

Planning Department

231 NE Fifth Street ◦ McMinnville, OR 97128
(503) 434-7311 Office ◦ (503) 474-4955 Fax
www.mcminnvilleoregon.gov

Office Use Only:	
File No.	CPA 1-24 / ZC 4-24
Date Received	10/4/2024
Fee	\$5,881.00 <small>Affordable Housing Reduction</small>
Receipt No.	210561
Received by	AW

569-24-000240-PLNG & 569-24-000241-PLNG

Comprehensive Plan Map Amendment/ Zone Change Application

Applicant Information

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

Applicant Name Commonwealth Development Corporation Phone 608-824-2290

Contact Name Daniel DeFrancesco / Steve Kay Phone 503-804-1089
(If different than above)

Address 2501 Paramenter Street, Suite 300B

City, State, Zip Middleton, WI 53562

Contact Email d.difrancesco@commonwealthco.net
steve@cascadiapd.com

Property Owner Information

Property Owner Name Jodi L Devonshire, Andrea M Feero, and Jennifer L Feero Phone _____
(If different than above)

Contact Name _____ Phone _____

Address 701 S Riverside Drive

City, State, Zip St. Charles, MO 63302

Contact Email _____

Site Location and Description

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

Property Address 2320 SE Stratus Avenue

Assessor Map No. R4 - 4 - 27 R4427 00600 & 00604 Total Site Area 5.43 acres

Subdivision _____ Block _____ Lot _____

Comprehensive Plan Designation Industrial Zoning Designation M-1

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 attached Application Narrative

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 attached Application Narrative

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 attached Application Narrative

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 attached Application Narrative

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

See attached Application Narrative

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.
- Compliance of Neighborhood Meeting Requirements.
- Payment of the applicable review fee, which can be found on the Planning Department web page.

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

Applicant's Signature

9/23/24
Date

DocuSigned by:
Jennifer Euro
Property Owner's Signature

9/23/2024 | 8:15 AM PDT
Date



PO Box 1920, Silverton, OR 97381
www.cascadiapd.com / 503-804-1089

**CITY OF MCMINNVILLE
APPLICATION FOR
LAND USE REVIEW**

**SE STRATUS AVENUE
MAP AMENDMENTS**

Location: 2320 SE Stratus Avenue
McMinnville, Oregon 97128
Tax Lots 600 & 604 of
Tax Map 4.4.27
Yamhill County, Oregon

Prepared by: Steve Kay, AICP
Mason McGonagall, Ph.D. Arch

Prepared for: Commonwealth Development
Corporation
Attn: Daniel DeFrancesco
2501 Parmenter Street, Ste 300B
Middleton, WI 53562

August 28, 2024

APPLICANT'S STATEMENT

PROJECT NAME: SE Stratus Avenue Map Amendments

REQUEST: Approval of a Comprehensive Plan Map Amendment to Change the Subject Parcels' Designation from Industrial to Residential and a Zoning Map Amendment Application to Change the Site's Designation from M-1 (Light Industrial) to R-4 (Medium, High-Density Residential)

ASSESSOR'S DESCRIPTION: Tax Lot 600 & 604 of Tax Map 4427
Yamhill County, Oregon

APPLICANT'S REPRESENTATIVE: Steve Kay, AICP
Cascadia Planning + Development Services
P.O. Box 1920
Silverton, OR 97381
503-804-1089
steve@cascadiapd.com

APPLICANT: Commonwealth Development Corporation
Attn: Daniel DiFrancesco
2501 Parmenter Street, Ste 300B
Middleton, WI 53562

PROPERTY OWNERS: Jodi L Devonshire, Andrea M Feero, and
Jennifer L Feero
701 S Riverside Drive
St. Charles, MO 63302

SITE AREA: Tax Lot 600 = 5.40 acres
Tax Lot 604 = 0.40 acres

SITE ADDRESS: 2320 SE Stratus Avenue
McMinnville, Oregon 97128
Yamhill County, Oregon

I. APPLICABLE REGULATIONS

A. MCMINNVILLE ZONING ORDINANCE

- Title 17: Zoning**
- Chapter 17.10: Area and Master Planning Process**
- Chapter 17.11: Residential Design Standards**
- Chapter 17.21: R-4 Medium, High Density, 5000 SF Lot Residential Zone**
- Chapter 17.72: Applications and Review Process**
- Section 17.72.080: Legislative or Quasi-Judicial Hearings**

B. MCMINNVILLE COMPREHENSIVE PLAN

- Section II: Natural Resources, Scenic and Historic Areas, and Open Spaces**
- Section IV: Areas Subject to Natural Disasters and Hazards**
- Section V: Public Facilities and Services**
- Section VI: Land Use**
- Section VIII: Housing**
- Section X: Parks and Recreation Plan**
- Section XII: Marion County Coordination**

C. OREGON STATEWIDE PLANNING GOALS

- Goal 1: Citizen Involvement**
- Goal 2: Land Use Planning**
- Goal 3: Agricultural Lands**
- Goal 4: Forest Lands**
- Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources**
- Goal 6: Air, Water and Land Resource Quality**
- Goal 7: Natural Hazards**
- Goal 8: Recreational Needs**
- Goal 9: Economic Development**
- Goal 10: Housing**
- Goal 11: Public Facilities and Services**
- Goal 12: Transportation**
- Goal 13: Energy Conservation**
- Goal 14: Urbanization**

II. BACKGROUND:

The applicant, Commonwealth Development Corporation, is requesting concurrent land use approval of a Comprehensive Plan Map Amendment and Zone Change application for a 5.80 acre site located at 2320 SE Stratus Avenue. The site is identified by the Yamhill County Tax Assessor as Tax Lots 600 and 604 of Tax Map 4427. Tax Lot 600 is currently vacant and contains approximately 5.40 acres. Tax Lot 604 contains 0.40 acres and is developed with a dwelling/storage building. Both lots are currently served by an access and utility easement that crosses the Northwest Logging Supply parking lot, located at 2330 SE Stratus Avenue, and identified by the Assessor as Tax Lot 602.

The subject parcels are currently designated Industrial on the McMinnville Comprehensive Plan Map and are designated M-1 on the Zoning Map. In 2022, the Three Mile Lane Area Plan was adopted by the City of McMinnville. The plan supports the redesignation of this site from Industrial to Medium-High Density Residential to support the development of low-rise garden apartments. Consistent with the area plan, the applicant is proposing to designate the property Residential on the Comprehensive Plan Map and R-4 (Medium, High-Density Residential) on the Zoning Map. When discussing the proposal with City Staff it was revealed that a Planned Development Overlay exists for the site. However, Staff determined that a Planned Development Amendment application is not required since approval of the Comprehensive Plan Map and Zone Change will replace the existing ordinance governing permitted land uses on the site.

The subject parcels are located within McMinnville's Urban Growth Boundary (UGB) and city limits. To the south and west of the site is a large EF-80 zoned parcel that is located outside of the UGB and is under Yamhill County jurisdiction. The parcel east of the site is zoned R-4 and is developed as a mobile home park. Properties to the north across SE Stratus Avenue and Highway 18/NE Three Mile Lane are within the city limits and are zoned General Commercial.

The 25-ft. wide access and utility easement that serves the site and crosses Tax Lot 602 connects to SE Stratus Avenue, a designated Minor Collector street under City jurisdiction. Highway 18/NE Three Mile Lane, a Major Arterial Street under ODOT jurisdiction, parallels Stratus Avenue directly to the north. Highway 18 provides an off-ramp to Stratus Avenue to the west of the site. A full movement signal controlled intersection to Highway 18 is provided from Stratus Avenue to the east of the site at the intersection of SE Norton Lane. This signaled highway crossing provides safe pedestrian and bicycle routes to commercial uses on the north side of the highway at the intersection of NE Norton Lane and NE Cumulus Avenue. The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed map amendments is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system (see Exhibit 5).

City maps indicate that utilities are located in the vicinity of the subject parcels and can be extended when the site is developed. Public water and sewer services will be provided by connecting to the existing main lines within SE Stratus Avenue. Electrical and communication services can also be provided by connecting to existing lines within the right-of-way. The attached concept plan indicates that the applicant is intending to manage stormwater from impervious surfaces by directing drainage to a retention pond on the site, in accordance with City standards.

The submitted Conceptual Plan and narrative demonstrates that the intended multi-family use will align with the City adopted Three Mile Lane Area Plan and Great Neighborhood Principles. This narrative also addresses how the map amendments are consistent with applicable policies in the Comprehensive Plan and addresses the public need for additional housing. Under the proposed zoning, the site can accommodate the development of 96 apartments with a variety of one, two, and three-bedroom dwelling units. The Conceptual Plan illustrates that the intended development will also include a clubhouse, play structure, parking facilities and walkways, and landscaped common open space areas. As required, prior to the development of the site, the applicant will submit a Site and Design Review application to the City of McMinnville.

This Applicant's Statement addresses applicable provisions of the McMinnville City Municipal Code, McMinnville Comprehensive Plan, and Oregon Statewide Planning Goals. Copies of the signed Application Form, Property Deed, Conceptual Plan, Neighborhood Meeting Documentation, and Transportation Planning Rule Analysis have been attached to this narrative. The exhibits and narrative demonstrate that the submitted land use applications meet the criteria for approval.

III. **FINDINGS**

A. **MCMINNVILLE ZONING ORDINANCE**

Title 17: Zoning

Chapter 17.10: Area and Master Planning Process

Section 17.10.020: Applicability. The Area Plan and Master Plan processes apply to all lands that are designated as Urban Holding (UH) on the McMinnville Comprehensive Plan Map.

COMMENT:

The City's Comprehensive Plan Map indicates that Tax Lots 600 and 604 are located within the McMinnville UGB and city limits and are not designated as an Urban Holding area. The applicant is not requesting approval of a new Area Plan or Master Plan for the site. Therefore, the submitted Comprehensive Plan Map Amendment and Zone Change application is not subject to the above requirements.

Chapter 17.11: Residential Design and Development Standards

Section 17.11.010: Purpose. This chapter provides residential development and design standards for all housing types permitted in McMinnville's residential and commercial zones. The purpose of this chapter is to permit a wide variety of housing types while maintaining the character and values of McMinnville. These housing types provide greater options for the community and help implement the City's vision for housing, including the Great Neighborhood Principles. The proposed housing types range in size, affordability, and configurations, including attached and detached dwellings. The development standards for each housing type were calibrated specifically for McMinnville. This chapter is divided into individual housing types with their associated development standards and universal design standards that apply to all housing types.

COMMENT:

The applicant is proposing a Comprehensive Plan Map Amendment for the site from Industrial to Residential and a Zone Change from M-1 to R-4. General standards for apartment housing are addressed in the narrative below to demonstrate that it is feasible to develop multi-family units on the subject parcels. City staff will verify that all applicable standards are met when detailed plans are prepared and a Site and Design Review application is submitted.

Section 17.11.012: Introduction to Housing Types.

A. A housing type is not a use category. It describes a type of

development that can contain a residential use.

- B. A list of allowed, limited, and prohibited housing types in residential and commercial zones is provided in 17.11.013. Terms and abbreviations used are defined as follows:
 - 1. Yes, allowed (Y). Housing types that are allowed.
 - 2. Limited (L). Housing types that require a conditional use approval or are allowed subject to specific limitations.
 - 3. No, prohibited (N). Housing types that are not allowed under any circumstance.
- C. Housing types that are allowed or allowed on a limited basis are subject to the standards and provisions of the applicable development standards chapter, which is indicated in parentheses in the first column of the Housing Types Table in 17.11.013.

Section 17.11.013: Zoning Table of Allowed Housing Types. The table below depicts what housing type is allowed in each zone.

R-4: Apartments (All Apartment Types) (17.11.090) – Limited (L)
Limited: Housing types that require a conditional use approval or are allowed subject to specific limitations.

COMMENT:

The attached Conceptual Plan demonstrates that the site will support the development of 96 multi-family dwellings with a variety of one, two, and three-bedroom apartments. Per the Zoning Table, apartments are permitted in the R-4 zone. As shown on the plan, the site will also provide adequate space for a clubhouse structure, play structure, parking facilities and walkways, and landscaped areas (see Exhibit 3).

Section 17.11.090: Apartments. Apartments are a type of attached housing within single-story or multi-story buildings. Apartment dwelling units may share common walls, ceilings, or floors.

- A. Characteristics.
 - 1. Site Sizes: Single walk-ups, block apartments, and many courtyard apartments can fit on a 100 x 100-foot lot. Bigger developments with multiple walk-up buildings may be as large as 250,000 square feet, or 500 x 500-foot lots.
 - 2. Height Range: Apartment heights vary depending on

the type and the location.

- 3. Density Ranges: Apartment densities vary depending on building type and site design layout.**

COMMENT:

The subject parcels contain approximately 5.80 acres (252,648 sq. ft.) and the site is roughly 250-ft. wide x 950-ft. deep. Per the attached Conceptual Plan, the intended 2-story apartment buildings are approximately 35-ft. high. Based on the development of 96 dwelling units, the site will yield a residential density of 16.55 dwelling units/acre (see Exhibit 3).

B. Types of Apartments.

2. Walk-up Apartments.

- a. Description: Buildings are limited to three stories, and consist of about four to 12 units each, accessible from a single open-air stairwell. Dwelling units are typically constructed in Type V frame construction with fire sprinklers. Individual apartment buildings are arranged around common open space and shared parking areas.**
- b. Appropriate Context: Walk-up apartments are appropriate adjacent to or within a single dwelling neighborhood depending on site design, orientation to the street, location of parking, and the massing and scale of buildings.**
- d. Variations: May have an internal stair. Generally, in this case, the maximum number of units per floor are four. They can be designed with front and back windows for cross ventilation. Buildings can be separated to offer access to light and air on three sides.**
- e. Lot Sizes: Vary widely, from 10,000 to 250,000 square feet.**
- f. Density Range: 15 - 30 units per acre. (Note, maximum density will be governed by McMinnville's municipal code.)**
- g. Building Height: Usually 3 stories; can be 2 stories. (Note, maximum height will be governed by McMinnville's Municipal Code.)**

- h. Construction Type and Building Code Issues: Typically Type V frame construction. Sprinklers for fire suppression are required.**

COMMENT:

As mentioned above, the site contains approximately 5.80 acres (252,648 sq. ft.) and is roughly 250-ft. wide x 950-ft. deep. The attached Conceptual Plan indicates that the 6 intended multi-family buildings are approximately 35-ft. tall and will contain 16 dwelling units each (see Exhibit 3). The intended density of the site is 16.55 dwelling units/acre. As required, the apartment buildings will be arranged around parking and common open space areas, and sprinklers will be installed.

C. Development Standards.

Table 1. Multi-Dwelling Development Standards for Lots over 14,000 Square Feet, Without Alley.

COMMENT:

The applicant is not requesting Site and Design Review with this land use application. City staff will verify that specific development standards listed under Table 1 are met through a separate application process.

- D. Design Standards. The Apartment Design Standards for multi-dwelling housing are standards that apply to apartment housing types. These standards are related to site design and building frontage, parking, compatibility with neighboring homes, open space, and private space.**

COMMENT:

As mentioned above, the applicant is currently requesting approval of a Comprehensive Plan Map Amendment and Zone Change application. When a Site and Design Review application is submitted for the planned apartment complex, City staff will verify that the above design standards are met.

Section 17.11.110: Planned Development Residential Design and Development Standards. Chapter 17.51 of the McMinnville Municipal Code allows for planned development overlays in McMinnville as a means of providing greater flexibility and greater freedom of design in the development of land than may be possible under strict interpretation of the provisions of the zoning ordinance. McMinnville encourages residential planned developments as a means of achieving the City's adopted Great Neighborhood Principles.

