

**Planning Commission  
Thursday, December 5, 2024  
6:30 PM Regular Meeting**

**HYBRID Meeting**

**IN PERSON – McMinnville Civic Hall, 200 NE Second Street, or ZOOM Online Meeting**

*Please note that this is a hybrid meeting that you can join in person at 200 NE Second Street or online via Zoom*

**ZOOM Meeting: You may join online via the following link:**

<https://mcminnvilleoregon.zoom.us/j/89368634307?pwd=M0REY3RVSzFHeFdmK2pZUmJNdkdSZz09>

**Meeting ID: 893 6863 4307**

**Meeting Password: 989853**

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*Public Participation:*

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

*Public Hearing: To participate in the public hearings, please choose one of the following.*

- 1) **Written testimony in advance of the meeting** – Email written testimony at any time up to 12 p.m. the day before the meeting to [heather.richards@mcminnvilleoregon.gov](mailto:heather.richards@mcminnvilleoregon.gov), that email will be provided to the planning commissioners, lead planning staff and entered into the record at the meeting.
- 2) **In person at the meeting** – Sign up in advance to provide testimony at the meeting by emailing [heather.richards@mcminnvilleoregon.gov](mailto:heather.richards@mcminnvilleoregon.gov), or sign up at the meeting by filling out a testimony form found at the entry to the hearing chambers.
- 3) **By ZOOM at the meeting** - Join the zoom meeting and send a chat directly to Planning Director, Heather Richards, to request to speak indicating which public hearing, and/or use the raise hand feature in zoom to request to speak once called upon by the Planning Commission chairperson. Once your turn is up, we will announce your name and unmute your mic.
- 4) **By telephone at the meeting** – If appearing via telephone only please sign up prior to the meeting by emailing the Planning Director, [Heather.Richards@mcminnvilleoregon.gov](mailto:Heather.Richards@mcminnvilleoregon.gov) as the chat function is not available when calling in zoom.

**----- MEETING AGENDA ON NEXT PAGE -----**

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

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

Commission Members	Agenda Items
Sidonie Winfield, Chair	<b>6:30 PM – REGULAR MEETING</b>
Dan Tucholsky, Vice Chair	<b>1. Call to Order</b>
	<b>2. Citizen Comments</b>
Rachel Flores	<b>3. Minutes – November 7, 2024 (Exhibit 1)</b>
Matt Jones	<b>4. Public Hearings:</b>
Sylla McClellan	<b>A. <u>Quasi-Judicial Hearing: Sign Appeal (AP 3-24), 2155 NE Lafayette Avenue, Tax Lot R4415 1300 – (Exhibit 2)</u></b>
Elena Mudrak	<b><i>The applicant has requested a continuance to December 19, 2024 and granted an extension to the 120-day decision deadline.</i></b>
Meg Murray	Request: An appeal of the Planning Director decision on a sign permit application (SR 11-24). The decision being appealed is the denial of the installation of one (1) freestanding sign facing Lafayette Avenue, located at 2155 NE Lafayette Avenue. The application was denied because the proposed sign exceeds the maximum area of freestanding sign in the Commercial Zone as permitted by Section 17.62.070(C)(1) of the McMinnville Municipal Code (MMC).
Brian Randall	Applicant: Scott Thorkildson
Beth Rankin	<b>B. <u>Legislative Hearing: City of McMinnville Proposed Amendments To The Comprehensive Plan To Support The Parks, Recreation And Open Space Plan (Docket G 5-24) - (Exhibit 3)</u></b>
	<b><i>Continued from November 7, 2024</i></b>
	Request: A proposal to adopt the June 2024 Parks Recreation and Open Space Plan as a supplemental document to the McMinnville Comprehensive Plan, and to amend Volume I, Background Information, Volume II, Goals and Policies and Volume III, McMinnville Growth Management and Urbanization Plan’s Framework Plan, to support the Parks, Recreation, and Open Space (PROS) Plan.
	Applicant: City of McMinnville
	<b>C. <u>Legislative Hearing: City of McMinnville Psilocybin Activities, Time, Place and Manner Regulations (Docket G 5-22) - (Exhibit 4)</u></b>
	Request: A proposal to amend the McMinnville City Code, Title 17, Chapter 17.64, to add a section with time, place and manner regulations relative to licensed Psilocybin Manufacturers and Service Centers.
	Applicant: City of McMinnville

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**5. Commissioner Comments**

**6. Staff Comments**

**7. Adjournment**

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## **EXHIBIT 1 - MINUTES**

**November 7, 2024  
Planning Commission  
Regular Meeting**

**6:30 pm  
Hybrid Meeting  
McMinnville, Oregon**

**Members Present:** Sidonie Winfield, Dan Tucholsky, Matthew Jones, Beth Rankin, Brian Randall, Rachel Flores, Sylla McClellan, and Elena Mudrak

**Members Absent:** Meg Murray

**Staff Present:** Heather Richards – Community Development Director, Tom Schauer – Senior Planner, Taylor Graybehl – Senior Planner, and Bill Kabeiseman – Bateman Seidel

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### **1. Call to Order**

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

### **2. Citizen Comments**

None

### **3. Public Hearings**

#### **A. Quasi-Judicial Hearing: Planned Development Amendment (PDA 1-24) and Amendment to Subdivision Tentative Plan (S 3-24), No Site Address (Undeveloped), Tax Lot R4524 00801**

**Request:** **PDA 1-24.** The applicant is requesting approval of a Planned Development Amendment to the current Planned Development approval applicable to the property for the remaining undeveloped phases, approximately 106 remaining acres. Principal elements of the proposed amendment include requests to: reconfigure parts of the street layout, change the number of remaining residential lots from 394 to 392, provide tracts for open space and recreation and pedestrian connections (approximately 13 acres) and stormwater management (approximately 1.6 acres), modify phasing boundaries, and request modifications to certain development standards, including reduced setbacks, lot size averaging with average lot size of 7,960 sf and minimum lot size of 5,000 sf, and flexibility to street/alley standards for address frontage for three lots, and request to remove all trees as necessary to accommodate the proposed development plan.

