

McMinnville Urban Renewal Plan



Adopted by the City of McMinnville
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Ordinance No. 4972

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McMinnville Urban Renewal Plan

I. DEFINITIONS

“Area” means the properties and rights of way located with the McMinnville urban renewal boundary.

“Citizens’ Advisory Committee” means the committee formed from private individuals to provide input on the McMinnville Urban Renewal Plan. Those members are identified on the acknowledgement page of the urban renewal plan.

“City” means the city of McMinnville, Oregon.

“City Council” or “Council” means the City Council of the city of McMinnville.

“Comprehensive Plan” means the city of McMinnville comprehensive land use plan and its implementing ordinances, policies and standards.

“County” means Yamhill County.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“McMinnville Transportation Systems Plan (TSP)” means the transportation system plan adopted by the McMinnville City Council on May 25, 2010, and as may be amended.

“Northeast Gateway Plan” means the plan adopted by resolution by the McMinnville City Council on July 28, 2012 for planning in the Northeast Gateway area.

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“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the McMinnville Planning Commission.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Technical Advisory Committee” means the technical committee composed of public officials and consultants to provide input on the McMinnville Urban Renewal Plan. Those members are identified on the acknowledgement page of the urban renewal plan.

“Urban renewal agency” or “agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Urban renewal plan” or “plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

II. INTRODUCTION

The McMinnville Urban Renewal Plan (Plan) has been developed for the McMinnville City Council (City Council) with the cooperative input of a Citizens' Advisory Committee and a Technical Advisory Committee. The Plan contains goals, objectives, and projects for the development of the McMinnville Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs, lacks adequate streetscape and parking, and does not have a program for assistance to business owners.

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections IV and V.

Urban renewal is put into effect when the local government (the City of McMinnville, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 175 total acres: 116.74 acres of land and 58.26 acres of public right-of-way.

The Plan will be administered by the McMinnville Urban Renewal Agency (Agency), which was established by the McMinnville City Council as the City's Urban Renewal

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Agency (Ordinance No. 4966). Major changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section IX of this Plan.

The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of each Area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area, and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is anticipated that the Plan will take 25 years to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$30,000,000.

III. GOALS AND OBJECTIVES

The goals of the Plan represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section X, and were developed with input from the McMinnville Urban Renewal Plan Technical Advisory Committee, the McMinnville Urban Renewal Plan Citizens' Advisory Committee, and community input from the urban renewal open house at which approximately 130 citizens participated. . The goals and objectives will be pursued as economically as is feasible and at the discretion of the urban renewal agency. The goals and objectives are not ranked by priority.

Goal 1: *PUBLIC INVOLVEMENT*

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the urban renewal implementation process.

Objectives:

1. Provide opportunities for public input throughout the implementation process.
2. Establish and maintain an ongoing Citizens' Advisory Committee to assist the Urban Renewal Board in its decisions regarding plan implementation.

Goal 2: *ECONOMY*

Encourage the economic growth of the Area as the commercial, cultural, civic, and craft industry center for McMinnville.

Objectives:

1. Support development in the Area by assisting in the financing and provision of transportation and public infrastructure improvements.
2. Assist existing businesses and support the creation of new business and employment opportunities in the Area.
3. Work with property owners to promote the development and redevelopment of properties within the Area. Develop programs and incentives that encourage economic development in the Area.
4. Partner with public and private entities to leverage public investment and generate private investment.

5. Remove barriers to development and redevelopment in the Area.

Goal 3: *ENCOURAGE A UNIQUE DISTRICT IDENTITY*

One intent of the Plan is to enhance the physical appearance of the district, create a pedestrian environment that encourages the development and redevelopment of active uses such as shopping and entertainment, and support commercial, civic, and craft industrial business activity.

DOWNTOWN COMMERCIAL CORE

The downtown commercial core should be a regional destination as well as the commercial center for the citizens of McMinnville. Its identity should enhance and preserve the qualities of the downtown, including its historic heritage, that make it an economically healthy, attractive, and unique environment for people to live, work, shop, and socialize.

NORTHEAST GATEWAY

The Northeast Gateway area should be a unique destination that reflects the authenticity of historic and current uses within the area – a place where things are crafted, experienced, and enjoyed, and a place where you can live, work, and play.

Objectives:

1. Extend common streetscape features and signage throughout the Area so the streetscape design is consistent and ties the Area together visually. Such improvements could include, but are not limited to, gateways and directional signage, landscaping and street tree improvements, street lighting and traffic signal standards, and public use amenities, including benches, bike racks, fountains, restrooms, shelters, kiosks, mid-block crossings, and crosswalk and street improvements.
2. Create public spaces that provide a venue for formal and informal community activities.
3. Encourage the incorporation of public art into the Area.
4. Underground the overhead utilities.
5. Draft and implement design standards and guidelines.

Goal 4: TRAFFIC AND TRANSPORTATION

Encourage development of a transportation network that provides for safe and efficient multi-modal transportation for vehicles, pedestrians, and bicyclists, and encourages the redevelopment and development of parcels within the Area.