COMMENT:

The applicant will be required to demonstrate compliance with the City’s multi-family housing standards and Great Neighborhood Principles when a future Site and Design Review application is submitted.

Chapter 17.21: R-4 Medium, High Density, 5000 SF Lot Residential Zone

Section 17.21.010: Permitted Uses. In an R-4 zone, the following uses and their accessory uses are permitted:

C. Apartments; Multiple dwelling subject to the following:

- 1. Developments with five or more units.**
- 2. The property on which the use will be located has direct access from a major collector or minor arterial street, or a local collector street within 600’ of a collector or arterial street; or**
- 3. The property is located within one-half mile of a planned or existing transit route; or**
- 4. The property is within one-quarter mile from a planned or existing neighborhood or commercial shopping area.**

COMMENT:

The subject parcels are currently designated Industrial on the Comprehensive Plan Map and are designated M-1 on the Zoning Map. In 2022, the Three Mile Lane Area Plan, which includes Tax Lots 600 and 604, was adopted by the City of McMinnville. The plan recommends the redesignation of this site from Industrial to Medium-High Density Residential to support the development of low-rise garden apartments. Consistent with the area plan, the applicant is proposing to designate the property Residential on the Comprehensive Plan Map and R-4 (Medium, High-Density Residential) on the Zoning Map. The attached Conceptual Plan demonstrates that the applicant intends to develop two-story walk-up apartments following the approval of the map amendments. Per the attached Property Deed and Conceptual Plan, the subject site is currently served by a 125-ft. long access and utility easement that connects to SE Stratus Avenue, a designated Minor Collector street (see Exhibits 2 and 3).

Section 17.21.030: Lot Size. In an R-4 zone, the lot size shall not be less than five thousand square feet, except that the lot area for attached single dwelling lots shall average one thousand-five hundred square feet in area.

COMMENT:

The combined area of Tax Lot 600 and 604 is approximately 5.80 acres, exceeding the above minimum lot size standard.

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

COMMENT:

The attached Conceptual Plan demonstrates that the required 15-ft. front, 10-ft. side, and 20-ft. rear setbacks can be provided with the future development of a multi-family use on the site (see Exhibit 3).

Section 17.21.050: Building Height. In an R-4 Zone, a building shall not exceed sixty feet in height.

COMMENT:

Following the approval of the proposed map amendments, the applicant intends to develop 2-story apartment units within structures that will be approximately 35-ft. high. Therefore, the maximum 60-ft. height standard will be met.

Section 17.21.060: Density Requirements. In an R-4 Zone, the maximum density for single attached dwelling may not exceed four dwelling units per 5,000 square feet. Density maximum may not apply to any other permitted housing types, including accessory dwelling units.

COMMENT:

The attached Conceptual Plan indicates that the applicant is intending to develop 96 multi-family units on the site (see Exhibit 3). Therefore, the above single-family attached density standard does not apply.

Chapter 17.72: Applications and Review Process

Section 17.72.080: Legislative or Quasi-Judicial Hearings. The applications listed in this Chapter are either legislative or quasi-judicial in nature and are subject to a public hearing before the Planning Commission or City Council.

- A. A requested amendment to the text of the zoning ordinance or comprehensive plan would call for a legislative-type hearing, the purpose of which is to obtain public input primarily on matters of policy. A legislative amendment may be initiated by the City Council, the Planning Commission or by the Citizens' Advisory Committee. Any other citizen may petition the City Council requesting them to initiate a text amendment.**

COMMENT:

The applicant is not proposing a zoning ordinance text or comprehensive plan text amendment; therefore, the above standards do not apply.

- B. An application that is site specific (such as a zone change or annexation request) would call for a quasi-judicial hearing. The decisions made as a result of such hearings must be based upon testimony submitted and supported by Findings of Fact. An amendment that is site specific may be initiated by the City Council, the Planning Commission, the Citizens' Advisory Committee or by application of the property owner.**

COMMENT:

The attached Application form indicates that the Comprehensive Plan Map Amendment and Zone Change request was initiated by the property owners. As required, the land use decision will be issued after public hearings are held before the Planning Commission and City Council.

Section 17.72.095: Neighborhood Meetings.

- A. A neighborhood meeting shall be required for:**
 - 1. All applications that require a public hearing as described in Section 17.72.120, except that neighborhood meetings are not required for the following applications:**
 - a. Comprehensive plan text amendment; or**
 - b. Zoning ordinance text amendment; or**
 - c. Appeal of a Planning Director's decision; or**
 - d. Application with Director's decision for which a public hearing is requested.**
 - 2. Tentative Subdivisions (up to 10 lots)**
 - 3. Short Term Rental**

COMMENT:

A neighborhood meeting for the submitted Zone Change and Map Amendment application was held on July 30, 2024. As required, the applicant has submitted the attached Neighborhood Meeting Documentation to demonstrate compliance with City standards (see Exhibit 4).

- B. Schedule of Meeting.**

1. The applicant is required to hold one neighborhood meeting prior to submitting a land use application for a specific site. Additional meetings may be held at the applicant's discretion.
2. Land use applications shall be submitted to the City within 180 calendar days of the neighborhood meeting. If an application is not submitted in this time frame, the applicant shall be required to hold a new neighborhood meeting.

C. Meeting Location and Time.

1. Neighborhood meetings shall be held at a location within the city limits of the City of McMinnville.
2. The meeting shall be held at a location that is open to the public and must be ADA accessible.
3. An 8 ½ x 11" sign shall be posted at the entry of the building before the meeting. The sign will announce the meeting, state that the meeting is open to the public and that interested persons are invited to attend.
4. The starting time for the meeting shall be limited to weekday evenings between the hours of 6 pm and 8 pm or Saturdays between the hours of 10 am and 4 pm. Neighborhood meetings shall not be held on national holidays. If no one arrives within 30 minutes after the scheduled starting time for the neighborhood meeting, the applicant may leave.

D. Mailed Notice.

1. The applicant shall mail written notice of the neighborhood meeting to surrounding property owners. The notices shall be mailed to property owners within certain distances of the exterior boundary of the subject property. The notification distances shall be the same as the distances used for the property owner notices for the specific land use application that will eventually be applied for, as described in Section 17.72.110 and Section 17.72.120.
2. Notice shall be mailed not fewer than 20 calendar days nor more than 30 calendar days prior to the

date of the neighborhood meeting.

3. An official list for the mailed notice may be obtained from the City of McMinnville for an applicable fee and within 5 business days. A mailing list may also be obtained from other sources such as a title company, provided that the list shall be based on the most recent tax assessment rolls of the Yamhill County Department of Assessment and Taxation. A mailing list is valid for use up to 45 calendar days from the date the mailing list was generated.
4. The mailed notice shall:
 - a. State the date, time and location of the neighborhood meeting and invite people for a conversation on the proposal.
 - b. Briefly describe the nature of the proposal (i.e., approximate number of lots or units, housing types, approximate building dimensions and heights, and proposed land use request).
 - c. Include a copy of the tax map or a GIS map that clearly identifies the location of the proposed development.
 - d. Include a conceptual site plan.
5. The City of McMinnville Planning Department shall be included as a recipient of the mailed notice of the neighborhood meeting.
6. Failure of a property owner to receive mailed notice shall not invalidate the neighborhood meeting proceedings.

E. Posted Notice.

1. The applicant shall also provide notice of the meeting by posting one 18 x 24" waterproof sign on each frontage of the subject property not fewer than 20 calendar days nor more than 30 calendar days prior to the date of the neighborhood meeting.
2. The sign(s) shall be posted within 20 feet of the adjacent right-of-way and must be easily viewable and readable from the right-of-way.

3. It is the applicant's responsibility to post the sign, to ensure that the sign remains posted until the meeting, and to remove it following the meeting.
4. If the posted sign is inadvertently removed (i.e., by weather, vandals, etc.), that shall not invalidate the neighborhood meeting proceedings.

F. Meeting Agenda.

1. The overall format of the neighborhood meeting shall be at the discretion of the applicant.
2. At a minimum, the applicant shall include the following components in the neighborhood meeting agenda:
 - a. An opportunity for attendees to view the conceptual site plan;
 - b. A description of the major elements of the proposal. Depending on the type and scale of the particular application, the applicant should be prepared to discuss proposed land uses and densities, proposed building size and height, proposed access and parking, and proposed landscaping, buffering, and/or protection of natural resources;
 - c. An opportunity for attendees to speak at the meeting and ask questions of the applicant. The applicant shall allow attendees to identify any issues that they believe should be addressed.

G. Evidence of Compliance. In order for a land use application that requires a neighborhood meeting to be deemed complete, the following evidence shall be submitted with the land use application:

1. A copy of the meeting notice mailed to surrounding property owners;
2. A copy of the mailing list used to send the meeting notices;
3. One photograph for each waterproof sign posted on the subject site, taken from the adjacent right-of-

way;

4. **One 8 ½ x 11” copy of the materials presented by the applicant at the neighborhood meeting; and**
5. **Notes of the meeting, which shall include:**
 - a. **Meeting date;**
 - b. **Meeting time and location;**
 - c. **The names and addresses of those attending;**
 - d. **A summary of oral and written comments received; and**
 - e. **A summary of any revisions made to the proposal based on comments received at the meeting.**

COMMENT:

As required, the attached Neighborhood Meeting Documentation meets the above standards (see Exhibit 4).

Section 17.72.120: Applications – Director’s Review with Notification. The following applications shall be submitted as stated above in Section 17.72.020 and shall be reviewed by the Planning Director or designee.

- **Annexation**
- **Appeal of a Planning Director’s Decision**
- **Application with Director’s decision for which a public hearing is requested**
- **Comprehensive Plan Map Amendment**
- **Comprehensive Plan Text Amendment**
- **Conditional Use Permit**
- **Demolition of National Register of Historic Places Structure (Public hearing held by the Historic Landmarks Committee)**
- **Planned Development**
- **Planned Development Amendment**
- **Tentative Subdivision (more than 10 lots)**
- **Urban Growth Boundary Amendment**
- **Variance**
- **Zone Change**
- **Zoning Ordinance Text Amendment**
- **Any application listed in Section 17.72.110 for which a public hearing is requested.**

The above applications are subject to the following submittal, notice, and hearing requirements:

- A. Applications must be filed not less than 35 (thirty-five) days prior to the date of the public hearing. Applications other than those involving text amendments or other legislative matters shall be reviewed for completeness as outlined above in Section 17.72.040.
- B. The Director shall send a copy of the proposal to any agency or City department identified by the Director as having interest in the proposal including those agencies and departments responsible for determining compliance with state and federal requirements. The notified agency may provide written comment regarding the proposal.
- C. An application to amend the comprehensive plan map, zoning ordinance text, comprehensive plan text or other application requiring notice to the Department of Land Conservation (DLC) and Development Commission as a “post acknowledgment plan amendment” shall be submitted to the Planning Department a minimum of 55 (fifty-five) days prior to the date of the public hearing so that notice of the application can be provided to the DLC.
- D. Notice of the public hearing shall be published in a newspaper of general circulation in the City, not less than five (5) days nor more than 15 (fifteen) days prior to the date of the public hearing.
- E. Written notice of a variance request shall be mailed to the applicant and all property owners within 100 feet of the exterior boundary of the subject property, and within 200 feet of the exterior boundary of the subject property for an application for a conditional use permit not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.
- F. Written notice of a request for applications other than those involving text amendments or other legislative matters shall be mailed to the applicant and all property owners within 300 feet of the exterior boundary of the subject property, not fewer than 20 (twenty) nor more than 30 (thirty) days prior to the date of the public hearing.

COMMENT:

The applicant is submitting a concurrent Comprehensive Plan Map Amendment and Zone Change application, subject to a quasi-judicial hearing land-use process, with a Staff Report prepared by the Planning Director, and public hearings held before the Planning Commission and City Council. To meet the above standards, copies of the Application Form, Property Deed, Conceptual Plan, and Neighborhood Meeting Documentation have been attached to this narrative (see Exhibits 1-4).

Chapter 17.74: Review Criteria

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;

COMMENT:

As required, the applicant has addressed applicable goals and policies of the Comprehensive Plan in the narrative provided below.

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;

COMMENT:

The attached Preliminary Plans indicate that the subject site is located within the boundaries of the Three Mile Lane Area Plan (see Exhibit 3). The plan supports the redesignation of this site from Industrial to Medium-High Density Residential to support the development of low-rise garden apartments. Consistent with the area plan, the applicant is proposing to designate the property Residential on the Comprehensive Plan Map and R-4 (Medium, High-Density Residential) on the Zoning Map.

The City of McMinnville's current Housing Needs Analysis indicates that single-family and multi-family needs will be met through the development of 4,657 dwelling units during the 2021-2041 planning period. However, the existing residential land supply cannot meet the projected demand for housing units. It has been determined that the City will have a projected deficiency of 1,926 dwelling units during the planning period even if all available residential land supply is developed. The attached Conceptual Plan indicates that the applicant is intending to develop 96 multi-family units on the site following the approval of the proposed map amendments (see Exhibit 3). Therefore, the proposed amendments are orderly and timely considering the Area Plan's recommendation for Medium, High-Density housing on the site, and the documented need for housing in the community.

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.

COMMENT:

As discussed above, the applicant is proposing to designate the property Residential on the Comprehensive Plan Map and R-4 (Medium, High-Density Residential) on the Zoning Map. The proposed map amendments are consistent with the Three Mile Lane Area Plan, which recommends low-rise garden apartments for the site, and is a supporting document to the McMinnville Comprehensive Plan. As such, this land use application and the intended future development of the site addresses a documented public need for additional multi-family housing. Per the attached Property Deed and Conceptual Plan, the subject site currently has a 25-ft. wide access and utility easement through an adjacent parcel to SE Stratus Avenue, a Minor Collector street. The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system.

City maps indicate that public utilities are located in the vicinity of the subject parcels and can be extended when the site is developed. Public water and sanitary sewer services can be provided by connecting to the existing main lines within SE Stratus Avenue. Electrical and communication services can also be provided by connecting to existing lines within the right-of-way. To meet City standards, the applicant intends to direct stormwater from impervious surfaces to an on-site retention pond.

Section 17.74.030: Authorization to Grant or Deny Conditional Use. A conditional use listed in this ordinance shall be permitted, altered or denied

in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of this ordinance and classified in this ordinance as a conditional use, a change in the use or in lot area, or an alteration of any structure shall conform to the requirements for conditional uses. In judging whether or not a conditional use proposal shall be approved or denied, the Planning Commission shall weigh its appropriateness and desirability or the public convenience or necessity to be served against any adverse conditions that would result from authorizing the particular development at the location proposed and, to approve such use, shall find that the following criteria are either met, can be met by observance of conditions, or are not applicable:

COMMENT:

The applicant is not proposing to establish a conditional use on the subject site, therefore this section does not apply.

B. MCMINNVILLE COMPREHENSIVE PLAN

Chapter II: Natural Resources

Goal II 1: To Preserve the Quality of the Air, Water, and Land Resources Within the Planning Area.

COMMENT:

The applicant is proposing to change the site's current M-1 zoning to an R-4 designation. The attached Conceptual Plan demonstrates that the property contains a single-family dwelling/storage building within Tax Lot 604 (see Exhibit 3). City maps indicate that there are no designated natural resources within the subject properties. Since rezoning the site for residential development does not significantly impact or disrupt the preservation of air, water, or land resources within the planning area, the above goal is met.

Land Policies:

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.

COMMENT:

No natural hazard areas are identified within the site. The applicant's Conceptual Plan demonstrates that future development of the site will include ample open space, landscaping, and stormwater drainage to mitigate potential environmental impacts.