The proposal would also revise 43 of the lots currently approved for attached housing to standard lots proposed as detached housing.

**S 3-24.** The applicant is also requesting approval of an amendment to the corresponding Subdivision Tentative Plan for the property, to be consistent with the requested Planned Development Amendment.

Applicant: Holt Homes, Inc. c/o Applicant's Consultant: Zach Pelz, AKS Engineering & Forestry, LLC

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

Chair Winfield had known the owners of the site for a long time, but it would not impact her ability to make an unbiased decision.

Chair Winfield asked if any Commissioners had visited the site. Commissioners McClellan, Jones, Tucholsky, Flores, and Winfield had visited the site. Chair Winfield asked if any Commissioner needed to declare any contact prior to the hearing with the applicant or any party involved in the hearing or any other source of information outside of staff regarding the subject of this hearing. There was none.

Staff Report: Senior Planner Schauer presented the staff report. This was a request for a Planned Development amendment and Subdivision Tentative Plan amendment for the remaining phases of the Hillcrest Planned Development, approximately 106 acres. The amendments would revise the street layout with substantially the same connections external to the site, 392 lots and open space tracts vs. 394 lots, smaller average lot size and reduced setbacks, and 43 multi-generational homes vs. 43 townhouse lots. He explained additional information entered into the record after the October 31 meeting packet, applications, criteria, subject property, proposed master plan/tentative plan, background on previous applications, project phases, open space tracts, streets and utilities, and staff's recommendation for approval with conditions.

Commissioner Questions: The Commission asked questions about the landscape plan for the open space tracts, how there were no restrictions on occupation of the ADU for the multi-generation housing, pump facility, drainage plan, natural hazards, how the applicant thought they were subject to the 2017 standards rather than current standards and how staff thought the amendments were subject to the current standards, flood risk to the lots adjacent to the wetlands, and how the drainage plan would ensure there would not be flooding,

James Lofton, City Engineer, discussed the drainage plan and how the project would need detention facilities. He described the engineering process that took place after the land use decision was rendered. He explained how the Natural Hazards Overlay applied to this project and how a full geotechnical analysis would be done on the site. They would not be able to eliminate flooding on some of the lots. There would be easements for drainageways and the boundary of the easements would be at the 100 year flood event level to keep the home construction out of the flood area.

Applicant's Testimony: Zach Pelz, AKS Engineering & Forestry, LLC was representing the applicant. He gave a project background and discussed the subdivisions approved in 2007 and 2017, reasons for the modifications including road realignment, how the road realignment was substantially similar to the 2017 plan, summary of the planned modifications, how the

current plan improved on the 2017 plan, mid-block pedestrian pathways, more open space, and community amenities. Regarding Condition of Approval #13, there was a strikeout shown that no longer allowed them to exempt trees located in the rights-of-way. He would like confirmation that the intent was they would not be penalized for removing trees that were in the rights-of-way.

Garret Stephenson, legal counsel for the applicant, said under the current condition, for the trees they would remove, they would have to provide tree mitigation or a fee in lieu. If they were providing land to the public for rights-of-way, he did not think they had to mitigate for the trees that were removed.

Commissioner Questions: There was discussion regarding how the stormwater facilities and the open spaces would be owned and maintained by an HOA.

Senior Planner Schauer said the reason for the strike out in Condition #13 was to be consistent with the language of the zoning ordinance.

There was further discussion regarding connectivity of the streams and roadways and how the applicant would use culverts in those areas to allow the water to flow underneath the roadway.

There was concern about stormwater drainage and it was suggested the applicant use permeable pavement. Mr. Pelz stated they would install two stormwater facilities for water detention. There were long term maintenance issues with permeable pavement. Mr. Lofton explained why permeable pavement was not appropriate for this area with slide susceptibility.

The Commission suggested the applicant work with McMinnville Water & Light for better water pressure to the adjacent neighborhood. Mr. Pelz said even though the pressure was low, it was in the range and they would be operating in a different pressure zone.

Mr. Pelz confirmed the playground in Area F would include a play structure, open area, and walking paths. They were not planning to include a public restroom due to the cost.

There was further discussion regarding how the housing designs would satisfy all of the applicable design guidelines, how adding left turn lanes at some intersections was required, blasting and noise, excavation and fill, clustering housing to save trees, the challenge of putting streets through the site and grading, how this would provide needed homes for residents and protect open spaces, and how there would be room for bus stops on the roads.

Proponents: Linda Berlin, McMinnville resident, had not been notified of the neighborhood meeting. She was concerned about the construction traffic on her street as well as fire and emergency traffic accessing the development. She was in support of the project as long as the water and sewer were on different systems and would be charged differently.

Steven Goldsmith, McMinnville resident, was concerned about urban heat island effect and lack of a lighting plan. He thought the growth should be managed in a responsible way.

Howard Aster, McMinnville resident, was one of the families planning to sell their property to be developed. He and the other two families had been working with the developer on this transaction for two years now and thought Holt Homes was honest and would build good homes. This proposal added housing variety and open space to this area.

Opponents: Kristi Bahr, McMinnville resident, discussed Phase 9, and how a proposed road extension went through her home. Mr. Schauer said the issue was included in Condition #27. At this point in time, the road would stub out at her property line and the intention was in the future that this was how the property would be served with street infrastructure if it was annexed and developed.

Rebuttal: Mr. Pelz discussed the issues they had with Condition #13 regarding the tree mitigation. Up until today, he thought the number was based on trees that were going to exist in the boundaries of the developed lots as well as the street trees they would have to install. Changing the language could be a substantial mitigation cost. He proposed going back to the original version to remove trees in the rights-of-way without paying a fee in lieu. He suggested closing the hearing but keeping the record open for 7 days until November 14 for the applicant to work with staff on the matter, and then keeping the record open for another 7 days for public testimony which would be due by November 21. They would waive the 7 day period for final written arguments. The Planning Commission would then make a decision on November 21.