Objectives:

1. Restore the historic grid system in the Northeast Gateway area. Provide street improvements to facilitate development of under-developed properties.
2. Design and implement improvements in the Area as recommended in the McMinnville Transportation System Plan.
3. Provide sidewalk and streetscape improvements that enhance the Area and provide access and safety.
4. Provide sufficient off-street parking.
5. Improve and enhance physical connections for pedestrians and bicyclists from the downtown commercial center to the Northeast Gateway area.
6. Provide transit facilities.

Goal 5: PUBLIC UTILITIES

Provide necessary public and private facilities and utilities at levels commensurate with urban development. Public utilities should be extended in a phased manner, and planned and provided in advance of, or concurrent with, development.

Objectives:

1. Encourage the development and redevelopment of commercial and residential parcels within the Area to ensure the public infrastructure already in place is efficiently utilized.
2. Upgrade infrastructure to encourage development and redevelopment of parcels in the Area in coordination with adopted master plans.
3. Underground the overhead utilities.

Goal 6: HOUSING

Promote development of affordable, quality housing in the Area. Promote a residential development pattern that is compact and energy efficient, provides for an urban level of public and private services, and allows unique and innovative development techniques to be employed in residential designs.

Objectives:

1. Provide assistance for infrastructure development that will encourage the development of housing in the Area.
2. Encourage the use of upper floors as housing to support commercial uses and promote vitality in the Area.

Goal 7: HISTORIC PRESERVATION

Enhance sites and structures of historical, cultural, and/or architectural significance.

Objectives:

1. Encourage the preservation of historic properties in the Area.

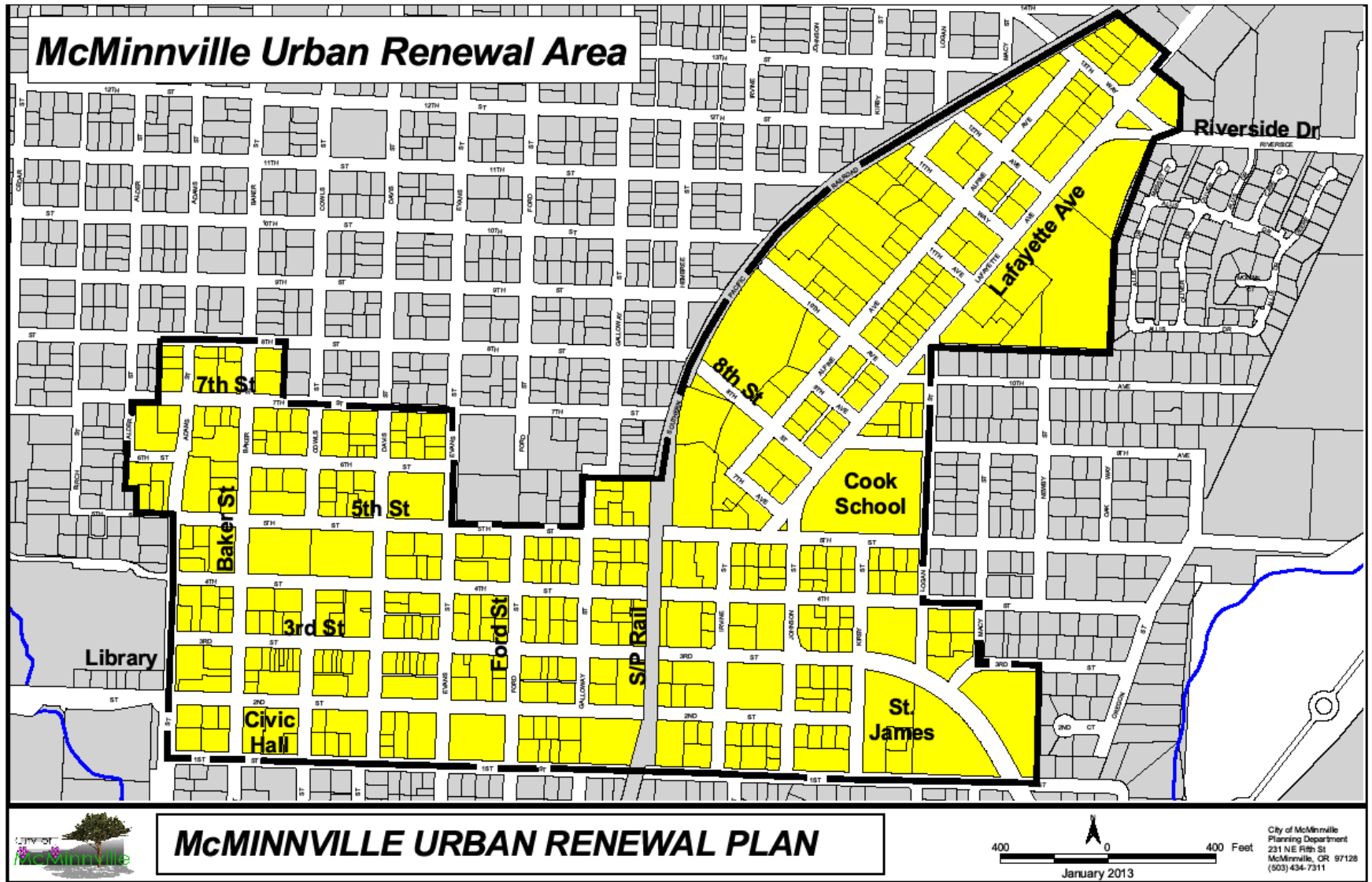
Goal 8: DEVELOPMENT AND REDEVELOPMENT

Pursue development and redevelopment opportunities that will add economic, civic, educational, craft industry, and cultural opportunities for the citizens of McMinnville, economically strengthen the Area, and attract visitors to the Area.

Objectives:

1. Provide financial and technical assistance for development and redevelopment that will implement the Northeast Gateway Plan, including, but not limited to, housing and craft industry projects.
2. Provide financial and technical assistance for commercial development and redevelopment.

Figure 1 – Urban Renewal Area Boundary



IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the Area include:

- A. Public infrastructure and transportation improvements*
- B. Planning and development assistance programs*
- C. Debt service and project administration*
- D. Property acquisition*

V. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include assistance to help create a district identity for the Area, upgrade of utilities to encourage development, and economic assistance to developers. These projects are consistent with the McMinnville Transportation Systems Plan (TSP) and the Northeast Gateway Plan, both adopted by the McMinnville City Council. The projects are in conformance with the McMinnville Comprehensive Plan as detailed in Section X of this Plan.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

A. Public infrastructure and transportation improvements

1. Alpine Avenue

Design and reconstruct Alpine Avenue (in phases) as identified in the Northeast Gateway Plan, including streetscape, and district identity improvements. Streetscape features could include sidewalks, signage, landscaping, lighting, public use amenities, shelters, and public art to help improve the physical appearance of the district. It will also create a pedestrian environment that encourages the development (and redevelopment) of active uses such as shopping, entertainment, education, commercial and craft industrial business activity, and housing development.

2. 3rd Street Streetscape and District Identity Improvements

Design and construct streetscape improvements to 3rd Street as identified in the TSP. This project will implement various streetscape and design improvements through the district to establish a high quality and unique aesthetic. Such improvements could include:

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- The undergrounding of overhead utilities,
- Gateways and directional signage,
- Landscaping and street tree improvements,
- Historic street lighting and traffic signal standards,
- Additional public use amenities (i.e. benches, bike racks, fountains, restrooms)
- Public sidewalks that integrate historic paving patterns and materials,
- Drafting and implementation of design standards and guidelines for the district (signage),
- Redesign and reconstruction of the US Bank Plaza for public events (should the property owner lease or sell the property to Urban Renewal Board),
- Redesign of mid-block crossings,
- Redesign/construction of downtown shelters (kiosks), and
- Public art.

The intent of these improvements is to improve the physical appearance of the district and create a pedestrian environment that encourages the development (and redevelopment) of active uses such as shopping, entertainment, commercial, and upper floor housing activity.

3. Adams/Baker Couplet

This project will provide for the design and reconfiguration of the Adams/Baker couplet by adding curb extensions at major intersections within the corridor, providing new curb ramps for accessibility, adding pedestrian scale lighting, and delineating pedestrian crosswalks with pavers or similar materials as identified in the TSP.

4. 5th Street

The 5th Street project will provide for the design and reconfiguration of 5th Street from Lafayette Avenue to Adams Street, as identified in the TSP p 4-12, 4-15, and Appendix D. The project will add critical improvements necessary for 5th Street to function as an alternative to other east-west streets in the downtown commercial core (1st, 2nd, and 3rd streets, in particular). Such improvements would include adding curb extensions at major intersections, curb ramp and sidewalk replacement, as needed, and traffic signals at Adams Street, Baker Street, and Lafayette Avenue. An existing signal would also be removed at 4th and Adams and pavement would be repaired.

5. 1st and 2nd Street Improvements

The 1st and 2nd Street project will improve the corridor's safety and efficiency in moving traffic and pedestrians within the downtown area by providing curb extensions at major intersections and adding pedestrian scale lighting, a new traffic signal at 2nd and Davis, and crosswalk delineation as identified in the TSP.

6. Lafayette Avenue

This project provides for the design and construction of Lafayette Avenue beautification and safety improvements as identified in the Northeast Gateway Plan. Lafayette Avenue will continue to serve vehicles as an arterial and freight route with new pedestrian safety improvements. Streetscaping and gateway treatments will help to calm traffic on the corridor and make it safer and more attractive for pedestrians through the use of better signage and wayfinding treatments, high-visibility crosswalks, and landscaping and other pedestrian, bicycle, and transit-oriented amenities.