Water Policies:

- 8.00: The City of McMinnville shall continue to seek the retention of high water quality standards as defined by federal, state, and local water quality codes, for all the water resources within the planning area.**

COMMENT:

Natural water resources are not identified within the planning area. However, to minimize stormwater drainage impacts to the area and environment, the submitted Conceptual Plan illustrates that stormwater retention ponds will be utilized to manage drainage withing the site (see Exhibit 3). As required, the proposed water, sewer, and stormwater facilities will comply with Public Works standards. Therefore, land and water policies are met.

Chapter III: Cultural, Historical, and Educational Resources

- Goal III 2: To Preserve and Protect Sites, Structures, Areas, and Objects of Historical, Cultural, Architectural, or Archaeological Significance to the City of McMinnville.**

COMMENT:

The subject site does not contain historical, cultural, architectural, or archaeological sites, structures or objects of significance. Therefore, this chapter does not apply to the Comprehensive Plan Map Amendment and Zone Change applications.

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.**

COMMENT:

The attached Preliminary Development Plans indicate that the subject property is located within the UGB and city limits of McMinnville. The subject parcels are currently designated M-1 and Industrial on the City’s Zoning Map and Comprehensive Plan Map. The applicant is proposing to rezone the site to Medium, High-Density Residential. The proposed map amendments will allow the development of multi-family dwellings, providing additional housing opportunities for the McMinnville workforce. Residents that live in the proposed dwellings will also purchase local goods and services, helping to contribute to the local economy. In addition, the future residential use will provide additional property tax revenue for the City to provide public services.

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.

61.00: The City of McMinnville shall monitor the conversion of lands to residential use to insure that adequate opportunities for development of all housing types are assured. Annual reports on the housing development pattern, housing density and mix shall be prepared for city review.

COMMENT:

The City's current Housing Needs Analysis indicates that single-family and multi-family dwelling needs will be met through the development of 4,657 housing units during the 2021-2041 planning period. However, if all inventoried residential land supply is developed by 2041, the City will still maintain a deficiency of 1,926 dwelling units during the planning period. Therefore, rezoning of the subject site is essential when addressing the public need for additional housing. As demonstrated by the attached Conceptual Plan, the applicant is intending to develop 96 dwelling units on the site, consistent with the above goals and policies (see Exhibit 3).

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.

COMMENT:

Existing public and private services within SE Stratus Avenue currently have the capacity to serve the proposed multi-family use. Stratus Avenue is classified as a Minor Collector. Public water and sewer services can be provided by connecting to the existing main lines within the right-of-way. Similarly, electrical and communication services can be provided by connecting to existing lines along the road frontage. The attached concept plan indicates that the applicant is intending to manage stormwater from impervious surfaces on site by directing drainage to a retention pond in accordance with City standards. The subject property is located adjacent to a mobile home park that provides higher density housing. Therefore, the proposed map amendments will help encourage compact urban development in this neighborhood, consistent with recommendations in the Three Mile Lane Area Plan. As such, the above goals and policies are met.

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

COMMENT:

The subject site is currently designated Industrial on the Comprehensive Plan Map and M-1 on the Zoning Map. However, the site is recommended to be designated Medium, High-Density Residential by the Three Mile Lane Area Plan, which is a supporting document to the Comprehensive Plan. The Area Plan has provided this recommendation since the site is well-suited for low-rise garden apartments, and a multi-family use will help address the public need for additional housing. The proposed Comprehensive Plan Map Amendment to Residential and Zone Change to R-4 are consistent with the Area Plan recommendation. Following approval of the map amendments, the applicant intends to develop an apartment complex on the site in conformance with the above policy.

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.

COMMENT:

The current McMinnville Housing Needs Analysis indicates a projected deficiency of 1,926 dwelling units by 2041 within the community. This is due to available residential land becoming foreseeably exhausted within 12 to 20 years, based on development rates of available residential land and compliance with housing density standards. The proposed R-4 zoning for the site is consistent with the Three Mile Lane Area Plan. The Areas Plan recommends the development of Medium, High-Density housing on the site, and is a supporting document to the Comprehensive Plan. Since the proposed map amendments will address a documented public need and create additional residential land supply, they are consistent with the above policy.

71.09: Medium and Medium-High Density Residential (R-3 and R-4) The majority of residential lands in McMinnville are planned to develop at medium density range (4 – 8 dwelling units per net acre). Medium density residential development uses include small lot single dwelling detached uses, single dwelling attached units, duplexes, triplexes, quadplexes, townhouses, and cottage clusters. High density residential development (8 – 30 dwelling units per net acre) uses typically include townhouses, condominiums, and apartments:

- 1. Areas that are not committed to low density development;**
- 2. Areas that have direct access from collector or arterial streets; or a local collector street within 600' of a collector or arterial street;**
- 3. Areas that are not subject to development limitations such as**

topography, flooding, or poor drainage;

COMMENT:

The applicant is requesting approval of a Comprehensive Plan Map Amendment and Zone Change application to designate the site R-4 so that the site can be developed with low-rise garden apartments. The proposed zoning is consistent with the recommended Medium, High-Density Residential designation in the Three Mile Lane Area Plan. Per the attached Property Deed and Conceptual Plan, the subject site is accessible through a 125-ft. long access and utility easement that connects to SE Stratus Avenue, a Minor Collector street. City maps do not indicate that steep topography, flooding, or poor drainage is associated with the site. Therefore, the proposed R-4 zoning is consistent with the above policies.

4. Areas where the existing facilities have the capacity for additional development;

COMMENT:

When discussing the attached Conceptual Plan with City staff, it was determined that public utilities have the capacity to serve a multi-family use on the site. Public water and sewer services can be provided by connecting to existing main lines within SE Stratus Avenue. Similarly, electrical and communication services can be provided by connecting to existing lines within the right-of-way. The attached Conceptual Plan indicates that the applicant is intending to manage stormwater from impervious surfaces by directing drainage to a retention pond (see Exhibit 3). The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system (see Exhibit 5).

Urban Policies:

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

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

COMMENT:

As discussed above, existing public transportation and utility facilities have the capacity to serve the proposed R-4 zoning and future multi-family development. The attached Conceptual Plan indicates that stormwater will be managed on-site with a private retention facility (see Exhibit 3). Detailed plans regarding how services will be provided when a future Site and Design Review application is submitted.

Chapter VI: Transportation System

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.

Streets Policies:

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

COMMENT:

The subject site is currently provided a 25-ft. wide access easement from SE Stratus Avenue. This accessway shares an existing driveway connection to SE Stratus Avenue for Tax Lot 602.

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

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.

121.00: The City of McMinnville shall discourage the direct access of small-scale residential developments onto major or minor arterial streets and major collector streets.

COMMENT:

The attached Conceptual Plan illustrates that the subject site has access to SE Stratus Avenue, a Minor Collector Street (see Exhibit 3). This access is shared with Northwest Logging Supply to facilitate safe access flow along the roadway.

122.00: The City of McMinnville shall encourage the following provisions for each of the three functional road classifications:

2. Major, minor collectors.

–Designs should minimize impacts on existing neighborhoods.

- Sufficient street rights-of-way should be obtained prior to development of adjacent lands.
- On-street parking should be limited wherever necessary.
- Landscaping should be required along public rights-of-way.
- As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

COMMENT:

The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system (see Exhibit 5). The attached Conceptual Plan demonstrates that off-street parking can be provided on the site when it is developed with a multi-family use (see Exhibit 3). At the time of development, landscaping will be provided where required. Therefore, this policy is met.

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 rights-of-way as transportation routes.

COMMENT:

As mentioned above, the attached Conceptual Plan demonstrates that off-street parking for a multi-family use can be provided on the site (see Exhibit 3).

Bike Paths Policies:

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

COMMENT:

Due to the low traffic volume and travel speeds on SE Stratus Avenue, bicycles and vehicles currently share the roadway. Highway 18/NE Three Mile Lane, a Major Arterial Street under ODOT jurisdiction, parallels Stratus Avenue directly to the north. Highway 18 provides an off-ramp to Stratus Avenue to the west of the site. A full movement signal controlled intersection to Highway 18 is provided from Stratus Avenue to the east of the site at the intersection of SE Norton Lane. This signaled highway crossing provides safe pedestrian and bicycle routes to commercial uses on the north side of the highway at the intersection of NE Norton Lane and NE Cumulus Avenue.

Complete Streets:

132.24.00: The safety and convenience of all users of the transportation system including pedestrians, bicyclists, transit users, freight, and motor vehicle drivers shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that even the most vulnerable McMinnville residents – children, elderly, and persons with disabilities – can travel safely within the public right-of-way. Examples of how the Complete Streets policy is implemented:

1. Design and construct right-of-way improvements in compliance with ADA accessibility guidelines (see below).
2. Incorporate features that create a pedestrian friendly environment, such as:
 - a. Narrower traffic lanes;
 - b. Median refuges and raised medians;
 - c. Curb extensions (“bulb-outs”);
 - d. Count-down and audible pedestrian signals;
 - e. Wider sidewalks;
 - f. Bicycle lanes; and
 - g. Street furniture, street trees, and landscaping

COMMENT:

As mentioned above, the subject site is accessed from SE Stratus Avenue through a 25-ft. wide access and utility easement on Tax Lot 602. The street frontage along SE Stratus Avenue is currently improved with a curb, gutter, and sidewalk. The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City’s Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system (see Exhibit 5). City staff will verify that Public Works standards are met when a future Site and Design Review application is submitted for the apartment complex.

Connectivity and Circulation:

132.26.00: The vehicle, pedestrian, transit, and bicycle circulation systems shall be designed to connect major activity centers in the McMinnville planning area, increase the overall accessibility of downtown and other centers, as well as provide access to neighborhood residential, shopping, and industrial areas, and McMinnville’s parks and schools.

COMMENT:

The subject site currently has access to SE Stratus Avenue through a 25-ft. wide access easement which crosses Tax Lot 602. Stratus Avenue connects to Highway 18 to the west of the site, where a full movement signal controlled intersection is located. This signaled intersection provides safe pedestrian and bicycle routes to commercial uses on the north side of the highway, near the intersection of NE Norton Lane and NE Cumulus Avenue.

Supportive of General Land Use Plan Designations and Development Patterns:

132.27.00: The provision of transportation facilities and services shall reflect and support the land use designations and development patterns identified in the McMinnville Comprehensive Plan. The design and implementation of transportation facilities and services shall be based on serving current and future travel demand—both short-term and long-term planned uses.

COMMENT:

As required, Transportation Planning Rule Analysis has been completed for the proposed zone change from M-1 to R-4. The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect on the surrounding transportation system (see Exhibit 5). Therefore, the above policy is met.

Transportation Safety:

132.31.00: The City of McMinnville shall make the design, construction, and operation of a safe transportation system for all modes of travel a high priority.

COMMENT:

As mentioned above, existing improvements to SE Stratus Avenue are appropriate for the proposed rezone of the subject site to R-4. The attached Transportation Planning Rule Analysis indicates that SE Stratus Avenue, a Minor Collector, is able to support residential densities permitted under the proposed R-4 zone.

Public Safety:

132.32.00: The safe, rapid movement of fire, medical, and police vehicles shall be an integral part of the design and operation of the McMinnville transportation system.

COMMENT:

The attached Conceptual Plan demonstrates that a hammerhead turnaround meeting Fire Code standards can be accommodated in the southern portion of the apartment complex (see Exhibit 3). Therefore, the proposed map amendments are consistent with the above policy.

Livability:

132.35.00: Transportation facilities in the McMinnville planning area shall be, to the degree possible, designed and constructed to mitigate noise, energy consumption, and neighborhood disruption, and to encourage the use of public transit, bikeways, sidewalks, and walkways.

Health and Welfare:

132.36.00: Through implementation of its Complete Streets policy and the TSP by enhancing its pedestrian and bicycle systems, the City of McMinnville will help encourage greater physical activity and improved health and welfare of its residents.

COMMENT:

As mentioned above, due to low traffic volumes and speeds, SE Stratus Avenue currently provides shared vehicle and bicycle facilities. The existing SE Stratus Avenue frontage along Tax Lot 602 is also developed with a sidewalk. These improvements support all modes of travel, encouraging greater physical activity for area residents.

Transportation Sustainability:

132.37.00: Through implementation of the TSP and the Comprehensive Plan, the City of McMinnville will, to the extent possible, seek measures that simultaneously help reduce traffic congestion, pollution, crashes and consumer costs, while increasing mobility options for non-drivers, and encouraging a more efficient land use pattern.

COMMENT:

As indicated in the above narrative, the existing street network and frontage improvements along Tax Lot 602 support multi-modal transportation, safety goals, transportation sustainability, and connectivity to area businesses and neighborhoods.

132.40.15: Transportation SDCs – The City should update its transportation systems development charge (SDC) to address growth-related traffic impacts.

COMMENT:

When building permits are issued for the future apartment complex, transportation SDCs will be paid for anticipated traffic impacts.

Circulation:

132.41.00: Residential Street Network – A safe and convenient network of residential streets should serve neighborhoods. When assessing the adequacy of local traffic circulation, the following considerations are

of high priority:

- 1. Pedestrian circulation;**
- 2. Enhancement of emergency vehicle access;**
- 3. Reduction of emergency vehicle response times;**
- 4. Reduction of speeds in neighborhoods;, and**
- 5. Mitigation of other neighborhood concerns such as safety, noise, and aesthetics.**

COMMENT:

SE Stratus Avenue, a Minor Collector Street, currently serves a portion of the Three Mile Lane Area neighborhood. The subject site is currently provided with a 25-ft. wide access easement to this roadway through Tax Lot 602. Efficient pedestrian circulation and emergency response is currently provided by existing street frontage improvements along Tax Lot 602. Therefore, the proposed map amendments are consistent with the above policy.

132.41.30: Promote Street Connectivity – The City shall require street systems in subdivisions and development that promote street connectivity between neighborhoods.

COMMENT:

The attached Conceptual Plan indicates that shared access and connectivity will be provided between the subject parcels and Tax Lot 602, which has frontage on SE Stratus Avenue (see Exhibit 3). To the east of the site is an existing mobile home park with a private street system. West and south of the site is a large, farmed parcel that is located outside of the UGB and city limits of McMinnville. Based on these factors, the attached Conceptual Plan demonstrates that street connectivity will be provided to the extent possible with future development of the site(see Exhibit 3).

Neighborhood Traffic Management:

132.43.10: Limited Neighborhood Cut–Through Traffic – Local residential streets should be designed to prevent or discourage their use as shortcuts for through traffic. Local traffic control measures should be coordinated with the affected neighborhood.

COMMENT:

The submitted Conceptual Plan demonstrates that, with development of the site under the proposed map amendments, access through the site will not encourage through traffic (see Exhibit 3).

Chapter VII: Community Facilities and Services

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 Lands to Urban Lands within the McMinnville Urban Growth Boundary.

Sanitary Sewer System Policies:

- 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.**
- 140.00: The City of McMinnville shall continue to limit sewer service extensions to the areas within the urban growth boundary, except where service is granted to comply with state or federal laws. Areas outside the city limits, but within the urban growth boundary, shall be granted sewer service hook-ups only under policies adopted by the City.**
- 141.00: The City of McMinnville shall continue to separate storm and sanitary sewers where they are connected to reduce the inflow of storm sewer waters to the sewage treatment plant. Ongoing maintenance and improvements of the existing system shall also be undertaken to reduce infiltration of rain water into the system.**

COMMENT:

Public utilities are located in the vicinity of the subject parcels and can be extended when the site is developed for a multi-family use. A connection to the sanitary sewer main can be provided from SE Stratus Avenue. As required, a separate stormwater system will be developed to direct drainage to retention ponds, in accordance with City standards.