Commissioner McClellan MOVED to CLOSE the hearing but keep the record open for Planned Development Amendment (PDA 1-24) and Amendment to Subdivision Tentative Plan (S 3-24) until November 14, 2024 for the applicant and until November 21, 2024 for rebuttal. SECONDED by Commissioner Jones. The motion PASSED 8-0.

**B. Quasi-Judicial Hearing: Hearing: Zone Change (ZC 3-24), No Site Address (Undeveloped), Tax Lot R4409DC0110**

Request: The applicant is requesting approval of a Zone Change application from R-3 (Medium-Density, 6000 SF Lot Residential Zone) to R-4 (Medium, High-Density, 5000 SF Lot Residential Zone) for a 2.93-acre parcel located at Tax Lot R4409DC 01100, west of the NE Newby Street and NE Hoffman Drive Intersection. This is for a zone change only. No development is currently proposed for the site

Applicant: Monika Development

Chair Winfield opened the public hearing and read the hearing statement. She asked if there was any objection to the jurisdiction of the Commission to hear this matter. There was none. She asked if any Commissioner wished to make a disclosure or abstain from participating or voting on this application. There was none. Chair Winfield asked if any Commissioners had visited the site. Many Commissioners had visited the site. Chair Winfield asked if any Commissioner needed to declare any contact prior to the hearing with the applicant or any party involved in the hearing or any other source of information outside of staff regarding the subject of this hearing. There was none.

Staff Report: Senior Planner Graybehl presented the staff report. This was a request for a zone change for a 2.93 acre property from R-3, medium density residential, to R-4, medium high density residential. No development was proposed at this time. Staff recommended approval. He described the existing conditions on the site, review procedures, review criteria and compliance, needed housing, Comprehensive Plan findings, Great Neighborhood Principles findings, Statewide Planning Goals, what was required for Goal 10: transportation, and how the Traffic Impact Analysis showed the project did not create a significant impact due to the new zoning.

There was discussion regarding when development might occur on the site, additional number of units allowed in the new zone, and height and setbacks for the R-4 zone.

Applicant's Testimony: Wendy Kellington, representing the applicant, said the applicant might or might not develop the property. The zone change was a tool to deliver increased housing within the City. It would allow this site to be developed with different housing types per the Great Housing Principles. Due to the wetland on the property, it was the only way to achieve the amount of housing needed to help meet the significant deficit. Without upzoning, it would be difficult to achieve the housing. Rezones were allowed without development proposals so long as they met the standards. This application met all of the standards. The Comprehensive Plan said all housing types shall be allowed, and the City should encourage rezoning to maintain land supply to meet housing objectives. Regarding adding conditions of approval, it would deprive the City of the developer's flexibility to comply with the design standards. The time to impose conditions was when there was a specific development application, and they would know the impacts and how to mitigate them. This application would allow the City significant infill and increase housing.

There was discussion regarding previous applications on this site and applicant's plans for the site.

Proponents: None

Opponents: Jerry Lanier, McMinnville resident, did not think they had to rezone the property as they could already put denser development on it. At its current zoning, it would not be different from the other adjacent properties. It was surrounded by nice neighborhoods of single family, duplexes, and triplexes and building high rise apartments next to these homes would be hard on the neighborhood. There was not any greenspace in the area as it was, and adding more people would make it worse.

Travis Cameron, McMinnville resident, was concerned about people from this site parking in the neighborhood, which was a beautiful neighborhood currently.

Rebuttal: Ms. Kellington said the decision had to be based on the standards and criteria, which stated neighborhoods shall have different housing types. Neighborhood integration and diversity was important to the City and without honoring the standards, the City could not meet their housing targets. This property was well suited to be a beautiful addition to the neighborhood and would have to meet strict standards for development. Parking standards were imposed by the City and would be part of the application. She read a State Statute as a basis for not putting conditions on the zone change.

Commissioner Tucholsky MOVED to CLOSE the public hearing, SECONDED by Commissioner McClellan. The motion PASSED 8-0.

Chair Winfield closed the public hearing.

The applicant waived the 7 day period for submitting final written arguments in support of the application.

Commissioner Deliberation: The Commission discussed short term rentals in the R-4 zone, struggle with the number of units that were possible with the upzone, what they would be gaining and the neighborhood losing with this application, how it met the criteria, future height

concessions and being a good neighbor, questioning if this was the right location for higher density, and adding a condition for the height and setback from the existing neighborhoods.

Commissioner Randall suggested adding a condition for a minimum setback of 15 feet along the abutting single family residences based on the human scale design in the Great Neighborhood Principles.

Commissioner Tucholsky was not in favor of approving the application, even with the condition. There were 14 properties adjacent to this property that would be negatively affected only to add 12 more units. He thought they should not change the zoning on a property that had no plan and was not ideal for the extra density. Changing the setback would not give the neighbors privacy that they had bought into as they had signed up for R-3.

Commissioner McClellan said the applicant wanted to set the property up for the best development opportunities, but she agreed that R-4 might not be the best option for the property. She did not know a criterion that could reasonably deny the request.

The Commission discussed the zone change criteria and what might be used for denial and if the condition proposed by Commissioner Randall followed the code.

No criteria could be found to deny the application.

Community Development Director Richards said the applicant was limited in the number of units based on the footprint of the site itself. They could have a tall, narrow building, but it had not been determined how the site would be designed. She cautioned the Commission not to get caught up in the 120 units that the Traffic Impact Analysis stated was the maximum number of units for the site. She did not know how feasible that would be. One of the complications of R-3 was they had to parcelize the site to create parcels for the housing products. Parcelizing with the drainage ditch was problematic because of the street access to get to the parcels. That was one reason the applicant wanted to change it to R-4 to provide more flexibility. Once they went over three stories, they would be in a different code in terms of structural development, and it would be more expensive. They did not see that in McMinnville.

