property and development standards. Do not ruse to respond to the first development opportunity. Work with the property owner to leverage this property for enduring value. | Business Owner or Employer |
| 105 Northeast 3rd Street, McMinnville, 97128                | Transportation and Infrastructure | I agree with the pedestrian crossing comments' how about a pedestrian bridge over Adams? With the right design and maybe artwork, it could look really cool.  | Resident                   |