Storm Drainage Policies:

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

COMMENT:

As required, an on-site storm system will be designed to meet City standards. The attached Conceptual Plan illustrates that the applicant is intending to develop a retention pond to manage drainage on the parcels (see Exhibit 3).

Water System Policies:

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 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.
4. Applicable policies for extending water services, as developed by the City Water and Light Commission, are adhered to.

COMMENT:

Public water can be provided to the site by connecting to the existing main line within SE Stratus Avenue.

Water and Sewer – Land Development Criteria Policies:

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.

COMMENT:

City staff has indicated that the existing public water line that is located within SE Stratus Avenue has the capacity to serve residential uses permitted the proposed R-4 zoning. As required, the developer will be responsible for the cost to extend public water and sanitary sewer service to the future multi-family buildings. Prior to development of the site, detailed plans will be submitted for Site and Design Review, demonstrating that federal, state, and local wastewater standards are met.

Police and Fire Protection Policies:

- 152.00:** The City of McMinnville shall encourage the provision of adequate police and fire facilities and personnel to meet the needs of the community as it expands.
- 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.

COMMENT:

It is anticipated that City of McMinnville police and fire services have the capacity to serve the proposed R-4 zoning and future apartment complex on the subject site. As demonstrated by the attached Conceptual Plan, a turnaround meeting Fire Code standards will be provided within the parking area.

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.

- 159.00:** The City of McMinnville's Parks, Recreation, and Open Space Master Plan shall serve to identify future needs of the community, available resources, funding alternatives, and priority projects.

- 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.
- 168.00:** Distinctive natural features and areas shall be retained, wherever possible, in future urban developments.
- 169.00:** Drainage ways in the City shall be preserved, where possible, for natural areas and open spaces and to provide natural storm run-offs.
- 170.05:** For purposes of projecting future park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space Master Plan shall be used.

COMMENT:

The subject parcels are not identified for future parkland in the McMinnville Parks and Recreation Master Plan.

Chapter VII: Energy

Goal VIII 2:

To Conserve all Forms of Energy Through Utilization of Land Use Planning Tools.

Energy Supply Distribution Policies:

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

COMMENT:

The submitted Conceptual Plan demonstrates that an apartment complex can be developed in a compact urban pattern under the proposed R-4 zoning (see Exhibit 4).

Chapter IX: Urbanization

Goal IX 1:

To Provide Adequate Lands to Service the Needs of the Projected Population to the Year 2023, and to Ensure the Conversion of these Lands in an Orderly, Timely Manner to Urban Uses.

COMMENT:

The City has recently prepared a Housing Needs Analysis which projects housing needs during the 2021-2041 planning period. This analysis indicates that single-family and multi-family needs will be met through the development of 4,657 dwelling units during the planning period. However, the existing residential land supply will not meet the projected demand. Even if all of the available residential land supply is developed by 2041, the City will have a projected deficiency of 1,926 dwelling units during the planning period. Therefore, rezoning of the subject site to R-4 to allow for medium-high density residential development is essential when addressing the public need for additional housing.

General Development Pattern Policies:

183.00: The City of McMinnville, with the cooperation of Yamhill County, shall establish three categories of lands within the Urban Growth Boundary. Future urbanizable lands are those lands outside the city limits, but inside the Urban Growth Boundary. These lands shall be retained in agricultural resource zones until converted to urbanizable lands by annexation to the City of McMinnville. Urbanizable lands are those lands within the city limits which are not yet developed at urban densities. Conversion of these lands to the urban classification shall involve fulfillment of the goals and policies of this plan, provision of urban services, and application of appropriate implementation ordinances and measures. Urban lands are those lands within the city limits developed at urban densities.

COMMENT:

Consistent with the Three Mile Lane Area Plan, the applicant is proposing to redesignate the subject parcels from Industrial to Residential, and rezone the parcels from M-1 to R-4. Since most of the site is vacant, and within the city limits and UGB, it is considered urbanizable. The attached Conceptual Plan demonstrates that the site can be developed at desired urban densities under the proposed R-4 zoning. As required, the applicant will submit a future Site and Design Review application to demonstrate that the apartment complex meets applicable development standards.

Great Neighborhood Principles Policies:

187.10: The City of McMinnville shall establish Great Neighborhood Principles to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. The Great Neighborhood Principles will ensure that all developed places include characteristics and elements that create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood with enduring value, whether that place is a completely new development or a redevelopment or infill project within an existing built area.

COMMENT:

When a future Site and Design Review application is submitted, the applicant will demonstrate that applicable Great Neighborhood Principles are met for the planned apartment complex.

Chapter X: Citizen Involvement and Plan Amendment

Goal X 1:

To Provide Opportunities for Citizen Involvement in the Land Use Decision Making Process Established by the City of McMinnville.

Goal X 2:

To Make Every Effort to Engage and Include a Broad Cross Section of the Community by Maintaining an Active and Open Citizen Involvement Program that is Accessible to all Members of the Community and Engages the Community During Development and Implementation of Land Use Policies and Codes.

COMMENT:

The applicant is requesting approval of a Comprehensive Plan Map Amendment and Zone Change application. As required, citizens will have the opportunity to comment on the proposed map amendments at public hearings before the Planning Commission and City Council prior to issuance of the land use decision.

C. OREGON STATEWIDE PLANNING GOALS

Goal 1: Citizen Involvement

Summary: Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." It requires each city and county to have a citizen involvement program containing six components specified in the goal. It also requires local governments to have a committee for citizen involvement (CCI) to monitor and encourage public participation in planning.

COMMENT:

The requested land use actions are to redesignate the site from Industrial to Residential, and rezone the parcels from M-1 to R-4. As required, citizens will have the opportunity to comment on the proposed map amendments at public hearings before the Planning Commission and City Council.

Goal 2: Land Use Planning

Summary: Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It requires that plans be based on "factual information"; that local plans and ordinances be coordinated with those

of other jurisdictions and agencies; and that plans be reviewed periodically and amended as needed. Goal 2 also contains standards for taking exceptions to statewide goals. An exception may be taken when a statewide goal cannot or should not be applied to a particular area or situation.

COMMENT:

The City's current Housing Needs Analysis indicates that single-family and multi-family needs will be met through the development of 4,657 dwelling units during the 2021-2041 planning period. However, the existing residential land supply cannot meet the projected demand for housing units. It has been determined that the City will have a projected deficiency of 1,926 dwelling units during the planning period even if all available residential land supply is developed.

As discussed throughout this Applicant's Statement, the subject site is included in McMinnville's UGB and is currently designated as Industrial on the Comprehensive Plan Map. Consistent with the Medium, High-Density Residential recommendation in the Three Mile Lane Area Plan, a supporting document to the Comprehensive Plan, the applicant is proposing to redesignate the site Residential and rezone it to an R-4 designation. The attached Conceptual Plan indicates that the applicant is intending to develop 96 multi-family units on the site following the approval of the proposed map amendments. Therefore, the requested map amendments are orderly and timely considering the Area Plan's recommendation for the site, and the need for housing in the community.

Goal 3: Agricultural Lands

Summary: Goal 3 defines "agricultural lands." It then requires counties to inventory such lands and to "preserve and maintain" them through farm zoning. Details on the uses allowed in farm zones are found in ORS Chapter 215 and in Oregon Administrative Rules, Chapter 660, Division 33.

COMMENT:

The subject site is located within the city limits and UGB of McMinnville. Since the parcels are not defined as "agricultural lands", this goal does not apply.

Goal 4: Forest Lands

Summary: This goal defines forest lands and requires counties to inventory them and adopt policies and ordinances that will "conserve forest lands for forest uses."

COMMENT:

The subject property does not include designated forest lands. Therefore, Goal 4 is not applicable to the proposed map amendments.

Goal 5: Open Spaces, Scenic and Historic Areas and Natural Resources

Summary: Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. It establishes a process for each resource to be inventoried and evaluated. If a resource or site is found to be significant, a local government has three policy choices: preserve the resource, allow proposed uses that conflict with it, or strike some sort of a balance between the resource and the uses that would conflict with it.

COMMENT:

The subject site does not contain any designated open spaces, scenic, or historic areas. Therefore, this goal does not apply to the submitted application.

Goal 6: Air, Water and Land Resources Quality

Summary: This goal requires local comprehensive plans and implementing measures to be consistent with state and federal regulations on matters such as groundwater pollution.

COMMENT:

If the proposed Comprehensive Plan Map and Zoning Map designations are approved for Lots 600 and 604, more detailed plans will be prepared for a future Site and Design Review application. This future land use application and the building permitting process will ensure compliance with local, state, and federal air, water, and land resource quality standards.

Goal 7: Areas Subject To Natural Disasters and Hazards

Summary: Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there.

COMMENT:

The subject site is not located within mapped hazard areas. Therefore, the submitted Zoning Change and Map Amendment applications are consistent with Goal 7.

Goal 8: Recreation Needs

Summary: This goal calls for each community to evaluate its areas and facilities for recreation and develop plans to deal with the projected demand for them. It also sets forth detailed standards for expedited siting of destination resorts.

COMMENT:

The McMinnville Parks and Recreation Plan does not identify park facilities on the subject site.

Goal 9: Economic Development

Summary: Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs.

COMMENT:

As discussed above, the applicant is proposing to designate the site Residential on the Comprehensive Plan Map and R-4 on the Zoning Map. The proposed map amendments will allow the development of a multi-family dwellings, providing additional housing opportunities for the McMinnville workforce and their employers. Residents that live in the proposed dwellings will purchase local goods and services, helping to contribute to the local economy. In addition, the residential use will provide additional property tax revenue for the City to provide public services. Therefore, the proposed map amendments will help improve economic conditions in the community.

Goal 10: Housing

Summary: This goal specifies that each city must plan for and accommodate needed housing types, such as multifamily and manufactured housing. It requires each city to inventory its buildable residential lands, project future needs for such lands, and plan and zone enough buildable land to meet those needs. It also prohibits local plans from discriminating against needed housing types.

COMMENT:

The attached Conceptual Plan illustrates that following approval of the map amendments, the applicant intends to develop a 96-unit apartment complex on the site. The future development of an apartment complex helps to meet the need for a greater variety of residential units as identified in the 2003-2023 McMinnville Growth Management and Urbanization Plan. The City's more recent Housing Needs Analysis indicates that the City is maintaining a deficient residential land supply when addressing housings needs during the 2021-2041 planning period. As such, rezoning and development of the subject site is essential when addressing the public housing need.

Goal 11: Public Facilities and Services

Summary: Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The goal's central concept is that public services should to be planned in accordance with a community's needs and capacities rather than be forced to respond to development as it occurs.

COMMENT:

City maps indicate that public utilities are located in the vicinity of the subject parcels and can be extended when the site is developed. Public water and sanitary sewer services can be provided by connecting to existing main lines within SE Stratus Avenue. Electrical and communication services can also be provided by connecting to existing lines within the right-of-way. To manage stormwater, the applicant is planning to develop a retention pond on the site. The subject parcels currently have access to City fire and police services. Therefore, the proposed map amendments comply with Goal 11.

Goal 12: Transportation

Summary: The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

COMMENT:

NE Stratus Avenue is currently improved with a curb and sidewalk along the frontage of Tax Lot 602, where shared access is provided with the subject site. Due to low traffic volumes and speeds, vehicles and bicycles share the travel lanes. As required, Transportation Planning Rule Analysis has been completed for the proposed zone change from M-1 to R-4. The attached Transportation Planning Rule Analysis indicates that traffic associated with the proposed zone designation is consistent with the City's Transportation System Plan (TSP) and will not create a significant effect to the safety or convenience of the surrounding transportation system (see Exhibit 5). Therefore, the above policy is met.

Goal 13: Energy

Summary: Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

COMMENT:

This proposed map amendments do not significantly affect Goal 13.

Goal 14: Urbanization

Summary: This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. It calls for each city to establish an "urban growth boundary" (UGB) to "identify and separate urbanizable land from rural land." It specifies seven factors that must be considered in drawing up a UGB. It also lists four criteria to be applied when undeveloped land within a UGB is converted to an urban use.

Land Need

Establishment and change of urban growth boundaries shall be based on the following:

- (1) Demonstrated need to accommodate long range urban population, consistent with a 20-year population forecast coordinated with affected local governments; and**

COMMENT:

The City's current Housing Needs Analysis indicates that single-family and multi-family needs will be met through the development of 4,657 dwelling units during the 2021-2041 planning period. However, even if all available residential land supply is developed by 2041, the City will have a projected deficiency of 1,926 dwelling units during the planning period. Therefore, rezoning of the subject site from M-1 to R-4 is essential when addressing the public need for additional housing. As demonstrated by the attached Conceptual Plan, the site can accommodate the development of approximately 96 additional multi-family dwelling units for the community (see Exhibit 3).

- (2) Demonstrated need for housing, employment opportunities, livability or uses such as public facilities, streets and roads, schools, parks or open space, or any combination of the need categories in this subsection (2).**

COMMENT:

The subject property is currently designated Industrial on the City of McMinnville Comprehensive Plan Map and M-1 (light industrial) on the Zoning Map. As discussed above, there is a documented need to develop additional housing to meet the needs of the projected population. Approval of the proposed zone change allows for future apartment development within the site, which helps to satisfy that need. The proposed map amendments are also consistent with recommendations in the Three Mile Lane Area Plan's, which designates Medium, High-Density Residential for the site.

Boundary Location

The location of the urban growth boundary and changes to the boundary shall be determined by evaluating alternative boundary locations consistent with ORS 197.298 and with consideration of the following factors:

- (1) Efficient accommodation of identified land needs;**

COMMENT:

The applicant is not proposing changes to the existing urban growth boundary. Therefore, these factors do not apply.

IV. SUMMARY AND CONCLUSIONS

Based on the above findings, the applicant has demonstrated compliance with applicable sections of the City of McMinnville Municipal City Code, McMinnville Comprehensive Plan, and Oregon Statewide Planning Goals. Therefore, the applicant requests that the concurrent Zoning Change and Map Amendment applications be approved.

V. EXHIBITS

- 1. Application Form**
- 2. Property Deed and Legal Description**
- 3. Conceptual Plan**
- 4. Neighborhood Meeting Documentation**
- 5. Transportation Planning Rule Analysis**

APPLICATION FORM

PROPERTY DEED AND LEGAL DECISION

AFTER RECORDING, RETURN TO:

Don G. Johnson
Johnson & Taylor, LLC
1193 Liberty Street, SE
Salem, OR 97302

SEND TAX STATEMENTS TO:

Nancy Feero
7941 Barrancas Avenue
Bokeelia, FL 33922

OFFICIAL YAMHILL COUNTY RECORDS
KERI HINTON, COUNTY CLERK

202306381



\$86.00

00657075202300063810020025

07/12/2023 11:46:12 AM

DMR-DDMR Cnt=1 Stn=1036 DAVISM
\$10.00 \$5.00 \$11.00 \$60.00

PERSONAL REPRESENTATIVE'S DEED

I, **Nancy Feero**, as Personal Representative of the **Estate of Kurt Raymond Feero, Yamhill County Case Number 22PB07125** ("Grantor"), does hereby convey and transfer to **Jennifer Lynn Feero, Andrea Marie Feero and Jodi Lynne Devonshire**, as tenants in common, the following described real property (the "Property"), except as specifically set forth herein:

Real Property located at 2320 SE Stratus Avenue, McMinnville, OR 97128, and described more particularly as follows:

Parcel 2 of Partition Plat 2008-02 recorded January 7, 2008 as Instrument No. 200800276, Official Records of Yamhill County, Oregon.

The true consideration for this conveyance is: Zero Dollars (\$0.00); Inheritance.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND

SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

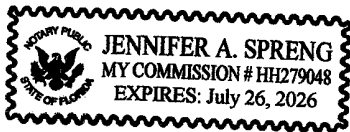
DATED this 1st day of JULY, 2023.