Commissioner Randall MOVED to RECOMMEND City Council APPROVAL of Zone Change ZC 3-24 with a condition for a minimum setback of 15 feet to the foundation along the north and west property lines. SECONDED by Commissioner McClellan. The motion PASSED 6-2 with Commissioner Mudrak and Tucholsky opposed.

C. **Legislative Hearing: Proposed Amendments To The Comprehensive Plan To Support The Parks, Recreation And Open Space Plan (Docket G 5-24).**

Request: A proposal to adopt the June 2024 Parks Recreation and Open Space Plan as a supplemental document to the McMinnville Comprehensive Plan, and to amend Volume I, Background Information, Volume II, Goals and Policies and Volume III, McMinnville Growth Management and Urbanization Plan's Framework Plan, to support the Parks, Recreation, and Open Space (PROS) Plan.

Applicant: City of McMinnville



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

Staff Report: Community Development Director Richards presented the staff report. This was a request to approve the Comprehensive Plan amendment to adopt the Parks, Recreation, and Open Space Plan as part of the Comprehensive Plan. She explained the reasons for including it in the land use program, purpose of the Parks Plan, table of contents for the Parks Plan, proposed changes to Comprehensive Plan Volume I, background information, Volume II, goals and policies, Volume III, implementing ordinances, and appendices, and amendments to the Framework Plan. She then reviewed the public testimony and addressed the issues raised regarding the number of acres in the Framework Plan, buildable acres vs. unbuildable acres, policies about locations, and Comprehensive Plan Policy #170.18.

Proponents: Mark Davis, McMinnville resident, was in support of the Parks Plan. He requested changes to the document, clarifying Exhibit 3 related to the recently approved Housing Needs Analysis and clarifying parks would be built on unbuildable land.

Opponents: Paula Lang, McMinnville resident, was not opposed to the Parks Plan as a whole. However, the information meeting for the Quarry Park project left people with more questions than answers. There was a perception that the affluent residents in the area would like to keep the park for themselves. She would like open access to the park. The walking paths were relegated to the outside border of the park and the interior would be dedicated to BMX biking. This site flooded every year, and she was concerned about the flora and fauna of the area. The neighbors needed more information.

Susan Muir, Parks and Recreation Director, said Quarry Park was in the five year action plan, not as a BMX, but as a bike park. That was the first outreach to the neighborhood and there would be more community engagement.

Chair Winfield closed the public hearing.

There was discussion regarding the implications to the Fox Ridge Area Plan and the community park in that plan if these amendments were approved. Community Development Director Richards said the community park was not in the Parks Plan, but the Parks Plan did include a minimum 5 acre neighborhood park and greenway acreage in this area.

Bill Kabeiseman, City Attorney, said it was not inconsistent and plans did change over time.

The Commission had worked hard on the Fox Ridge Area Plan and wanted to ensure that it did not need to be amended due to the PROS Plan and associated Framework Plan amendments. They wanted to continue the hearing to have staff bring back a recommendation to address the issue.

Commissioner McClellan MOVED to CLOSE the hearing and CONTINUE deliberations for the proposed amendments to the Comprehensive Plan to support the Parks, Recreation and Open Space Plan (Docket G 5-24) to December 5, 2024. SECONDED by Commissioner Tucholsky. The motion PASSED 8-0.

**D. Legislative Hearing: Proposed Amendments To Chapters 17.57 Landscaping and 17.58 Trees Regarding Landscape Plans, Landscape Standards, and Street Tree Plans (Docket G 2-24).**

**Request:** This is a proposed legislative amendment to the Zoning Ordinance initiated by the City of McMinnville. The proposal would amend various provisions of Chapter 17.57 Landscaping and Chapter 17.58 Trees regarding landscape plans, landscape standards, and street tree plans. The proposal would amend Chapter 17.57 to expand the purpose and intent, clarify when landscaping is required, allow for review by staff when a plan complies with standards, update information required on plans, address landscape requirements for additions or expansions to building or parking lots, create clear and objective landscaping standards, and provide minor text amendments for ease of reading. Chapter 17.58 Trees would be amended to allow for review by staff when a street tree plan complies with standards.

**Applicant:** City of McMinnville

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

**Staff Report:** Senior Planner Graybehl presented the staff report. This was a request to amend the zoning ordinance for landscape and street tree plans. He gave a background on the amendments, changes that were proposed, and street tree plan standards. Staff recommended approval.

There was no public testimony.

Chair Winfield closed the public hearing.

Commissioner McClellan MOVED to RECOMMEND City Council APPROVAL of the proposed amendments to Chapters 17.57 Landscaping and 17.58 Trees Regarding Landscape Plans, Landscape Standards, and Street Tree Plans (Docket G 2-24). SECONDED by Commissioner Jones. The motion PASSED 8-0.

**4. Commissioner Comments**

None

**5. Staff Comments**

Community Development Director Richards discussed the open Planning Manager position and thanked those who attended the Planning Conference.

**6. Adjournment**

Chair Winfield adjourned the meeting at 11:42 p.m.



City of McMinnville  
Community Development Department  
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McMinnville, OR 97128  
(503) 434-7311  
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## EXHIBIT 2 - STAFF REPORT

**DATE:** December 5, 2024  
**TO:** Planning Commission Members  
**FROM:** Taylor Graybehl, Senior Planner  
**SUBJECT:** Public Hearing (Docket AP 3-24) – Request for Continuance

### STRATEGIC PRIORITY & GOAL:



#### GROWTH & DEVELOPMENT CHARACTER

Guide growth & development strategically, responsively & responsibly to enhance our unique character.



#### HOUSING OPPORTUNITIES (ACROSS THE INCOME SPECTRUM)

Create diverse housing opportunities that support great neighborhoods.