7. Downtown Signal Improvements

The McMinnville TSP identifies a number of traffic signals that need to be upgraded to current standards, including accessibility improvements and interconnectivity. There are five existing signals in the Area that need to be upgraded. These are at: 3rd/Johnson, 3rd/Ford, 3rd/Davis, 2nd/Adams, and 2nd/Baker.

8. Public Off-Street Parking

This project will provide additional public parking facilities to accommodate the anticipated increase in demand for off-street parking as identified in the TSP. This parking could be public or could be a joint venture with the private sector.

9. 2nd Street Project

The project will provide for better movement through the 2nd Street and Adams Street intersection. The physical improvements are curb extensions at Baker Street, additional westbound travel lane if feasible and traffic signal replacement and timing as identified in the TSP.

10. Public Infrastructure

The public infrastructure project includes public utilities or infrastructure projects as identified in adopted master plans. These projects would go in tandem with the street and streetscape improvement projects.

B. Planning and development assistance programs

This project will establish and manage a package of low interest loan and/or small grant programs for business and residents to improve their property's appearance and condition, consistent with the goals and objectives of this plan (e.g., storefront and tenant improvement programs, signage, historic preservation, seismic upgrades, and financial and technical assistance).

C. Debt service and project administration

This project will allow for the repayment of costs associated with the preparation, including the potential repayment of the initial planning costs for the development of the urban renewal plan including the feasibility study, adoption, and implementation of the McMinnville Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long term debt, relocation costs and other administrative costs.

D. Property Acquisition

This project will fund acquisition and assembly of key properties for redevelopment, public open space, public parking, trail corridor, housing, or other use consistent with the goals and objectives of this plan, consistent with the property acquisition section of this Plan (Section VI).

VI. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use.

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition – from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance.

VIII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

A. General description of the proposed financing methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax increment financing and maximum indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited

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into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$30,000,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of McMinnville in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when, and if, such funds are available.

IX. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are amendments that:

- Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
- Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of McMinnville, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

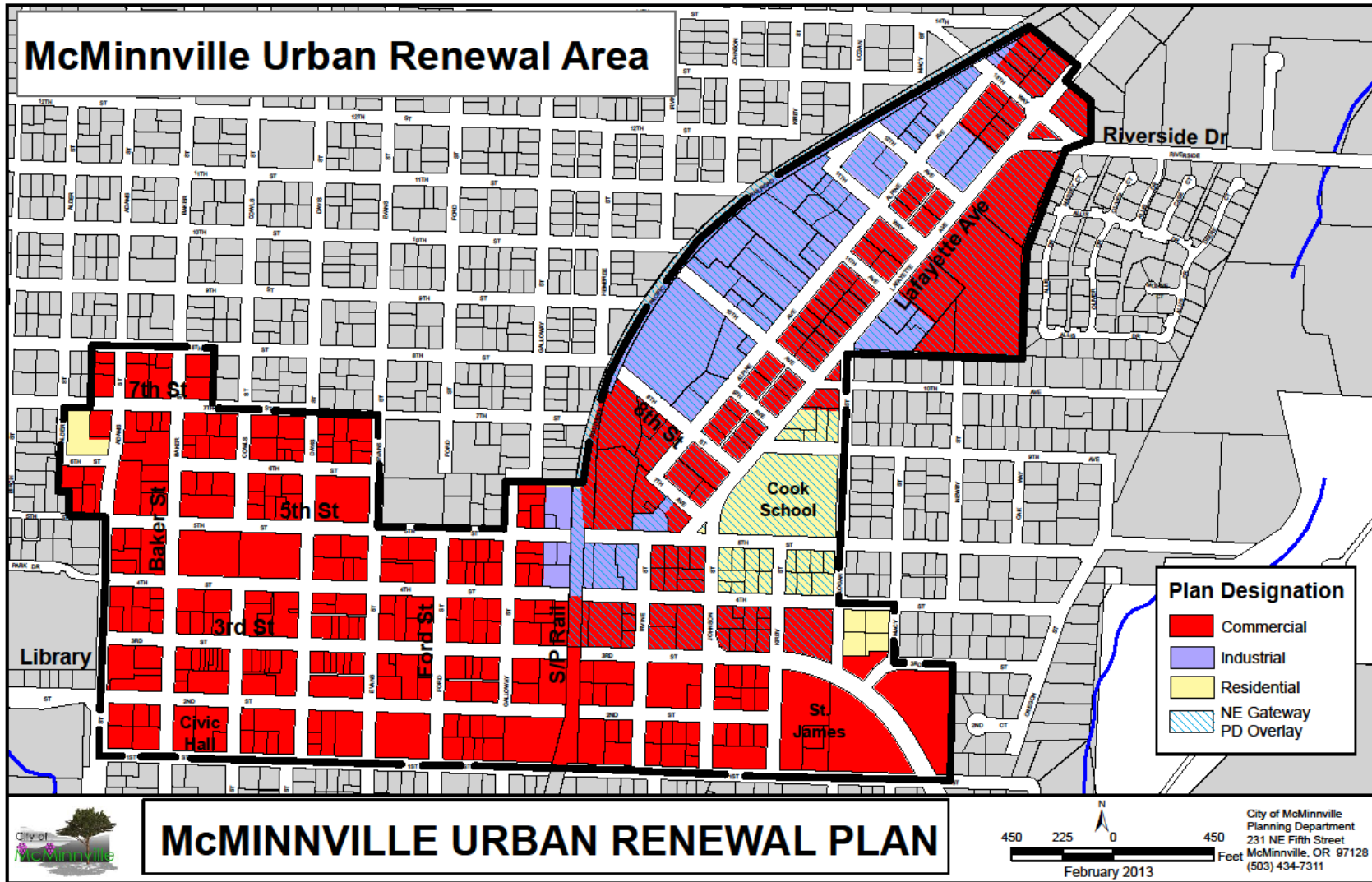
B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments in scope. They require approval by the Agency by resolution.