Nancy Feero

Nancy Feero, Personal Representative of
the Estate of Kurt Raymond Feero

STATE OF FLORIDA)
) ss.
County of Lee)

The foregoing instrument was acknowledged before me on this 1st day of JULY, 2023, by **Nancy Feero, Personal Representative of the Estate of Kurt Raymond Feero**, who acknowledged such instrument to be his free and voluntary act and deed, and on oath stated that she was duly authorized to execute such instrument.



Jennifer A. Spreng
Notary Public for the State of Florida

AFTER RECORDING, RETURN TO:
Don G. Johnson
Johnson & Taylor, LLC
1193 Liberty Street, SE
Salem, OR 97302

OFFICIAL YAMHILL COUNTY RECORDS
KERI HINTON, COUNTY CLERK

202307430

SEND TAX STATEMENTS TO:
Nancy Feero
7941 Barrancas Avenue
Bokeelia, FL 33922



\$91.00

08/10/2023 12:27:55 PM

DMR-DDMR Cnt=1 Stn=3 SUTTONS
\$15.00 \$5.00 \$11.00 \$60.00

PERSONAL REPRESENTATIVE'S DEED

I, **Nancy Feero**, as Personal Representative of the Estate of **Kurt Raymond Feero**, Yamhill County Case Number **22PB07125** ("Grantor"), does hereby convey and transfer to **Jennifer Lynn Feero, Andrea Marie Feero and Jodi Lynne Devonshire**, as tenants in common, the following described real property (the "Property"), except as specifically set forth herein:

5.4 acre parcel legally described in vested deed 2007-20877 in Exhibit C attached.

The true consideration for this conveyance is: Zero Dollars (\$0.00); Inheritance.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND

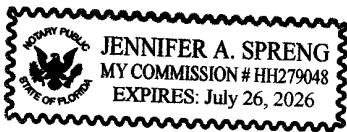
SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED this 31 day of July, 2023.

Nancy Feero
Nancy Feero, Personal Representative of
the Estate of Kurt Raymond Feero

STATE OF FLORIDA)
) ss.
County of Lee)

The foregoing instrument was acknowledged before me on this 31st day of July, 2023, by **Nancy Feero, Personal Representative of the Estate of Kurt Raymond Feero**, who acknowledged such instrument to be his free and voluntary act and deed, and on oath stated that she was duly authorized to execute such instrument.



[Signature]
Notary Public for the State of Florida

EXHIBIT C
Legal Description of "C" (5.4 Ac.)

A tract of land in Section 27, Township 4 South, Range 4 West, City of McMinnville, Yamhill County, Oregon, being more particularly described as follows:

Beginning at the southwest corner of that tract of land described in deed from CHARLES J. McELMURRAY, SHIRLEY McELMURRAY and R. WALDO FARNHAM to KURT R. FEERO and RHONDA A. FEERO and recorded in Film Volume 264 Page 1243, Yamhill County Deed Records; thence North $00^{\circ}28'00''$ West 969.20 feet along the west line of said FEERO tract to an iron rod; thence North $89^{\circ}32'00''$ East 237.00 feet to an iron rod on the east line of said tract; thence South $00^{\circ}28'00''$ East 297.06 feet along said east line; thence North $89^{\circ}44'00''$ East 8.00 feet along said east line; thence South $00^{\circ}28'00''$ East 672.75 feet along said east line to the southeast corner of said FEERO tract; thence South $89^{\circ}40'58''$ West 245.00 feet along the south line of said tract to the point of beginning.

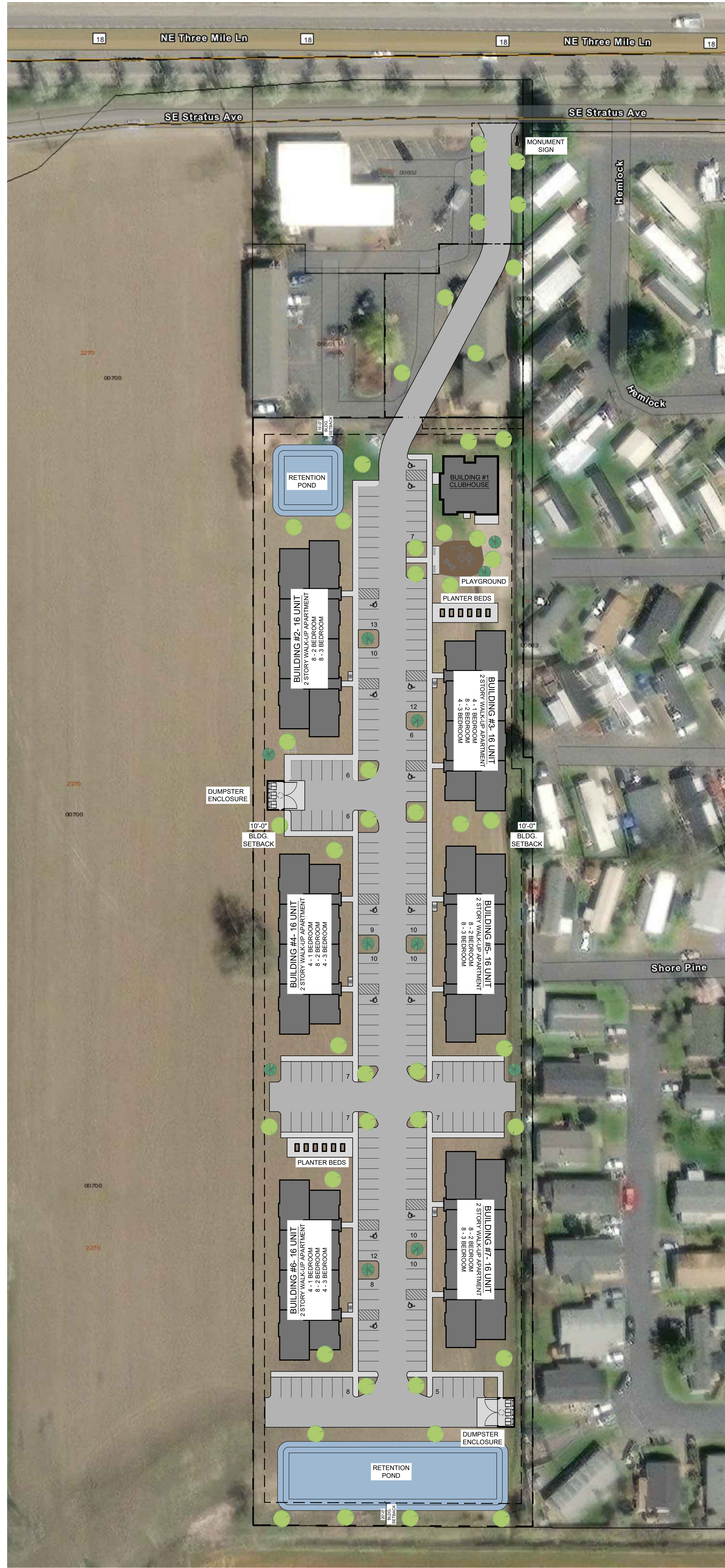
TOGETHER WITH A 25 foot wide access and utilities easement the centerline of which is more particularly described as follows: Beginning on the south margin of SE Stratus Avenue at a point that is South $89^{\circ}46'16''$ West 20.61 feet from the east line of that tract of land described in deed from CHARLES J. McELMURRAY, SHIRLEY McELMURRAY and R. WALDO FARNHAM to KURT R. FEERO and

RHONDA A. FEERO and recorded in Film Volume 264 Page 1243, Yamhill County Deed Records; thence South $00^{\circ}02'04''$ West 31.63 feet; thence South $26^{\circ}29'15''$ West 74.54 feet; thence continuing South $26^{\circ}29'15''$ West 39.34 feet; thence South $00^{\circ}28'00''$ East 35.90 feet to the beginning of a curve concave to the west having a radius of 37.50 feet; thence southerly 24.95 feet along said curve (chord=South $18^{\circ}35'45''$ West 24.49 feet) to the beginning of a curve concave to the east having a radius of 37.50 feet; thence southerly 24.95 feet along said curve (chord=South $18^{\circ}35'45''$ West 24.49 feet); thence South $00^{\circ}28'00''$ East 34.58 feet to the end of said centerline.

EXHIBIT C
PAGE 1 of 1

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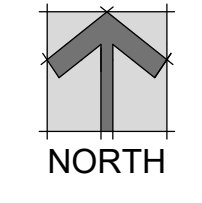
CONCEPTUAL PLAN



SITE INFORMATION:

PROPERTY AREA:	AREA = (5.4 ACRES)
EXISTING ZONING:	M1
PROPOSED USE:	R4
NUMBER OF UNITS:	12 - 2 BED 43 - 2 BED 36 - 3 BED 95 UNITS TOTAL
SETBACKS:	BUILDING: FRONT = 15' SIDE = 10' REAR = 20'
BUILDING HEIGHT:	35'-0" APPROXIMATE
BUILDING AREA:	BUILDING #1 (CH): 2,544 GROSS SF BUILDING #2: 17,542 GROSS SF BUILDING #3: 16,084 GROSS SF BUILDING #4: 16,084 GROSS SF BUILDING #5: 17,542 GROSS SF BUILDING #6: 16,084 GROSS SF BUILDING #7: 17,542 GROSS SF TOTAL: 103,422 GROSS SF
PARKING PROVIDED:	180 EXTERIOR SPACES (13 H.C. ACCESSIBLE)

PRELIMINARY SITE PLAN
SCALE: 1" = 50'-0"



PRELIMINARY SHEET DATES:

M+A DESIGN, INC.
24 SOUTH BROOKE STREET
FOND DU LAC, WISCONSIN 54937
lpettie@madesigninc.net (920) 922-8170

COMMONWEALTH COMPANIES
24 S. BROOKE STREET
FOND DU LAC, WISCONSIN 54935
(920) 922-8170 FAX: (920) 922-8171

MULTI-FAMILY HOUSING
SE STRATUS AVE
MCMINNVILLE, OR

JOB NUMBER:
2023.47
SHEET
C1.0

2024 © M+A DESIGN, INC.

PRELIMINARY DRAWING - NOT FOR CONSTRUCTION

NEIGHBORHOOD MEETING DOCUMENTATION



Planning + Development Services

steve@cascadiapd.com

P.O Box 1920

Silverton, OR 97381

P 503 - 804 - 1089

July 30, 2024

Re: Neighborhood Meeting for Proposed Comprehensive Plan Map and Zone Change

Dear Resident and/or Property Owner:

Cascadia Planning + Development Services is representing the applicant for a proposed Comprehensive Plan Map Amendment from Industrial to Residential, with a concurrent request to change the Zoning Map designation from M-1 to R-4. The 5.80-acre subject site is addressed as 2320 SE Stratus Avenue and is identified by the Yamhill County Assessor as Tax Lots 600 and 604 of Tax Map 4.4.27. The proposed map amendments to a residential designation are consistent with the City of McMinnville's Three Mile Lane Area Plan.

The purpose of this meeting is to provide a forum for the applicant and surrounding property owners/residents to review the proposal and to identify issues so that they may be considered before a land use application is submitted to the City. This meeting gives you the opportunity to share any special information you know about the property involved. We will attempt to answer questions which may be relevant to McMinnville Zoning Ordinance standards.

You are invited to attend a neighborhood meeting regarding this proposal:

on: Tuesday, July 30th, 2024 at 6:00 pm
Baker Creek Community Church
325 NW Baker Creek Road, McMinnville, OR 97128

Please note that this will be an informal meeting based on preliminary development plans. We look forward to discussing this proposal with you. Feel free to contact me at 503-804-1089 or steve@cascadiapd.com if you have any questions.

Sincerely,

Steve Kay, AICP
Cascadia Planning + Development Services

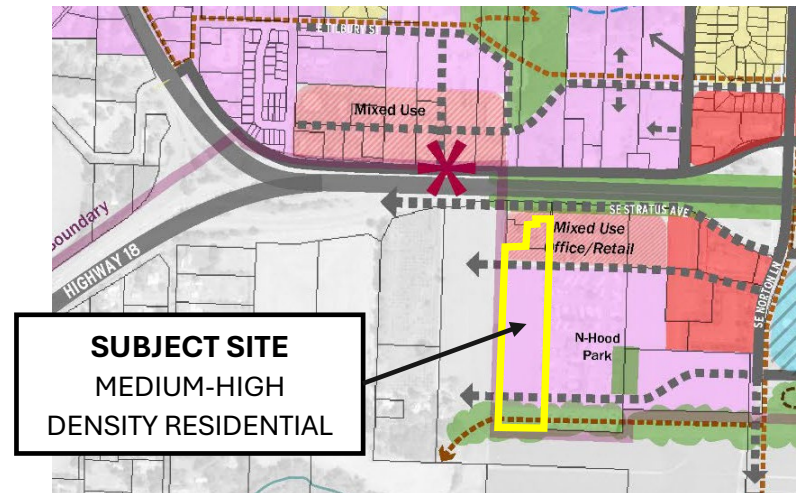


PRELIMINARY SITE PLAN

SCALE: 1" = 50'-0"

SITE INFORMATION:

PROPERTY AREA:	AREA = (5.4 ACRES)
EXISTING ZONING:	M1
PROPOSED USE:	R4
NUMBER OF UNITS:	12 - 2 BED 48 - 2 BED 36 - 3 BED 96 UNITS TOTAL
SETBACKS:	BUILDING: FRONT = 15' SIDE = 10' REAR = 20'
BUILDING HEIGHT:	35'-0" APPROXIMATE
BUILDING AREA:	BUILDING #1 (CH): 2,544 GROSS SF BUILDING #2: 17,542 GROSS SF BUILDING #3: 16,084 GROSS SF BUILDING #4: 16,084 GROSS SF BUILDING #5: 17,542 GROSS SF BUILDING #6: 16,084 GROSS SF BUILDING #7: 17,542 GROSS SF TOTAL: 103,422 GROSS SF
PARKING PROVIDED:	180 EXTERIOR SPACES (13 H.C. ACCESSIBLE)