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### **Report in Brief:**

This agenda item is the Appeal (AP 3-24), from applicant Scott Thorkildson, of the Planning Director decision on a sign permit application (SR 11-24). The applicant has requested a continuance to December 19, 2024.

### **Background and Discussion:**

On November 20, the applicant requested a continuance of the Planning Commission hearing to December 19 as an alternate and granted a corresponding extension to the 120-day processing timeline.

### **Recommendation:**

Staff recommends that the Planning Commission continue the public hearing to a date certain of either the December 19, 2024 Regular Planning Commission meeting.

**“I MOVE THAT THE PLANNING COMMISSION CONTINUE THE PUBLIC HEARING FOR DOCKET AP 3-24 TO THE DECEMBER 19, 2024 PLANNING COMMISSION MEETING.”**



**City of McMinnville**  
**Community Development**  
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## EXHIBIT 3 – STAFF REPORT

**DATE:** December 5, 2024  
**TO:** Planning Commission Members  
**FROM:** Heather Richards, Community Development Director  
**SUBJECT:** Public Hearing: Parks, Recreation and Open Space Plan Update – Comprehensive Plan Adoption (Docket #: G 5-24)

### STRATEGIC PRIORITY & GOAL:



#### GROWTH & DEVELOPMENT CHARACTER

Guide growth & development strategically, responsibly & responsibly to enhance our unique character.



#### ENGAGEMENT & INCLUSION

Create a culture of acceptance and mutual respect that acknowledges differences and strives for equity

### Report in Brief:

This is the continuation of deliberations to consider recommending the adoption of the Parks, Recreation and Open Space Plan Update (PROS Plan) as part of the McMinnville Comprehensive Plan so that it can be utilized as part of the land-use program.

The Planning Commission hosted a public hearing on November 7, 2024, at which time they heard a staff report and public testimony, and then elected to close the public hearing and deliberate.

During deliberations some commissioners had a question about the alignment of the June 2024 PROS Plan, the proposed amendments to the Framework Plan and the adopted Fox Ridge Road Area Plan. Commissioners asked staff to evaluate the alignment and return with staff recommendations to ensure that the Fox Ridge Road Area Plan would not need to be modified based on the proposed amendments to the Framework Plan.

Staff and legal counsel reviewed the documents and concurred that the proposed amendments to the Framework Plan will be in alignment with the Fox Ridge Road Area Plan, and will not negatively impact it. In fact, the review demonstrated that the Fox Ridge Road Area Plan as adopted is more in alignment with the proposed amendments in the Framework Plan necessary to support the June 2024 PROS Plan than the Framework Plan as currently adopted. More on this evaluation can be found in the discussion section of this staff report.

**Proposed Comprehensive Plan Amendments** - The City's Comprehensive Plan is divided into three volumes per the following:

*Volume I – Background Information:* (Both the narrative of and supporting documentation for the goals and policies developed by the community. It is a reference resource that can be used to interpret the intent of the goal and policy statements.)

*Volume II – Goals and Policies:* (These goals and policies are the culmination of the research, inventories and projections of Volume I and reflect the directives expressed through the citizen involvement process in adopting the plan. All future land use decisions must conform to the applicable goals and policies of this volume.

*Volume III – Implementing Ordinances:* (Measures to carry out the goals and policies of the plan, including the comprehensive plan and zoning map, annexation, zoning and land division ordinances, and the planned development overlays placed on areas of special significance.

This docket is comprised of four proposed amendments to the McMinnville Comprehensive Plan per the following:

- Adopt the PROS Plan and its appendices as a **supplemental document** of the Comprehensive Plan. (See Exhibit A).
- **Amend Comprehensive Plan, Volume I:** Replaces existing data, inventory and maps with the new data in the PROS Plan Update, including existing park inventory, goals and policies relative to land-use (level of service for land need, policies for identifying future location of parks, etc.), future parks map to serve the City 2021 – 2041, and the process used to develop the PROS Plan Update. (See Exhibit B).
- **Amend Comprehensive Plan, Volume II:** Amends the goals and policies as necessary to support the PROS Plan Update goals and policies relative to equity, access, locational decision-making and stewardship, private and public parks. (See Exhibit C).
- **Amend Comprehensive Plan, Volume III:** Amends the framework plan to reflect the reduced level of service identified in the PROS Plan Update impacting the number of parks and acreage identified in the Framework Plan for the UGB Urban Holding Comprehensive Plan designations. (See Exhibit D).

The PROS Plan Update was a multi-year effort with extensive community engagement, and public meetings with the Diversity, Equity, and Inclusion Advisory Committee (formally acting as the Project Advisory Committee), Planning Commission, and City Council. Providing a 20-year vision (2021 – 2041) and comprehensive guide for future projects, policies, and programs, the PROS Plan is founded on involvement from thousands of interested and involved community members and a technical analysis of needs and priorities.

The PROS Plan Update provides the city an updated inventory of existing facilities and an equity lens for decision-making. The plan will be the city's guiding document for the acquisition, design, maintenance and programming of the City of McMinnville's parks, open spaces and natural areas, now and into the future.

The PROS Plan Update will be utilized in the land-use program in the following manner:

- 1) Identify future location of planned parks based on adopted community values.
- 2) Require land and park improvements with land-use applications.
- 3) Forecast future park land need based on adopted acreage levels of service per capita.
- 4) Utilize community-adopted goals and policies for Parks, Recreation and Open Space planning.

The Planning Commission will vote to make a recommendation to the City Council.

**Background:**

On June 25, 2024, the McMinnville City Council approved Resolution No. 2024-38 adopting the attached Parks, Recreation and Open Space Plan (PROS Plan) (Exhibit A), replacing and superseding any previous PROS Plan currently in use for all purposes except land use. (Please see attached Resolution.)

The purpose of the PROS Plan Update is to update inventory and existing conditions of McMinnville's Parks, Recreation and Open Space programs. Document the needs and priorities of the program for the planning horizon of 2021 – 2041. Identify community-supported vision and goals for the program based on extensive public engagement activities. And recommend capital improvement projects and policies for the planning horizon.