C. Amendments to the McMinnville Comprehensive Plan and/or McMinnville Zoning Ordinance

Amendments to the McMinnville Comprehensive Plan and/or McMinnville Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

Figure 2 – Zoning and Comprehensive Plan Designations



X. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of McMinnville’s Comprehensive Plan, McMinnville Municipal Code (Section 17: Zoning Ordinance), and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that has **not** been taken directly from an original planning document. The Zoning and Comprehensive Plan designations are shown in Figure 2. The maximum densities and building requirements are contained in the McMinnville Zoning Ordinance. The proposed land uses conform to Figure 2.

This is not a comprehensive list of all parts of the McMinnville Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the Comprehensive Plan that are supported, however, there may be other Goals and Policies that are not listed, but are still supported by this Plan.

A. City of McMinnville Comprehensive Plan

Chapter III Cultural, Historical, and Educational Resources

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.

The Plan conforms with Goal III 1 by providing projects that will improve the infrastructure in the core area of the city where cultural, historical, and social services are provided. The Plan also allows for development and redevelopment assistance, which may be used to help facilitate the development of cultural and social services in the Area.

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

The Plan conforms with Goal III 2 by providing projects that will improve the infrastructure in the core area of the city where significant sites are prevalent. The Plan also allows for the development of a program for redevelopment assistance for historic structures.

Chapter IV Economy of McMinnville

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

The Plan conforms with Goal IV 1 by providing infrastructure improvements to the Area that will support economic activity in the Area. The Plan also allows for planning and development assistance programs for businesses located in the Area to improve their appearance and condition, as well as financial and technical assistance for craft industry and commercial developments. These programs will help grow the economy in McMinnville, provide employment opportunities, and enhance the well-being of the community.

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.

The Plan conforms with Goal IV 1 by providing infrastructure improvements to the Area that will support economic activity in the Area. The Plan also allows for planning and development assistance programs for businesses located in the Area to improve their appearance and condition, as well as financial and technical assistance for craft industry and commercial developments. These programs will help establish McMinnville as the commercial center of Yamhill County by encouraging economic growth in the Area. Transportation improvements throughout the Area will enhance the appearance, desirability, and efficiency of transport in the Area, and will attract more businesses and shoppers.

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 through encouraging alternatives to strip development.

General Policies:

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

24.00 The cluster development of commercial uses shall be encouraged rather than strip development.

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.

The Plan conforms with Goal IV 3 by providing programs and infrastructure improvements to the Area, which lies within the current Urban Growth Boundary and in close proximity to downtown McMinnville. This will help maximize the efficient use of land by encouraging more intense uses on lands already developed or designated for urban development, will help keep the urban pattern compact, and will prevent sprawl and strip development.

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

Downtown Development Policies:

36.00 The City of McMinnville shall encourage the development of a land use pattern which integrates residential, commercial, and governmental activities in and around the core of the City, which provides expansion room for commercial establishments and allows dense residential development, which provides adequate parking areas, and which provides for a safe and convenient auto/pedestrian traffic circulation system.

37.00 The City of McMinnville shall strongly support, through technical and financial assistance, the efforts of the Committee on Redevelopment to implement those elements of Phase II of the plan to renovate the downtown that are found proper, necessary, and feasible by the City.

38.00 The City of McMinnville shall encourage the renovation and rehabilitation of buildings in the downtown area, especially those of historical significance or unique design.

41.00 The City of McMinnville shall encourage the expansion of retail and other commercial enterprises east of the railroad tracks and north and south of Third Street. This will be achieved by redesignating the comprehensive plan from multi-family residential to commercial and by allowing block combining where feasible.

42.00 The City of McMinnville shall continue to redesignate streets and traffic patterns in and around the downtown area to facilitate the movement of automobile traffic and provide for the safety and convenience of pedestrians.

45.00 The City of McMinnville shall study the feasibility of developing bicycle and pedestrian paths between residential areas and the activity centers in the downtown.