SUBJECT SITE
MEDIUM-HIGH
DENSITY RESIDENTIAL

THREE MILE LANE
PREFERRED ALTERNATIVE

**Stratus Avenue Holdings LLC
2400 SE Stratus Ave Unit 38
McMinnville OR 97128**

**Aab Properties LLC
2300 SE Stratus Ave
McMinnville OR 97128**

**Aab Properties LLC
2330 SE Stratus Ave
McMinnville OR 97128**

**Stratus Avenue Holdings LLC
McMinnville OR 97128**

**Morrison Cheryl E (1/2)
405 SE Martin Ln
McMinnville OR 97128**

**Michael Bernards
McMinnville OR 97128**

**Luis Rojas
2400 SE Stratus Ave Unit 54
McMinnville OR 97128**

**Kelli Alfredson
2400 SE Stratus Ave Unit 72
McMinnville OR 97128**

**Maria Ortigoza-Reyes
2400 SE Stratus Ave Unit 31
McMinnville OR 97128**

**Elvia Gonzalez-Lopez
2400 SE Stratus Ave Unit 3
McMinnville OR 97128**

**Cinthia Julio-Saucedo
2400 SE Stratus Ave Unit 7
McMinnville OR 97128**

**Maryann Bidwell
2400 SE Stratus Ave Unit 19
McMinnville OR 97128**

**Denise Manley
2400 SE Stratus Ave Unit No 44
McMinnville OR 97128**

**Miguel Olayo-Aguilar
2400 SE Stratus Ave Unit 5
McMinnville OR 97128**

**Verenise Cervantes-Ramos
2400 SE Stratus Ave Unit 23
McMinnville OR 97128**

**Mayra Cornejo
McMinnville OR 97128**

**Tiffany Kazunas
2400 SE Stratus Ave Unit 24
McMinnville OR 97128**

**Joed Asay
2400 SE Stratus Ave Unit 49
McMinnville OR 97128**

**Robert Boyd
2400 SE Stratus Ave Unit 37
McMinnville OR 97128**

**Adelina Valencia
2400 SE Stratus Ave Unit 16
McMinnville OR 97128**

**Solis Sanchez
2400 SE Stratus Ave Unit 32
McMinnville OR 97128**

**Jose Juarez
2400 SE Stratus Ave Unit 14
McMinnville OR 97128**

**Maria Luna-Arciga
2400 SE Stratus Ave Unit 40
McMinnville OR 97128**

**Evelyn Arredondo
2400 SE Stratus Ave Unit No 42
McMinnville OR 97128**

**Gabriel Bravo
2400 SE Stratus Ave Unit 53
McMinnville OR 97128**

**Luis Jimenez-Vazquez
2400 SE Stratus Ave Unit 20
McMinnville OR 97128**

**Delgado Torres
2400 SE Stratus Ave Unit 11
McMinnville OR 97128**

**Maria Alvarez
2400 SE Stratus Ave Unit 4
McMinnville OR 97128**

**Darcy Romero
2400 SE Stratus Ave Unit 36
McMinnville OR 97128**

**Stefany Verduzco
2400 SE Stratus Ave Unit 33
McMinnville OR 97128**

Emily Kelbell
2400 SE Stratus Ave Unit 59
McMinnville OR 97128

Charles Simpson
2400 SE Stratus Ave Unit 27
McMinnville OR 97128

Renee Self
2400 SE Stratus Ave Unit 57
McMinnville OR 97128

Maricruz Flores
2400 SE Stratus Ave Unit 55
McMinnville OR 97128

Coral Mendoza-Silva
2400 SE Stratus Ave Unit 29
McMinnville OR 97128

Tracey Blomquist
2400 SE Stratus Ave Unit 48
McMinnville OR 97128

Fernanda Barajas
2400 SE Stratus Ave Unit 25
McMinnville OR 97128

Karen Llanes
2400 SE Stratus Ave Unit 60
McMinnville OR 97128

Lopez Martinez
2400 SE Stratus Ave Unit 28
McMinnville OR 97128

Aristeo Ruiz-Hernandez
2400 SE Stratus Ave Unit 45
McMinnville OR 97128

Judith Martin
2400 SE Stratus Ave Unit 101
McMinnville OR 97128

Vickie Grove
2400 SE Stratus Ave Unit 35
McMinnville OR 97128

Patrick Owens
2400 SE Stratus Ave Unit 58
McMinnville OR 97128

Sergio Mendoza
2400 SE Stratus Ave Unit 38
McMinnville OR 97128

McKenzie Hunt
2400 SE Stratus Ave Unit 68
McMinnville OR 97128

Arely Mota-Armenta
2400 SE Stratus Ave Unit 6
McMinnville OR 97128

Gloria Urquilla
2400 SE Stratus Ave Unit 26
McMinnville OR 97128

Alan King
2400 SE Stratus Ave Unit 81
McMinnville OR 97128

Acevedo Espinoza
2400 SE Stratus Ave Unit 9
McMinnville OR 97128

Miguel Alonso-Leyva
2400 SE Stratus Ave Unit 69
McMinnville OR 97128

Jesse Brown
2400 SE Stratus Ave Unit 83
McMinnville OR 97128

Esther Kokoruda
McMinnville OR 97128

Geoffrey Messervy
2400 SE Stratus Ave Unit 88
McMinnville OR 97128

Eric Ruch
2400 SE Stratus Ave Unit 78
McMinnville OR 97128

Francisco Baltazar
2400 SE Stratus Ave Unit 79
McMinnville OR 97128

Trinidad Ortigoza-Reyes
2400 SE Stratus Ave Unit 41
McMinnville OR 97128

Ramona Thomas
2400 SE Stratus Ave Unit 84
McMinnville OR 97128

Reyes Orrtiz
2400 SE Stratus Ave Unit 80
McMinnville OR 97128

Kris Simkins
2400 SE Stratus Ave Unit 74
McMinnville OR 97128

Levi Wall
2400 SE Stratus Ave Unit 52
McMinnville OR 97128

Robert Huddleson III
2400 SE Stratus Ave Unit 73
McMinnville OR 97128

Robert Terry
2400 SE Stratus Ave Unit 105
McMinnville OR 97128

Betty Pritchard
2400 SE Stratus Ave Unit 1
McMinnville OR 97128

Clarence Zimmerman
2400 SE Stratus Ave Unit 2
McMinnville OR 97128

Socorro Serna
2400 SE Stratus Ave Unit 107
McMinnville OR 97128

Lolita Moreland
2400 SE Stratus Ave Unit 77
McMinnville OR 97128

Dennis Woods
2400 SE Stratus Ave Unit 104
McMinnville OR 97128

Dale Simkins
2400 SE Stratus Ave Unit 106
McMinnville OR 97128

Victoria Cruz-Martinez
2400 SE Stratus Ave Unit 22
McMinnville OR 97128

Armando Orozco
2400 SE Stratus Ave Unit 91
McMinnville OR 97128

Travis Carmon
2400 SE Stratus Ave Unit 90
McMinnville OR 97128

Richard Donaldson
2400 SE Stratus Ave Unit 100
McMinnville OR 97128

Jose Espinoza
2400 SE Stratus Ave Unit 99
McMinnville OR 97128

Marvin Parnell
2400 SE Stratus Ave Unit 86
McMinnville OR 97128

Laurie Elliott
2400 SE Stratus Ave Unit 85
McMinnville OR 97128

Salinas Santiago
2400 SE Stratus Ave Unit 87
McMinnville OR 97128

Teodolo Elias
2400 SE Stratus Ave Unit 93
McMinnville OR 97128

Cipriano Magana
2400 SE Stratus Ave Unit 95
McMinnville OR 97128

Deana Holt
2400 SE Stratus Ave Unit 97
McMinnville OR 97128

Maria Acevedo-Lemus
2400 SE Stratus Ave Unit 98
McMinnville OR 97128

Trujillo Perez
2400 SE Stratus Ave Unit 50
McMinnville OR 97128

Mary Harper
2400 SE Stratus Ave Unit 46
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McMinnville OR 97128

Daniel Stearns
2400 SE Stratus Ave Unit 96
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Arteaga Contreras
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Carole Robertson
2400 SE Stratus Ave Unit 66
McMinnville OR 97128

Burt Asay
2400 SE Stratus Ave Unit 56
McMinnville OR 97128

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Lorena Ferreyra
2400 SE Stratus Ave Unit 103
McMinnville OR 97128

Walter Thompson
2400 SE Stratus Ave Unit 34
McMinnville OR 97128

Troy Trexler
2400 SE Stratus Ave Unit 51
McMinnville OR 97128

Moyer Phyllis Trustee For
2270 SE Three Mile Ln
McMinnville OR 97128

Posted Site Photo: Dated July 10, 2024



Cascadia Planning + Development Services

P.O. Box 1920
Silverton, OR 97381
(503) 804-1089
steve@cascadiapd.com



MEMO

DATE: August 6, 2024

TO: City of McMinnville Planning Department

FROM: Steve Kay
Cascadia Planning + Development Services

RE: Neighborhood Meeting Summary
SE Stratus Avenue Map Amendments
Tax Lots 600 and 604 of Tax Map 4.4.27

In accordance with McMinnville Zoning Ordinance Section 17.72.095 standards, a neighborhood meeting was held for a proposed Comprehensive Plan Map Amendment from Industrial to Residential with a concurrent Zone Change from M-1 to R-4. The subject site is addressed as 2320 SE Stratus Avenue and identified by the Assessor's Office as Tax Lots 600 and 604 of Tax Map 4.4.27. The meeting allowed the applicant to identify potential neighbor concerns, and if possible, address those issues with the submitted application. To notice the meeting, the applicant used mailing labels provided by a title company and invited all property owners within 300-ft. of the subject site. The meeting was held on July 30, 2022 at the Baker Creek Community Church and was facilitated by Steve Kay, Cascadia Planning + Development Services and Daniel DiFrancesco of Commonwealth Development Corporation. Approximately 20 neighbors attended the meeting and a sign-in sheet has been attached.

Mr. Kay welcomed the attendees at 6:00 pm and began by describing the purpose of the meeting. He referred to a conceptual plan to describe the proposed map amendments and future apartments project. Mr. Kay provided an overview of the development plans, showing how access will be provided, and where the buildings and parking lot will be located. Mr. DiFrancesco provided some additional details about the project, including what amenities would be provided within the apartment complex.

After completing the presentation, Mr. Kay encouraged meeting attendees to ask questions and provide feedback regarding the development. The attendees asked if the project was a “sure thing”. Mr. Kay and Mr. DiFrancesco explained that only the map amendments for the site are proposed at this time and that the project will need to undergo the City’s land use review process.

Several neighbors raised the concern that existing and future residents don’t have access to commercial uses in this area. Mr. Kay and Mr. DiFrancesco responded that the Three Mile Lane Area Plan determined where commercial, industrial, and residential land use will be located and the proposed multi-family use is consistent with the plan. While no commercial uses are directly adjacent to the development, it was explained that the apartment complex will include recreational amenities so provide more self-sufficiency for the residents.

Some attendees stated the concern that existing mobile home residents cross Highway 18 outside of the designated pedestrian crossing area and new apartment residents might also do that to reach commercial areas to the north of the site. Mr. Kay indicated that this is a valid concern and the neighbor’s comments will be provided to the City to help determine an appropriate solution. Mr. Kay also explained that Highway 18 is under ODOT jurisdiction, therefore they will make the final decision regarding any changes to the roadway.

An attendee asked how many parking spaces would be provided for the future development. Mr. DiFrancesco stated that detailed plans for the site will not be determined until the map amendments are approved. He said that the conceptual plan shows that approximately 180 parking spaces can be accommodated on the site for 96 apartment units.

Neighbors asked if plans for the site can change and more apartment units could be developed. Mr. DiFrancesco indicated that there isn’t much more room for parking so it is not anticipated that the project will have a higher unit count. He also added that the location of the buildings, parking areas, and storm facility might change when detailed plans are prepared.

Several of the adjacent mobile home park residents asked if their homes will be removed for the proposed project. Mr. Kay explained that the proposed map amendment and future apartment complex is located to the west of the mobile home park. He clarified that no changes to their property are proposed.

The neighbors asked about the next steps in the land use application process. Mr. Kay explained that an application would be submitted to the City of McMinnville sometime in the next month. After City staff reviewed the proposal, the neighbors would be invited to provide written comments. He also indicated that the site would be posted with a sign and community members would be encouraged to provide input at public hearings before the Planning Commission and City Council.

The owner of Northwest Logging Supply asked if the existing easement crossing his property is located in a good location for the proposed development and operation of his business. Mr. DiFrancesco responded that the current plans are to remove the existing building in the northern portion of the site and to extend an access drive from the parking lot. He also stated that he is interested in continuing a conversation with the property owner to determine if relocating the easement would better serve both parties.

Mr. Kay concluded the discussion by encouraging the attendees to contact him with any additional questions or concerns. After thanking neighbors for their questions and feedback, the meeting was ended at approximately 7:30 pm.

TRANSPORTATION PLANNING RULE ANALYSIS



September 20, 2024

City of McMinnville
Community Development Department
Attention: Tom Schauer
231 NE Fifth Street
McMinnville, Oregon 97128

Sent via email to: Tom.Schauer@mcminnvilleoregon.gov

Re: SE Stratus Avenue Comprehensive Plan Amendment and Zone Change – McMinnville, Oregon
Traffic Impact Analysis (TIA)

C&A Project Number 20240602.00

Dear Mr. Schauer,

This Transportation Impact Analysis (TIA) supports the proposed Commonwealth Stratus Avenue residential development at 2300 and 2320 SE Stratus Avenue, McMinnville, Oregon. The following items are addressed:

1. Property Description and Proposed Land Use Actions
2. Study Parameters
3. Agency transportation Plan review
4. Existing Conditions
5. Site Development
6. Transportation Analysis
7. Site Access
8. Summary

1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTIONS

The subject properties are at 2300 and 2320 SE Stratus Avenue in McMinnville, Oregon. The properties are identified as tax lots 600 and 604 on Yamhill County Assessor's map 4-4-27 and total approximately 5.8 acres. The site area is illustrated in the attached Figure 1.

Proposed land use actions include a Comprehensive Plan amendment with a plan designation change from Industrial to Residential and a corresponding zone change from Light Industrial (M-1) to Medium, High-Density, 5000 SF Lot Residential (R-4). A specific subdivision or development plan is not contemplated as part of this land use action; therefore, reasonable worst-case development scenarios are assumed in the current and proposed zone designations for analysis purposes.

While not part of these land use actions, future property development is anticipated to include a 96-unit residential affordable housing development consisting of six, two-story apartment buildings. It is also anticipated that future transportation analysis will be necessary to support these land use actions.

2. STUDY PARAMETERS

In support of the proposed land use actions, a transportation impact analysis (TIA) is necessary to address the following criteria:

- Transportation Planning Rule (TPR) criteria outlined in Oregon Administrative Rule (OAR) 660-012-0060
- Oregon Highway Plan criteria
- McMinnville Zoning Ordinance criteria

Evaluation of these criteria is presented in the *Transportation Analysis* section of this document.

3. AGENCY TRANSPORTATION PLAN REVIEW

McMinnville Transportation System Plan (TSP)

The 2010 McMinnville Transportation System Plan (2010 TSP) defers to the Oregon Highway 18 Corridor Refinement Plan for detailed transportation planning in the project area. Noting that the adopted TSP is 14 years old, many identified projects and funding sources are outdated. Regardless, the TSP does not identify any financially constrained projects in the applicant's project area, but it notes that there are missing sidewalks on Stratus Avenue.

Oregon Highway 18 (McMinnville) Corridor Refinement Plan

The OR 18 Corridor Refinement Plan was completed in 1996 and was mutually approved by ODOT, the city of McMinnville, and Yamhill County. This plan includes a series of traffic control and frontage road improvements north and south of OR 18, including the closing of the existing Norton Lane intersection, construction of a new interchange near the Evergreen Air Museum, and redesign of the current East McMinnville (Three Mile Lane) interchange for full, directional access.

McMinnville Three Mile Lane Area Plan

The 2022 McMinnville Three Mile Lane Area Plan preferred land use alternative includes rezoning project area properties to support commercial (mixed-use) and medium-high-density residential uses. More specifically, the plan recommends the applicant's property be rezoned from Light Industrial (M-1) to Medium, High-Density Residential (R-4) – consistent with this subject land use action.

Key transportation system improvements are necessary to support the preferred land use alternative and the OR 18 facility design, further noting that the 2010 TSP needs to be updated to include these improvements. The *Complete Street* design requires changes to City street standards in the TSP and the Zoning Ordinance. These changes include increased sidewalk and planter strip widths along residential streets. To enhance cyclists' comfort, the revised standards also require buffered bike lanes (or cycle tracks) on collector streets and sharrow markings for shared lanes on local residential streets.

ODOT Statewide Transportation Improvement Program (STIP)

A review of the ODOT Active 2024-2027 Statewide Transportation Improvement Program (STIP) finds that there are two projects in the area:

- Key 22554 – OR99W/OR18 Curb Ramps (McMinnville) that is described as “Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.”, which is funded through construction that is anticipated to start in 2025, and
- Key 22792 – OR18: S McMinnville Interchange – E McMinnville Interchange that is described as “Complete design to repave the road to repair deterioration, improve smoothness and reduce maintenance costs.”, which is partially funded (i.e., it is funded through the relocation of utilities) that is anticipated to start in 2027.