The PROS Plan Update will replace the 1999 Parks, Recreation and Open Space Plan as the guiding document for land-use decisions. Some of the changes in the PROS Plan Update are:

- 1) Updated data of existing parks inventory, condition of existing parks inventory and how that parks inventory serves the community in terms of proximity and access, safety and maintenance.
- 2) Addition of program goals and policies relative to maintenance and safety when considering programming equity throughout the city.
- 3) Equity considerations relative to socio-economics, demographics, population density, etc. when determining park, recreation and open space need and investments throughout the city.
- 4) Reduction of an acreage level of service from 14.0 acres per thousand people to 10.3 acres per thousand people of public park land to serve the community's needs.
- 5) Planned park programming for the UGB expansion areas identified in the McMinnville Growth Management and Urbanization Plan (MGMUP) Framework Plan reduced by 50%.

In order for a community's Parks, Recreation, and Open Space Plan to be utilized in the city's land-use programs it (or components of it) need to be adopted into the City's Comprehensive Plan through an acknowledged land-use approval process – including public notice to the Department of Land Conservation and Development, public hearings with the Planning Commission, a Planning Commission recommendation to the City Council and final adoption by Ordinance by City Council. This process allows for public testimony and appeals and thus is

considered the legal process that a City must follow to utilize a planning document as part of its overall land-use program. (ORS 197.625 and ORS 227.186(2)).

Historically, the City has utilized its PROS Plan to support the community's parks program by establishing a level of service of parks development within the city to serve the population as part of its land needs forecasting for future park land; identifying the location of future parks for land dedication as part of a land division application (subdivision, partition); and requiring the development of parks as part of planned development or master plan.

Part of Resolution No. 2024-38 was a direction to city staff to begin preparing the Comprehensive Plan amendments related to the PROS Plan for future council consideration.

### **Discussion:**

After the Planning Commission closed the public hearing on November 7, 2024, and started deliberations, some commissioners expressed concern about the potential impact to the Fox Ridge Road Area Plan that the City adopted via Ordinance No. 5142 on February 27, 2024. The primary concern centered on the PROS Plan elimination of a community park from the Fox Ridge Road Area based on the forecasted reduced level of service of acres per 1000 capita. Commissioners wanted to ensure that the Fox Ridge Road Area Plan as adopted could still be implemented and asked staff and legal counsel to evaluate the alignment of the Fox Ridge Road Area Plan with the proposed amendments to the Framework Plan.

In McMinnville there is a hierarchy of planning per the following – the Comprehensive Plan provides the policy structure for the Framework Plan, which is a high-level illustration of how the city's UGB expansion areas will meet the city's required land use needs. The Framework Plan then provides the direction for Area Plans which need to be adopted prior for areas of 100 acres or more in the UGB expansion areas before annexation. Upon annexation, developers need to apply for a master plan approval demonstrating how their planned development meets the adopted Area Plan. In this way, the City can ensure that it is meeting its adopted land-use needs. Thus, the alignment of the planning documents is important.

Below are some comprehensive plan policies explaining the process.

### ***UGB EXPANSION AREA PLANNING PROCESS***

*187.60.10 The City of McMinnville's overall planning process for UGB expansion areas shall include the completion and adoption of three successive levels of planning for lands within UGB expansion areas prior to their development. The three successive planning processes include the Framework Plan, the Area Plan, and the Master Plan. (Ord. 5098, December 8, 2020)*

### ***FRAMEWORK PLANS***

*187.70.00 At the time of the adoption of any UGB amendment that expands the UGB, the City of McMinnville shall include with the UGB amendment a Framework Plan for the UGB expansion areas. (Ord. 5098, December 8, 2020)*

*187.70.10 The Framework Plan shall identify a general urban land use concept for lands that are included in the UGB expansion areas. The Framework Plan will be conceptual in nature, but shall serve as an advisory plan that informs and provides guidance for more detailed Area*



*Planning and Master Planning that will be required for lands that are annexed into the City. (Ord. 5098, December 8, 2020)*

*187.70.30 Lands designated as Urban Holding (UH) on the Comprehensive Plan Map shall not be rezoned to urban zoning districts other than the Urban Holding zone or developed with urban uses until further Area Planning and Master Planning processes are completed and adopted. Parcels smaller than 10 acres are exempt from the Master Planning process but will be required to show compliance with the Area Plan. This shall not preclude any applicable provisions of state law which may specify when a City is required to allow for a dwelling on an existing lot of record. (Ord. 5098, December 8, 2020)*

## **AREA PLANNING**

*187.80.00 The City of McMinnville shall initiate an Area Planning process for UGB expansion areas that are designated on the Comprehensive Plan Map as Urban Holding (UH). The City of McMinnville shall prioritize which UGB expansion areas to complete Area Planning for based on the size of the area, the need for coordination of the development of public infrastructure and services, and the expected timeframe of development or redevelopment. (Ord. 5098, December 8, 2020)*

*187.80.10 Area Plans shall more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the identified land use needs for the UGB expansion area. (Ord. 5098, December 8, 2020)*