46.00 The City shall work to implement the recommendations of the adopted "McMinnville Downtown Improvement Plan."

The Plan conforms with Goal IV 1 by providing infrastructure improvements to the Area that will help promote the downtown as a cultural, administrative, service, and retail center of McMinnville. The Plan also allows for planning and development assistance programs for businesses located in the Area to improve their appearance and condition, as well as financial

and technical assistance for craft industry and commercial developments. These programs will help grow the economy in the Area and will help establish it as a cultural, administrative, service, and retail center of McMinnville. Transportation projects in the Area will include multi-modal accessibility, will enhance the efficiency of transport, and will provide additional parking options, as necessary.

Chapter V Housing and Residential Development

Goal V 1: To promote development of affordable, quality housing for all city residents.

General Housing Policies:

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

The Plan conforms with Goal V 1 by providing infrastructure improvements that will help facilitate development of properties within the Area that will potentially include housing developments and development projects with a residential component. The Plan also allows for planning and development assistance programs for development in the Area.

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.

Policies:

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.

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.

70.00 The City of McMinnville shall continue to update zoning and subdivision ordinances to include innovative land development techniques and incentives that provide for a variety of housing types, densities, and price ranges that will adequately meet the present and future needs of the community.

The Plan conforms with Goal V 1 by providing infrastructure improvements that will help facilitate development of properties within the Area that will potentially include housing developments and development projects with a residential component. The Plan also allows for planning and development assistance programs for development in the Area. Providing

assistance for integrated multi-use projects encourages a compact urban form and promotes efficient resource use.

Chapter VI Transportation

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.

Street Policies:

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

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

1. Minimal adverse effects on, and advantageous utilization of, natural features of the land.
2. Reduction in the amount of land necessary for streets with continuance of safety, maintenance, and convenience standards.
3. Emphasis placed on existing and future needs of the area to be serviced. The function of the street and expected traffic volumes are important factors.
4. Consideration given to Complete Streets, in consideration of all modes of transportation (public transit, private vehicle, bike and foot paths).
5. Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist.

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

Parking Policies:

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

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.

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

Bike Paths Policies:

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.

130.05 In areas where bikeways are planned, the City may require that new development provide bikeway improvements such as widened streets, bike paths, or the elimination of on-street parking. At the minimum, new development shall be required to make provisions for the future elimination of on-street parking along streets where bikeways are planned so that bike lanes can be striped in the future. Bike lanes and bike paths in new developments shall be constructed to standards recommended in the bikeway plan.

132.00 The City of McMinnville shall encourage development of subdivision designs that include bike and foot paths that interconnect neighborhoods and lead to schools, parks, and other activity areas (as amended by Ord. 4922, February 23, 2010; Ord. 4260, August 2, 1983).

The Plan conforms with Goal VI 1 by funding a variety of transportation projects throughout the Area to streets such as Alpine, Lafayette, and 3rd Street that will improve their appearance, efficiency, safety, and multi-modal accessibility.

Chapter VII Community Facilities

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.

138.00 The City of McMinnville shall develop, or require development of, sewer system facilities capable of servicing the maximum levels of development envisioned in the McMinnville Comprehensive Plan.

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

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

1. Facilities are placed in locations and in such a 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.

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

The Plan conforms with Goal VII 1 by providing infrastructure improvements that will help facilitate development of properties within the Area.

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

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

The Plan conforms with Goal VII 3 by designating open space/public space as one component of the streetscape and identity improvements project.

Chapter VIII Energy

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

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

180.50 The City of McMinnville supports local sustainability and endorses the utilization of proven and innovative energy efficient design and construction technologies to reduce building heat-gain, lower energy consumption, and lessen pollutant output. (As amended by Ord. 4903, December 9, 2008)

The Plan conforms with Goal VIII 2 by providing programs and infrastructure improvements that will focus development in an area already designated for urban use, encourage the remodel and reuse of existing infrastructure, and focus development in the Area, which is in a central location and will maximize the utility of currently installed infrastructure.

Chapter X Citizen Involvement

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.

The Plan conforms with Goal X 1 by allowing for public input in the planning stages of the Plan. There were two public meeting in the feasibility study phase of this project. In the development of the Plan an advisory committee was formed of community representatives and of technical representatives, including the taxing jurisdictions. There was a public open house in addition to open public meetings at the Planning Commission and the hearing in front of City Council. The Agency will establish an advisory committee for ongoing input on the implementation of the Plan.

B. Downtown Improvement Plan

The Downtown Improvement Plan was completed in July, 2000, and it sets forth a cohesive vision for downtown McMinnville. With goals for Development, Transportation and Parking, Buildings, Streetscape and Public Open Spaces, the Downtown Improvement Plan focused on building a successful downtown by encouraging a compact urban form, having good transportation connections, reusing buildings, and developing a cohesive and attractive aesthetic. The City of McMinnville Downtown Improvement Plan is intended to guide the downtown's economic, social, and physical success well into the future.

The projects in the Plan conform with the Downtown Improvement Plan and promote the same goals as the Downtown Improvement Plan. The Plan activities encourage a compact urban form, improved transportation infrastructure, and an enhanced economy, consistent with the Downtown Improvement Plan.