4. EXISTING CONDITIONS

Tax lot 600 is currently undeveloped and used for agricultural purposes. Tax lot 604 is developed with a single-family residence and an associated industrial use. These properties currently have access to SE Stratus Avenue to the north via a shared access easement across tax lot 602 which has roadway frontage.

Roadway Facilities

The following table summarizes existing roadway classifications and characteristics within the study area.

TABLE 1 – EXISTING ROADWAY CHARACTERISTICS							
Roadway	Functional Classification	Lanes	Speed Limit (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking	
SE Stratus Avenue	Minor Collector	2	35	No	No	No	
Norton Lane	Minor Collector	2	35	Yes	No	No	
OR 18	Statewide Highway and OHP Freight Route (ODOT) Major Arterial (City)	4/5	45	No	No	No	

Safety Analysis

When evaluating roadway and intersection safety, consideration is given to the number and types of crashes occurring, and the number of vehicles traveling on a roadway segment or entering the intersection. This leads to the concept known as the “crash rate.” Specific to intersections, it is typically expressed in terms of the number of crashes occurring per one million vehicles entering the intersection (CMEV). A critical crash rate analysis is then performed by comparing the subject intersection to the published statewide 90th percentile intersection crash rates at comparable/reference intersections. Crash rates close to or exceeding 1.0 CMEV or the 90th percentile rates require further analysis.

Study area crash data were obtained from the Oregon Department of Transportation (ODOT) for five years from January 1, 2018 through December 31, 2022. The following table presents the study intersection crash rates and critical crash analysis. Crash data and crash rate calculations are attached for reference.

TABLE 2 – INTERSECTION CRASH RATES										
Intersection	2018	2019	2020	2021	2022	Total	Crash Rate (CMEV)	Reference Population ¹	90 th percentile Crash Rate	Over or under Crash Rate?
OR 18 / Norton Lane	3	4	8	7	6	28	0.628	Urban 4SG	0.860	Under
SE Stratus Avenue / SE Norton Lane	0	0	0	0	0	0	0.000	Urban 4ST	0.408	Under

¹ 4SG is a four-leg signalized intersection and 4ST is a four-leg minor stop-control intersection.

The study intersection observed crash rates are less than the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population, indicating the intersections are considered relatively safe, and further safety analysis is not warranted.

The (most recent) 2022 ODOT Safety Priority Index System (SPIS) data for OR 18 in the project area was also obtained. The SPIS is a systemic scoring method that identifies potential safety problems based on three years of crash data considering frequency, rate, and severity. A roadway segment becomes a SPIS site if a location has three or more crashes or one or more fatal crashes over three years. It evaluates overlapping road segments, so an individual location may be reported in multiple segments. ODOT screens these segments annually to identify and prioritize sites. Those with a SPIS score in the top 15% of sites within the state merit further investigation to identify potential safety improvements. SPIS data is attached for reference.

Data for the OR 18 segment at the Norton Lane intersection finds SPIS scores ranging from 50.71 to 50.87 which are in the top 15% of sites in the state. It is further noted that most of OR 18 from milepost 46 to milepost 50 (the Norton Lane intersection is at milepost 46.69) has SPIS scores in the top 15%.

The following table summarizes the crashes associated with the OR 18/Norton Lane intersection.

TABLE 3 – INTERSECTION CRASH TYPES AND SEVERITY							
Intersection	Crash Type						Total
	Rear End	Turn/ Angle	Fixed Object	Side swipe	Ped/ Bike	Other	
OR 18 / Norton Lane	18	4	2	4	0	0	28
Intersection	Crash Severity ¹						Total
	PDO	C	B	A	Fatal	Unknown	
OR 18 / Norton Lane	14	10	3	1	0	0	28

¹ PDO – Property Damage Only; Injury C – Possible Injury/Complaint of Pain; Injury B – Non-Incapacitating Injury; Injury A – Incapacitating Injury/Bleeding, Broken Bones; Fatal Injury – Fatality

Based on a detailed review of the crash data, “rear-end” crashes are the predominant type and these are common at signalized intersections. There do not appear to be easily correctable safety deficiencies, and the intersection crash rate does not exceed the 90th percentile crash rate. As such, crash-related mitigation is not recommended or necessary as part of this land use action.

5. SITE DEVELOPMENT

Development Assumptions

The proposed land use actions do not contemplate a specific development application. As such, this transportation analysis evaluates impacts resulting from reasonable worst-case development scenarios in the current Light Industrial (M-1) zone and the Medium, High-Density, 5000 SF Lot Residential (R-4) zone.

The following development assumptions are made for each zone based on the McMinnville Zoning Ordinance:

Current M-1 Zone Assumptions

- The zone provides appropriate locations for light industrial activities and buffers these activities from adjacent commercial and residential development through the application of site development and environmental standards. The zone is suitable for businesses operating within wholly enclosed buildings (outside storage of materials permitted if properly screened), and which are engaged in the manufacturing, processing, assembly, packaging, or treatment of finished or semi-finished products from previously prepared or processed materials. Warehousing, wholesaling, and limited commercial use shall also be permitted; residential uses are prohibited.
- Yard requirements include ≥ 40 feet from residential zones, ≥ 15 feet from commercial zones/uses, and ≥ 15 feet from public roadways.
- Building height shall not exceed 80 feet and outside storage height shall not exceed 10 feet.
- The gross site area of tax lots 600 and 604 is 5.8 acres (252,650 square feet).
- Reasonable worst-case development is assumed to be a general light industrial use with a floor area ratio (FAR) of 0.4. The resulting building gross floor area is 101,060 square feet (252,650 x 0.4).

Proposed R-4 Zone Assumptions

- The zone allows for the development of medium-high density residential uses with a minimum 5,000-square-foot lot size.
- The zone does not have a maximum density and is only limited by the applicable development standards.
- Based on information provided by the city of McMinnville, recent multi-dwelling residential developments in the project area have densities ranging from 25 to 28 units per acre.
- The gross site area of tax lots 600 and 604 is 5.8 acres.
- Reasonable worst-case development is assumed to be multi-family housing at a density of 28 units per acre. The resulting development has 162 dwelling units (28 x 5.8).

Development Trip Generation

Using the above-identified development assumptions, trip generation in the current and proposed zones is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and practices from the ITE *Trip Generation Handbook*, 3rd Edition. Trip generation is as follows:

TABLE 2 – DEVELOPMENT TRIP GENERATION ¹									
Reasonable Worst-Case Development Assumption	ITE Code	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Current M-1 Zone									
General Light Industrial ¹	110	101,060 SF	492	66	9	75	9	57	66
Proposed R-4 Zone									
Multifamily Housing (Low-Rise) ²	220	162 DUs	1,114	18	55	73	57	33	90
Change in Trip Generation with Zone Change			622	(48)	46	(2)	48	(24)	24

¹ Trip generation estimated using the *Average Rate* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

² Trip generation estimated using the *Fitted Curve* per recommended practice in the ITE *Trip Generation Handbook*, 3rd Edition.

As the table above identifies, reasonable worst-case development in the proposed R-4 zone (162 apartments) generates 622 daily additional trips, 2 AM fewer trips, and 24 PM additional trips over development in the existing M-1 zone (101,060 square-foot general light industrial use).

6. TRANSPORTATION ANALYSIS

Transportation Planning Rule (TPR) Criteria

OAR 660-012-0060 (1) states, “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.”

ORAR 660-012-0060 (9) states, “Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP, and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in ORAR 660-024-0020(1)(d), or the area was exempted from this rule, but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.”

Oregon Highway Plan Considerations

Oregon Highway Plan Action 1F.5, states “For purposes of evaluating amendments to transportation system plans, acknowledged comprehensive plans, and land use regulations subject to ORAR 660-12-0060, in situations where the volume-to-capacity ratio or alternative mobility target for a highway segment, intersection, or interchange is currently above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or is projected to be above the mobility targets at the planning horizon, and transportation improvements are not planned within the planning horizon to bring performance to the established target, the mobility target is to avoid further degradation. If an amendment subject to ORAR 660-012-0060 increases the volume-to-capacity ratio further or degrades the performance of a facility so that it does not meet an adopted mobility target at the planning horizon, it will significantly affect the facility unless it falls within the thresholds listed below for a small increase in traffic.

In addition to the capacity-increasing improvements that may be required to mitigate impacts, other performance-improving actions to consider include, but are not limited to:

- *System connectivity improvements for vehicles, bicycles, and pedestrians.*
- *Transportation demand management (TDM) methods to reduce the need for additional capacity.*
- *Multi-modal (bicycle, pedestrian, transit) opportunities to reduce vehicle demand.*
- *Operational improvements to maximize the use of the existing system.*
- *Land use techniques such as trip caps/budgets to manage trip generation.*

In applying “avoid further degradation” for state highway facilities already operating above the mobility targets in Table 6 or Table 7 or those otherwise approved by the Oregon Transportation Commission, or facilities projected to be above the mobility targets at the planning horizon, a small increase in traffic does not cause “further degradation” of the facility.

The threshold for a small increase in traffic between the existing plan and the proposed amendment is defined in terms of the increase in total average daily trip volumes as follows:

- *Any proposed amendment that does not increase the average daily trips by more than 400.*
- *Any proposed amendment that increases the average daily trips by more than 400 but less than 1,001 for state facilities where:*
 - *The annual average daily traffic is less than 5,000 for a two-lane highway.*
 - *The annual average daily traffic is less than 15,000 for a three-lane highway.*
 - *The annual average daily traffic is less than 10,000 for a four-lane highway.*
 - *The annual average daily traffic is less than 25,000 for a five-lane highway.*
- *If the increase in traffic between the existing plan and the proposed amendment is more than 1,000 average daily trips, then it is not considered a small increase in traffic and the amendment causes further degradation of the facility and would be subject to existing processes for resolution.*

In applying OHP mobility targets to analyze mitigation, ODOT recognizes that there are many variables and levels of uncertainty in calculating volume-to-capacity ratios, particularly over a specified planning horizon. After negotiating reasonable levels of mitigation for actions required under OAR 660-012-0060, ODOT considers calculated values for v/c ratios that are within 0.03 of the adopted targets in the OHP to be considered in compliance with the target. The adopted mobility target still applies for determining significant affect under OAR 660-012-0060.

Considering the OHP, the reference ODOT facility is OR 18, a five-lane highway with approximately 24,500 AADT at the Norton Lane intersection. Correspondingly, the threshold for a “small increase” in traffic between the existing plan and the proposed amendment is an increase of less than 1,001 average daily trips on five-lane state facilities with less than 25,000 AADT. Reasonable worst-case development in the proposed R-4 zone has a potential trip generation increase of 622 average daily trips – but only 24 PM peak hour trips because there are different trip-making characteristics between the current M-1 and proposed R-4 zone land use types. As such, potential R-4 zone trip generation is considered a “small increase” and a TPR analysis is not required. City staff has further indicated that the City will use the ODOT/DLCD thresholds as a basis for TPR analysis on City facilities.

Overall, the proposed Comprehensive Plan amendment and zone change results in a small increase in traffic and will not significantly affect an existing or planned transportation facility. As such, it can be found that the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.

The proposed land use actions do not include a specific development application. Therefore, additional transportation analysis may be necessary to address McMinnville Zoning Ordinance requirements at the time of development (as part of a future, specific development land use application).

7. SITE ACCESS

The properties currently have access to SE Stratus Avenue to the north via a shared access easement. It is anticipated that future development on the property will also have direct access to SW Nash Avenue.

While not part of this land use action, it is recommended that all future access(es) be constructed consistent with McMinnville Zoning Ordinance requirements and McMinnville Engineering standards.

8. SUMMARY

The following conclusions and recommendations are made based on materials contained in this analysis:

1. The subject properties are at 2300 and 2320 SE Stratus Avenue in McMinnville, Oregon. The properties are identified as tax lots 600 and 604 on Yamhill County Assessor's map 4-4-27 and total approximately 5.8 acres. These properties currently have access to SE Stratus Avenue to the north via a shared access easement across tax lot 602 which has roadway frontage.
2. Proposed land use actions include a Comprehensive Plan amendment with a plan designation change from Industrial to Residential and a corresponding zone change from Light Industrial (M-1) to Medium, High-Density, 5000 SF Lot Residential (R-4). A specific subdivision or development plan is not contemplated as part of this land use action; therefore, reasonable worst-case development scenarios are assumed in the current and proposed zone designations for analysis purposes.
3. The 2010 McMinnville Transportation System Plan defers to the Oregon 18 Corridor Refinement Plan for detailed transportation planning in the project area. It is noted that the adopted TSP is 14 years old, and many identified projects and funding sources are outdated. Regardless, the TSP does not identify any financially constrained projects in the project area but notes there are missing sidewalks on Stratus Avenue.
4. The OR 18 Corridor Refinement Plan includes a series of traffic control and frontage road improvements north and south of OR 18; however, funding has not been identified for these improvements.
5. The 2022 McMinnville Three Mile Lane Area Plan's preferred land use alternative includes rezoning project area properties to support commercial (mixed-use) and medium-high-density residential uses. More specifically, the plan recommends the applicant's property be rezoned from Light Industrial (M-1) to Medium, High-Density Residential (R-4) – consistent with this subject land use action.
6. Key transportation system improvements are necessary to support the preferred land use alternative and the OR 18 facility design, further noting that the 2010 TSP needs to be updated to include these improvements. The *Complete Street* design requires changes to City street standards in the TSP and the Zoning Ordinance.
7. The ODOT Active 2024-2027 Statewide Transportation Improvement Program (STIP) finds that there are two projects in the area, including:
 - a. Key 22554 – OR99W/OR18 Curb Ramps (McMinnville) which is funded through construction and is anticipated to start in 2025, and
 - b. Key 22792 – OR18: S McMinnville Interchange – E McMinnville Interchange which is funded through the relocation of utilities and is anticipated to start in 2027.
8. All study intersection observed crash rates are less than the 1.0 CMEV threshold and the 90th percentile crash rate of the reference population, indicating the intersections are considered relatively safe, and further safety analysis is not warranted.

9. ODOT Safety Priority Index System (SPIS) data for the OR 18 segment at the Norton Lane intersection finds SPIS scores ranging from 50.71 to 50.87 which are in the top 15% of sites in the state. Based on a detailed review of the crash data, “rear-end” crashes are the predominant type and these are common at signalized intersections. There do not appear to be easily correctable safety deficiencies, and the intersection crash rate does not exceed the 90th percentile crash rate. As such, crash-related mitigation is not recommended or necessary as part of this land use action.
10. Reasonable worst-case development in the proposed R-4 zone (162 apartments) generates 622 daily additional trips, 2 AM fewer trips, and 24 PM additional trips over development in the existing M-1 zone (101,060 square-foot general light industrial use).
11. The proposed Comprehensive Plan amendment and zone change results in a *small increase* in traffic and will not significantly affect an existing or planned transportation facility. As such, it can be found that the TPR criteria outlined in OAR 660-012-0060 are satisfied without the need for additional transportation analysis.
12. The proposed land use actions do not include a specific development application. Therefore, additional transportation analysis may be necessary to address McMinnville Zoning Ordinance requirements at the time of development (as part of a future, specific development land use application).
13. While not part of this land use action, it is recommended that all future access(es) be constructed consistent with McMinnville Zoning Ordinance requirements and McMinnville Engineering standards.