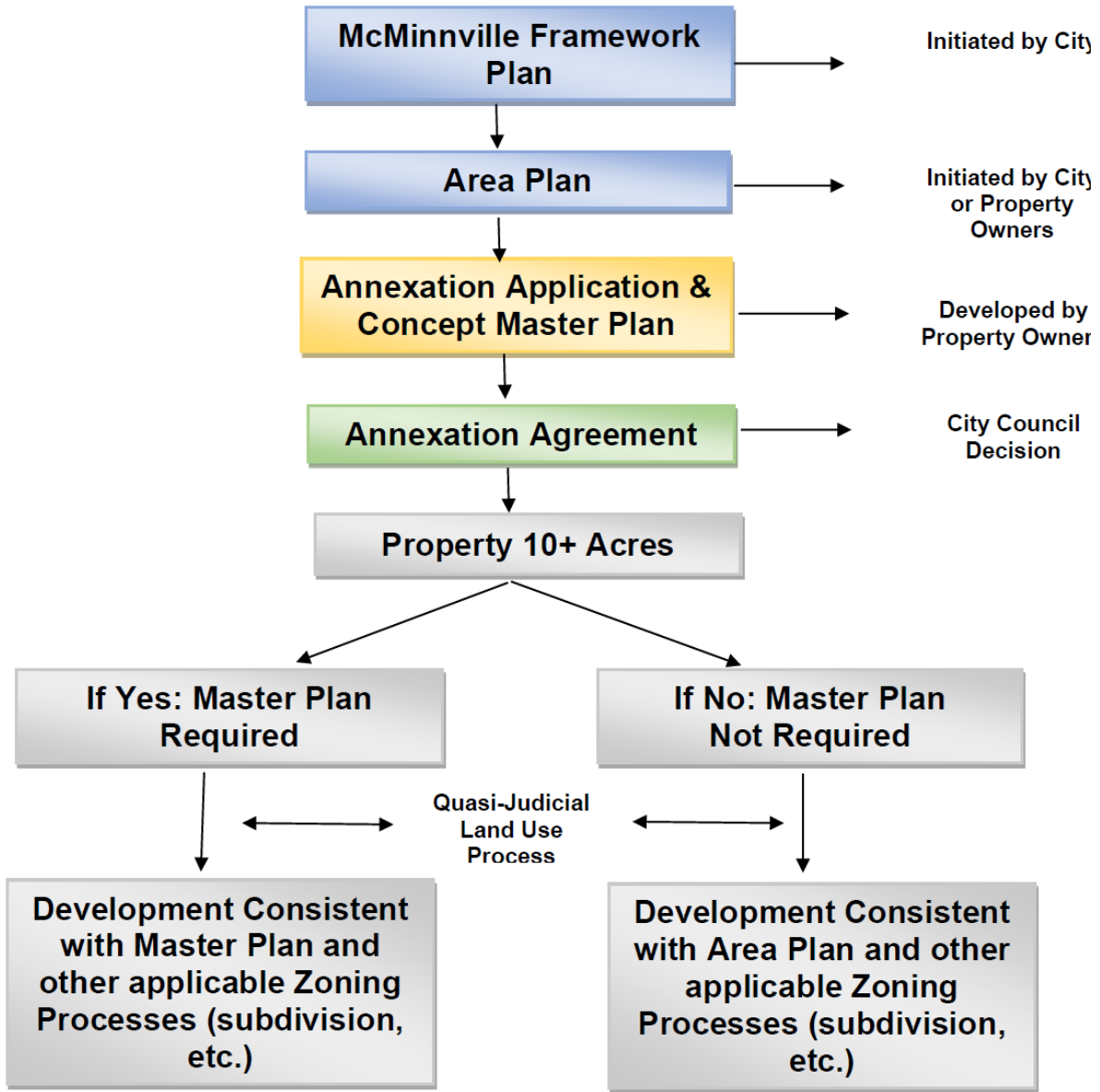
*187.80.20 Area Plans shall be adopted by the City Council as guiding land use documents. The Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan. (Ord 5106, October 26, 2021; Ord. 5098, December 8, 2020)*

## **MASTER PLANNING**

*187.90.00 Prior to annexation of all lands greater than 10 acres in size, property owners shall submit a Master Plan for approval. (Ord 5106, October 26, 2021; Ord. 5098, December 8, 2020)*

*187.90.10 Master Plans shall be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question. (Ord. 5098, December 8, 2020)*

*187.90.30 Lands less than 10 acres in size may be annexed without the completion of the Master Planning process. Development of these lands shall be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question. Development of these lands shall be consistent with the land use development tools and requirements of the McMinnville Comprehensive Plan and the McMinnville Zoning Ordinance. (Ord. 5098, December 8, 2020)*



Docket G 5-24 proposes amendments to McMinnville’s adopted Framework Plan to align it with the June 2024 PROS Plan due to the City’s decision to reduce the level of service of acres per 1000 capita from 14 acres /1000 people to 10.3 acres/1000 people, which reduces the amount of needed park land in the UGB expansion areas.

Since the Fox Ridge Road Area Plan was adopted prior to this proposed change, the Planning Commission wanted to ensure that the adopted Area Plan would still be in alignment with the Framework Plan and could move forward as adopted. Staff and legal counsel reviewed the documents. Ironically, the proposed amendments in the Framework Plan actually align better with the Fox Ridge Road Area Plan than what is currently in the language.

The Framework Plan identified the need for a community park in the Fox Ridge Road Area Plan but due to its unique topography of steep slopes and natural resources, the Framework Plan identified the community park as a Natural Resource Community Park.

The Project Advisory Committee that worked on the Fox Ridge Road Area Plan decided that identifying the park area as a community park was misleading as it would not resemble other community parks in McMinnville that have sports fields and other amenities, and they elected to simply call it a Natural Resource Park. Please see final land use concept map from the Fox Ridge Road Area Plan below (page 39 of the Plan).