C. Northeast Gateway Plan and Implementation Strategy

The Northeast Gateway Plan and Implementation Strategy (NGPIS) was created to guide the infill and redevelopment of the Northeast Gateway District through 2032. Focusing mainly on improving transportation infrastructure, the NGPIS envisions a

vibrant district with a mix of residential, employment, cultural/tourism, and support uses. Among other projects, the NGPIS hopes to lay the framework for this by improving Alpine Avenue and Lafayette Avenue to provide a low traffic, pedestrian friendly connection at Alpine Avenue and minimize congestion on Lafayette Avenue.

The Plan conforms with the NGPIS and contains projects that will complete numerous transportation improvements in the Area, including major overhauls of both Alpine and Lafayette Avenues. These projects are integral to the NGPIS, and providing the funding to complete them is a major step towards realizing the vision set forth by the NGPIS.

D. Third Street Streetscape Plan

The Third Street Streetscape Plan (TSSP) is an in-depth plan for making Third Street into a coordinated, inviting, pedestrian friendly street that will boost the economic potential of Downtown McMinnville. Submitted in 2005, the TSSP lays out a plan for Third Street including street tree modification options, crosswalks, street lighting, landscaping, benches and bike racks, and more.

The Plan conforms with and will directly support the vision of streetscape improvements put forth by the TSSP. It will provide the funds to complete projects identified in the TSSP.

E. Task Force 2000

Task Force 2000 (TF2000) was submitted in 1996, and presents a "home grown long range vision" for McMinnville's downtown area through 2020. TF2000 submits major recommendations on the core area boundary, core area development, transportation needs, historic preservation and restoration, streetscape and landscape improvements, Linfield College, and mixed use character and culture. These recommendations are meant to guide the downtown core and ensure it remains a strong and vibrant economic area.

The activities, goals, and objectives in the Plan conform with the vision laid out in the TF2000. The TF2000 envisions a vibrant downtown with a welcoming pedestrian and strong economy, and the Plan will provide funding for projects that will move downtown McMinnville towards achieving and solidifying these goals.

XI. APPENDIX A: LEGAL DESCRIPTION

URBAN RENEWAL DISTRICT BOUNDARY

A Tract of land located within the City of McMinnville, Yamhill County, Oregon more particularly described as follows:

Beginning at a point on the South boundary of 1st Street, said point being the Northwest corner of Lot 4, Block 5, TOWN PLAT OF McMINNVILLE , Yamhill County, Oregon; thence Westerly following said South boundary of 1st Street and the westerly extension thereof, to a point of intersection with the West boundary of Adams Street (State Highway 99W); thence North following the West boundary of Adams Street to a point of intersection with the North boundary of NW 5th Street; thence Westerly, following the North boundary of NW 5th Street 190.92 feet more or less to an iron rod located at the Southwest corner of that certain tract deeded to Lars and Tracey Ward by Deed recorded at Inst. No. 1998-17266. (Tax Lot R4420AD – 2200), Deed and Mortgage Records; thence North along the West line of said Ward tract 100 feet to the Northwest corner of said Ward tract; thence continuing Northerly along the West line of that certain tract deeded to Columbia/Willamette, Inc. (as parcel) by Deed recorded 05-25-2007 as Inst. No. 2007-11581 , Deed and Mortgage Records, 124 feet, more or less, to a point on the South boundary of 6th Street; thence Northwesterly, following the Southwesterly boundary of 6th Street to a point of intersection with the West boundary of NW Alder Street, said point also lying at the Southeast corner of Lot 8, Block 15, BAKER AND MARTIN ADDITION TO THE City of McMinnville; thence Northerly, following the East lines of Lots 8 and 1 of said Block 15 to a point on the South boundary of NW 7th Street, said point also being the Northeast corner of Lot 1 of said Block 15; thence Easterly, following the South boundary of NW 7th Street to the Northeast corner of Lot 3, Block 14, BAKER AND MARTIN ADDITION; thence North to a point on the North boundary of 7th Street located at the Southeast corner of Lot 6,