Sincerely,

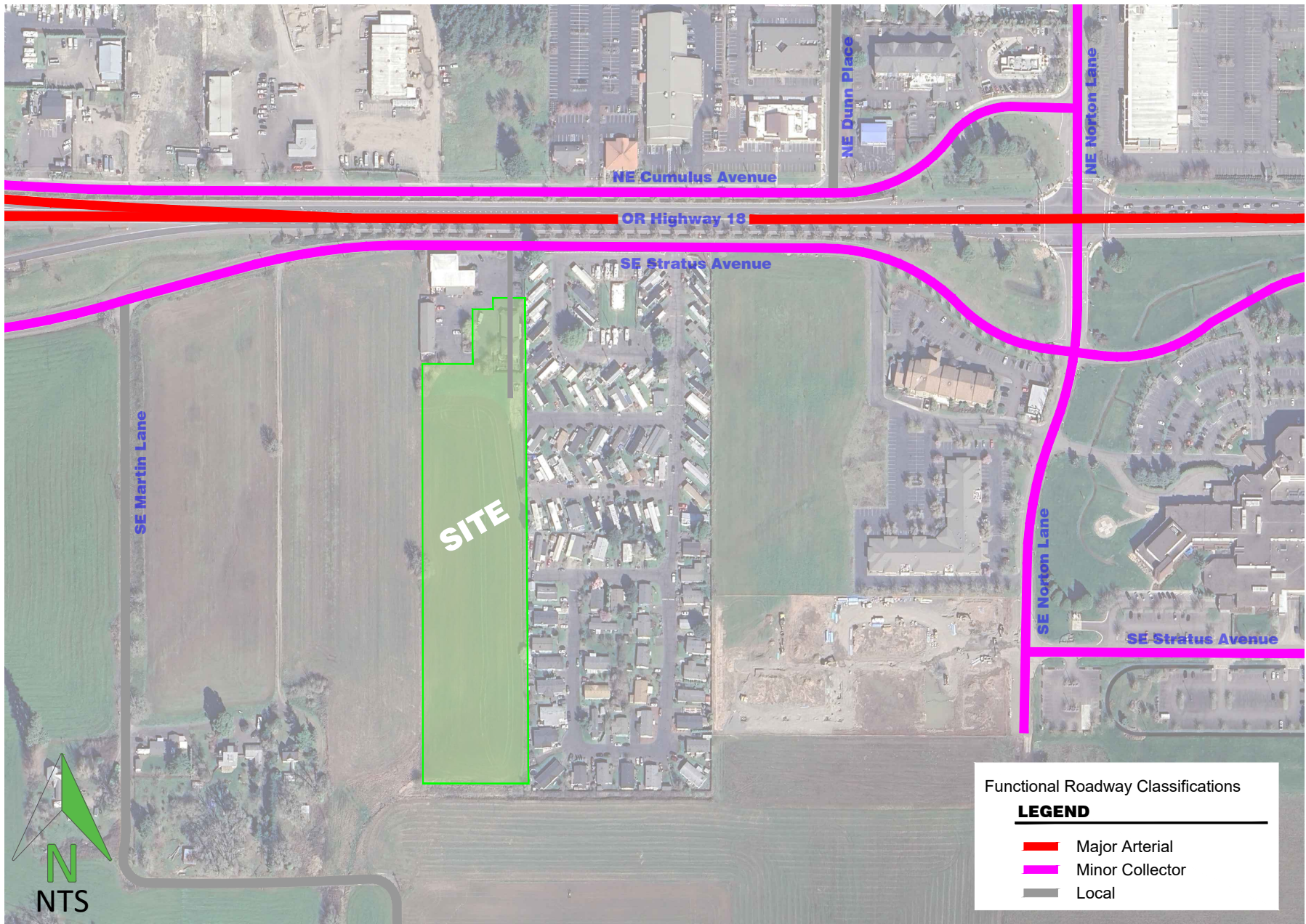


Christopher M. Clemow, PE, PTOE
Transportation Engineer

Attachments: Figure 1
Crash Data



RENEWS 31 DECEMBER 2025



2237 NW Torrey Pines Drive
 Bend, Oregon 97703
 541-579-8315
 cclemow@clemow-associates.com

SITE AREA

Commonwealth Stratus Avenue Comprehensive Plan Amendment and Zone Change - McMinnville, Oregon

C&A Project No. 202240602.00

FIGURE

1

January 1, 2018 through December 31, 2022

INTERSECTION CRASH RATES														
Intersection	Crashes						PM Entering Volume	ADT (10xPM)	AADT (365xADT)	Annual Crashes	Crash Rate (crashes/MEV)	Reference Population	90th%ile Crash Rate	Over or Under Crash
	2018	2019	2020	2021	2022	Total								
OR 18 / Norton Lane	3	4	8	7	6	28	24,417	8,912,205	5.60	0.628	Urban 4SG	0.860	Under	
Norton Lane / SE Stratus Avenue	0	0	0	0	0	0	3,030	1,105,950	0.00	0.000	Urban 4ST	0.408	Under	



MP	
OR 18 / Norton Lane intersection	46.69
+250 FT	46.74
-250 FT	46.64

Intersection crash rates also need to be compared to the published statewide 90th percentile intersection crash rates in Exhibit 4-1. Any rates close to or over the 90th percentile rates need to be flagged for further analysis. The intersection crash rate is calculated by the following formula:

$$\text{Intersection Crash Rate per MEV} = \frac{\text{Annual Number of Crashes} \times 10^6}{(\text{AADT}) \times (365 \text{ days/year})}$$

The values shown in Exhibit 4-1 represent the 90th percentile crash rates from a study of 500 intersections in Oregon. The crash rates are grouped by rural/urban, signalized/unsignalized, and three-leg/four-leg intersections. Intersections with crash rates that exceed the 90th percentile values shown in the table should be flagged for further analysis. For more information on crash rates and using this table, see Section 4.3.4 Critical Crash Rate.

Exhibit 4-1: Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: Assessment of Statewide Intersection Safety Performance, FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

Note: Traffic control types include
 3SG (three-leg signalized),
 3ST (three-leg minor stop-control),
 4SG (four-leg signalized),
 4ST (four-leg minor stop-control).

For intersections other than the configurations shown in Exhibit 4-1, there are usually too few locations with that intersection configuration to provide statewide statistics. There are some stop controlled intersection configurations that could be approximated as indicated in Exhibit 4-2 and Exhibit 4-3 below. Any other intersection configurations not in Exhibit 4-1, Exhibit 4-2, or Exhibit 4-3 should by default be flagged for further analysis, since the unusual configuration is likely to warrant a closer look at the crashes.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CONTINUOUS SYSTEM CRASH LISTING

039: SALMON RIVER

Highway 039 ALL ROAD TYPES, MP 46.64 to 46.74 01/01/2018 to 12/31/2022, Both Add and Non-Add mileage

20 - 25 of 28 Crash records shown.

SER#	P	R	J	S	W	DATE	COUNTY	RD#	FC	CONN#	RD CHAR	INT-TYPE	SPCL USE	TRLR	QTY	MOVE	A	S	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE					
INVEST	E	A	U	I	C	O	CITY	COMPNT	FIRST	STREET	DIRECT	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE				
RD DPT	E	L	G	N	H	R	URBAN AREA	MLG	TYP	SECOND	STREET	LOCTN	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	ERROR	ACT	EVENT	CAUSE			
UNLOC?	D	C	S	V	L	K	LONG	MILEPNT	LRS			(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE		
														02	NONE	9	STOP															
														N/A			W -E												011	00		
														PSNGR	CAR				01	DRVR	NONE	00	Unk	UNK		000	000	000	00			
01280	N	N	N	N		12/15/2022	YAMHILL	1	14		INTER	CROSS	N	N	CLR	O-OTHER	01	NONE	9												08,13,02	
NONE						TH	MCMINNVILLE	MN	0	SALMON RIVER HY	CN		TRF SIGNAL	N	DRY	TURN	N/A											000	00			
N						9A	MCMINVL UA	46.69		NE NORTON LN	01	0		N	DAY	PDO		PSNGR	CAR							000	000	000	00			
N						45 12 3.32	-123 9 59.72						003900100S00																			
														02	NONE	9	TURN-R															
														N/A			N -W												000	00		
														PSNGR	CAR				01	DRVR	NONE	00	Unk	UNK		000	000	000	00			
00110	N	N	N	N		02/07/2020	YAMHILL	1	14		INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	9												02	
NONE						FR	MCMINNVILLE	MN	0	NE NORTON LN	CN		TRF SIGNAL	N	DRY	TURN	N/A												000	00		
N						2P	MCMINVL UA	46.69		SALMON RIVER HY	04	0		N	DAY	PDO		PSNGR	CAR							000	000	000	00			
N						45 12 3.33	-123 9 59.74						003900100S00																			
														02	NONE	9	TURN-L															
														N/A			N -E													088	00	
														PSNGR	CAR				01	DRVR	NONE	00	Unk	UNK		000	000	000	00			
00236	N	N	Y	N	N	03/26/2021	YAMHILL	1	14		STRGHT		Y	N	CLR	S-1TURN	01	NONE	9												08,13	
STATE						FR	MCMINNVILLE	MN	0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	TURN	N/A												000	00		
N						6P	MCMINVL UA	46.70		NE NORTON LN	06			N	DAY	PDO		PSNGR	CAR							000	000	000	00			
N						45 12 3.32	-123 9 58.98						(04)																			
														02	NONE	9	STRGHT															
														N/A			E -W													000	00	
														PSNGR	CAR				01	DRVR	NONE	00	Unk	UNK		000	000	000	00			
00232	N	N	N	N	N	03/18/2020	YAMHILL	1	14		STRGHT		Y	N	CLR	S-1STOP	01	NONE	9												07	
CITY						WE	MCMINNVILLE	MN	0	SALMON RIVER HY	E	(NONE)	TRF SIGNAL	N	DRY	REAR	N/A												088	00		
N						4P	MCMINVL UA	46.71		NE NORTON LN	06			N	DAY	PDO		PSNGR	CAR							000	000	000	00			
N						45 12 3.35	-123 9 58.29						(04)																			
														02	NONE	9	STOP															
														N/A			E -W													011	00	
														PSNGR	CAR				01	DRVR	NONE	00	Unk	UNK		000	000	000	00			
00374	N	N	N	N	N	04/24/2019	YAMHILL	1	14		STRGHT		N	Y	CLR	FIX OBJ	01	NONE	9											040,092 26		
CITY						WE	MCMINNVILLE	MN	0	SALMON RIVER HY	E	(NONE)	UNKNOWN	N	DRY	FIX	N/A												000	00		
Y						5A	MCMINVL UA	46.72		NE NORTON LN	01			N	DAWN	PDO		PSNGR	CAR							000	000	000	00			
N						45 12 3.32	-123 9 57.53						(04)																			

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 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not 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.

CITY OF MCMINNVILLE, YAMHILL COUNTY

NORTON LN at STRATUS RD, City of McMinnville, Yamhill County, 01/01/2018 to 12/31/2022

SER#	P	R	J	S	W	DATE	CLASS	CITY STREET	INT-TYPE	SPCL USE	MOVE	A	S	RD DPT	E	L	G	N	H	R	TIME	FROM	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED	UNLOC?	D	C	S	V	L	K	LAT	LONG	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE
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2022 - On-State, Top 15% SPIS Sites - By Hwy, MP

Statewide

Rte	Rdwy	BMP	EMP	ADT	Crash	Fatal	A	B	C	City	County	Connection	Percent	SPIS
039 Salmon River														
OR-18	1	30.61	30.70	7,087	5	0	1	1	3		Yamhill	SW HARMONY RD.	85	38.24
OR-18	1	30.62	30.71	7,113	5	0	1	1	3		Yamhill	SW HARMONY RD.	85	38.22
OR-18	1	30.63	30.72	7,140	5	0	1	1	3		Yamhill		85	38.21
OR-18	1	31.58	31.67	7,233	8	0	1	3	4		Yamhill	SW RED PRAIRIE RD.	90	47.67
OR-18	1	31.59	31.68	7,326	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.52
OR-18	1	31.60	31.70	7,419	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.44
OR-18	1	31.61	31.71	7,512	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.36
OR-18	1	31.62	31.72	7,605	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.28
OR-18	1	31.63	31.73	7,698	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.21
OR-18	1	31.64	31.74	7,791	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.13
OR-18	1	31.65	31.75	7,884	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	50.06
OR-18	1	31.66	31.76	7,978	9	0	1	3	5		Yamhill	SW RED PRAIRIE RD.	90	49.99
OR-18	1	33.32	33.42	7,760	5	0	1	2	2		Yamhill	SW SCHATZ RD.	85	37.82
OR-18	1	33.34	33.43	7,861	5	0	1	2	2		Yamhill	SW SCHATZ RD.	85	37.77
OR-18	1	38.25	38.35	13,170	6	0	1	1	4		Yamhill	SW OLDSVILLE RD.	85	38.88
OR-18	1	46.60	46.69	15,828	9	0	1	1	7	McMinnville	Yamhill		90	46.50
OR-18	1	46.61	46.70	16,565	9	0	1	1	7	McMinnville	Yamhill		90	46.32
OR-18	1	46.62	46.71	17,302	9	0	1	1	7	McMinnville	Yamhill		90	46.15
OR-18	1	46.63	46.72	18,039	10	0	1	1	8	McMinnville	Yamhill		90	48.54
OR-18	1	46.64	46.73	18,776	11	0	1	2	8	McMinnville	Yamhill		90	50.87
OR-18	1	46.65	46.74	19,513	11	0	1	2	8	McMinnville	Yamhill		90	50.71
OR-18	1	46.66	46.75	20,250	10	0	1	2	7	McMinnville	Yamhill		90	48.09
OR-18	1	46.67	46.76	20,987	8	0	1	2	5	McMinnville	Yamhill		85	42.87
OR-18	1	46.68	46.77	21,724	7	0	1	2	4	McMinnville	Yamhill		85	40.13
OR-18	1	46.69	46.78	22,462	7	0	1	2	4	McMinnville	Yamhill		85	40.04
OR-18	1	48.50	48.59	20,425	25	2	4	7	12	McMinnville	Yamhill	SE LOOP RD.	95	75.26
OR-18	1	48.51	48.60	19,974	25	2	4	7	12	McMinnville	Yamhill	SE LOOP RD.	95	75.40
OR-18	1	48.52	48.61	19,524	25	2	4	7	12	McMinnville	Yamhill	SE LOOP RD.	95	75.54
OR-18	1	48.53	48.62	19,073	25	2	4	7	12		Yamhill	SE LOOP RD.	95	75.70
OR-18	1	48.54	48.63	18,623	24	2	4	7	11		Yamhill	LEG (TO SE CRUICKSHANK RD.)	95	75.39
OR-18	1	48.55	48.64	18,173	24	2	4	7	11		Yamhill	LEG (TO SE CRUICKSHANK RD.)	95	75.55
OR-18	1	48.56	48.65	17,723	24	2	4	7	11		Yamhill	LEG (TO SE CRUICKSHANK RD.)	95	75.72
OR-18	1	48.57	48.66	17,272	24	2	4	7	11		Yamhill	LEG (TO SE CRUICKSHANK RD.)	95	75.89
OR-18	1	48.58	48.67	16,822	24	2	4	7	11		Yamhill	SE CRUICKSHANK RD.	95	76.07
OR-18	1	48.59	48.68	16,372	24	2	4	7	11		Yamhill	SE CRUICKSHANK RD.	95	76.26
OR-18	1	49.84	49.91	16,322	18	0	3	10	5		Yamhill		95	73.05

OR18/Norton Lane intersection at MP 46.69. Influence area is +/- 250FT (MP 46.64 - 46.74)

Statewide top 15% SPIS score cut-off at 37.75. Therefore, roadway section in top 15%.