Block 11 BAKER AND MARTIN ADDITION TO THE City of McMinnville; thence Northerly, following the East lines of Lots 6 and 3 of said Block 11 to a point on the South boundary of 8th Street located at the Northeast corner of said Lot 3, Block 11 BAKER AND MARTIN ADDITION TO THE City of McMinnville; thence Easterly along the South boundary of 8th Street to an iron rod located at the Northwest corner of Lot 2, Block 25 of JOHNS ADDITION to the City of McMinnville; thence South following the West line of Lot 2 and the East line of Lot 6 of said Block 25 of JOHNS ADDITION to the Southeast corner of said lot 6, said point also being the Northwest corner of Lot 2, Block 3 of the WILLIS ADDITION to the City of McMinnville; thence South following the West line of said Lot 2, Block 3 of WILLIS ADDITION to a point on the North boundary of 7th Street located at the Southwest corner of said Lot 2 of the WILLIS ADDITION; thence Southwesterly to a point on the South boundary of 7th street located 15 feet West of the Northwest corner of Lot 2, Block 4 of WILLIS ADDITION; thence East following the South boundary of 7th Street to a point of intersection with the East boundary of Evans Street, said point also located at the Northwest corner of Block 6, COURT ADDITION to the City of McMinnville; thence Southerly following the East boundary of Evans Street to a point of intersection with the North boundary of 5th Street; thence Easterly following the North boundary of 5th Street to a point of intersection with the West boundary of Galloway Street; thence Northerly, following the West boundary of Galloway Street 200 feet to a point; thence Easterly to the Northwest corner of parcel deeded to S4 Ranch LLC by deed recorded 12-31-2012 as Inst. No. 2012-19078, Yamhill County Deed and Mortgage Records; thence Easterly following the North line of said LLC parcel to a 5/8 inch iron rod located at the Southwest Corner of Lot 1, Block 37 OAK PARK ADDITION to the City of McMinnville; thence continuing Easterly along the North line of said LLC tract 17.54 feet to an iron rod located at the Northeast corner of said tract, said point also being the Northwest corner of that certain parcel conveyed by Purina Mills, Inc. to Shawn Rollins

by deed recorded at 200508527, Deed and Mortgage Records, as shown on County Survey No. 12046; thence East along the North line of said Rollins parcel to the Northeast corner thereof; said point also being located on the West line of the Southern Pacific Railroad (S.P.R.R.) right of way; thence continuing West 13 feet more or less to an angle corner in the West line the S.P.R.R. right of way; thence Northeasterly following the West line of the S.P.R.R. right of Way to a point on the West line of the S.P.R.R. right of way laying due West of the centerline of 14th Street now vacated by City Ord. No. 4479 recorded as Inst. No. 2003-07633 Records of Yamhill County, Oregon; thence East to a point located on the East line of the S.P.R.R. right of way at a point of intersection with the centerline of said 14th Street (now vacated); thence Southeasterly following the centerline of said vacated 14th Street and the Southeasterly extension thereof to a point on the East boundary of Lafayette Avenue; thence Northeasterly following the East boundary of Lafayette Avenue to a 5/8 " iron rod located at the most northerly corner of Parcel 3 of Yamhill County Partition Plat No. 1990-32; thence South 54° 05' 05" East along the Northerly line of said Parcel 3 a distance of 211.04 feet to a 5/8 inch iron rod; thence South 01° 22' 00" West 85 feet to a 5/8 inch iron rod located at the Southeast Corner of said Parcel 3 of Partition Plat 1990-32; thence continuing South 01° 22' 00" West 138.52 feet to a 5/8 inch iron rod located at the Southeast corner of Parcel 2 of said partition Plat 1990-32, said point also lying on the North boundary of Riverside Drive; thence continuing South 01° 22' 00" West 30 feet more or less to a point on the South boundary of Riverside Drive; thence Westerly following the South line of Riverside Drive to a point lying South 88° 48' 20" East 199.14 feet from the intersection of the South boundary of Riverside Drive with the East boundary of Lafayette Avenue; thence South 22° 07' 26" West 10.64 feet to a found monument as shown on County Survey 10512; thence South 21° 37' 15" West 252.29 feet to a found monument as shown on County Survey 10512; thence South 16° 30' 05" West 199.85 feet to a found monument as shown on County Survey 10512; thence South 00°

31' 57" West 476.5 feet to a 5/8 inch iron rod located at the Northeast corner of Lot 12, COTTAGE ADDITION to the City of McMinnville; thence Westerly, following the North line of COTTAGE ADDITION and the westerly projection thereof, to a point of intersection with the East boundary of Logan Avenue; thence Southerly following the East boundary of Logan Avenue to a point of intersection with the South boundary of 4th Street; thence Easterly following the South boundary of 4th Street to a point of intersection with the West boundary of Macy Street; thence Southerly following the West line of Macy Street to a point of intersection with the North boundary of 3rd Street; thence Easterly following the North boundary of 3rd Street to the Southwest corner of Lot 6, Block 2 of CARINYA ADDITION to the City of McMinnville; thence southerly to the Northwest Corner of Lot 4, Block 3 of the RE-SUBDIVISION of CARINYA SUBDIVISION; thence continuing southerly following the West line of Lots 4 and 5 of Block 3 of the RE-SUBDIVISION OF CARINYA ADDITION and Lot 3 of Block 4 of the RE-SUBDIVISION OF CARINYA ADDITION to the Southwest corner of said Lot 3 of Block 4; said point also being at the intersection of the North line of that certain tract of land described in deed to Christopher and Shannon Brame recorded 09-15-2004 as Inst. No. 2004-19035 Records of Yamhill County, Oregon and the East boundary of vacated Newby Street; thence West a distance of 22.5 feet more or less following along the North line of said Brame tract to the Northwest corner thereof; thence South along the west line of said Brame tract to the South boundary of 1st Street; thence Westerly following the South boundary of said 1st Street to the point of beginning.