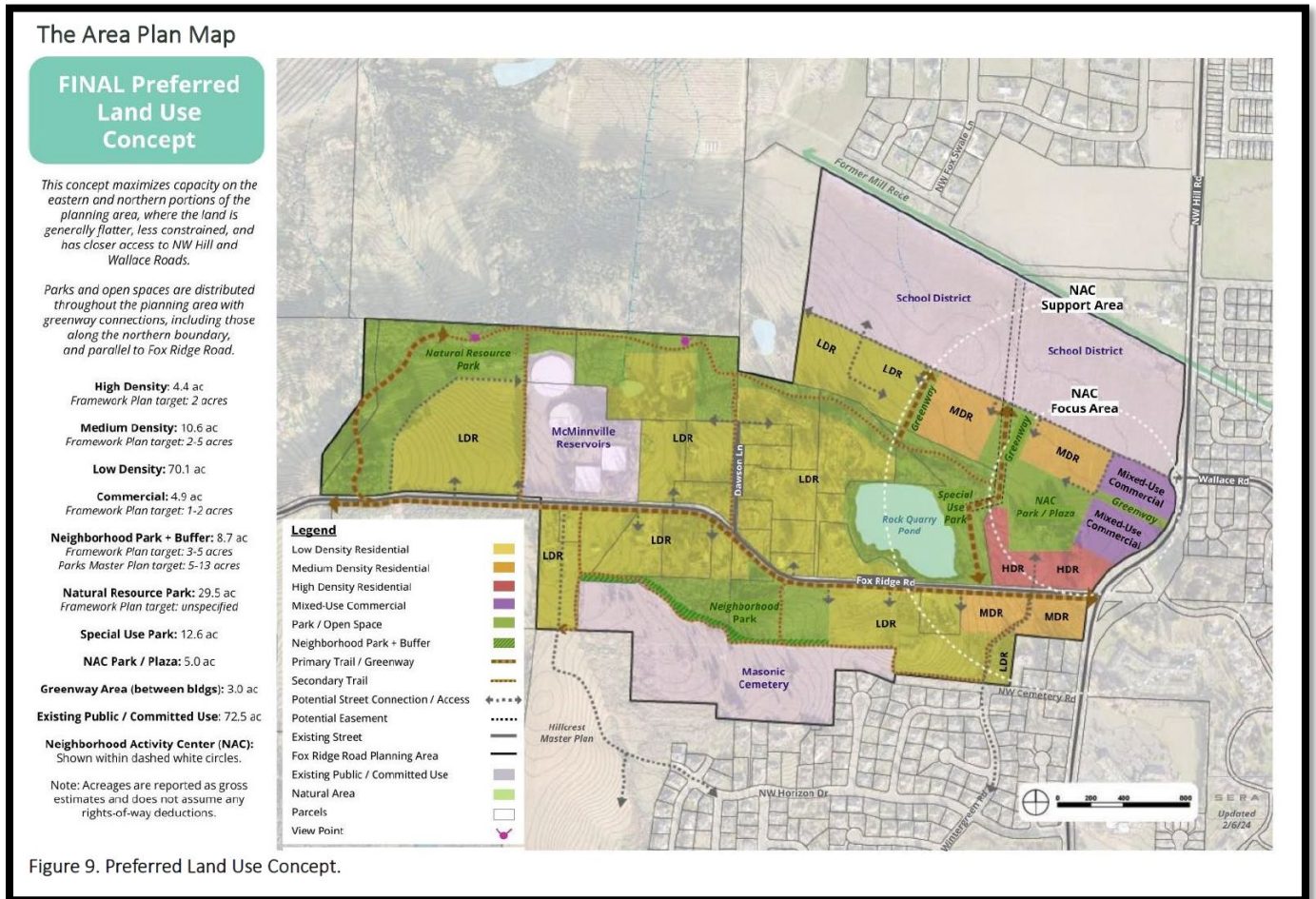


Figure 9. Preferred Land Use Concept.

And although the June 2024 PROS Plan reduces the amount of proposed park land acreage in the Framework Plan by 50%, including the removal of a community park in the Fox Ridge Road Area Plan, it still contemplates approximately 88 acres of Greenways and Natural Areas. And this is the smallest proposed reduction of park classification acreage in the PROS Plan (approximately 18% reduction from original proposal of 107 acres).

After this review, staff recommends an additional amendment to the proposed Framework Plan amendments so that it better aligns with the Natural Resource Area park identified in the adopted Fox Ridge Road Area Plan per the following.

Current proposed amendments including the deletion of the last sentence of the paragraph that is highlighted. Staff recommends retaining the highlighted sentence and simply deleting the "community" from it.

To further provide services to support this residential area and to accommodate the park land need identified in the **June 2024 Parks, Recreation and Open Space Plan MGMUP**, the Fox Ridge Road Area Plan should incorporate one neighborhood park of a **5-acre minimum size to serve existing park service gaps as well as future development in this growth area along Fox Ridge Road in western McMinnville. This park should be co-located on or near the future high school site. It should include opportunities for passive and active recreation that is accessible to all residents with a 10-minute (or ½ mile) walk of their home.** ~~approximately 3–5 acres in size. The neighborhood park should be placed to ensure that every residence is within a ½ mile of a neighborhood park, and due to slopes should likely be placed in the northern portion of the area. The Fox Ridge Road Area also includes a several natural and geographic features that provide an excellent opportunity for a natural resource community park.~~

Staff recommends retaining the last sentence that was proposed to be deleted and only delete the word “community” per the following.

To further provide services to support this residential area and to accommodate the park land need identified in the **June 2024 Parks, Recreation and Open Space Plan MGMUP**, the Fox Ridge Road Area Plan should incorporate one neighborhood park of a **5-acre minimum size to serve existing park service gaps as well as future development in this growth area along Fox Ridge Road in western McMinnville. This park should be co-located on or near the future high school site. It should include opportunities for passive and active recreation that is accessible to all residents with a 10-minute (or ½ mile) walk of their home.** ~~approximately 3–5 acres in size. The neighborhood park should be placed to ensure that every residence is within a ½ mile of a neighborhood park, and due to slopes should likely be placed in the northern portion of the area. The Fox Ridge Road Area also includes a several natural and geographic features that provide an excellent opportunity for a natural resource community park.~~

### **Attachments:**

- Attachment 1: DLCDC PAPA Notice of Comprehensive Plan Amendment
  - Exhibit A: Parks, Recreation and Open Space Plan Update and Appendices
  - Exhibit B: Proposed Amendments to Volume I, Comprehensive Plan, Background Information
  - Exhibit C: Proposed Amendments to Volume II, Comprehensive Plan, Goals and Policies
  - Exhibit D: Proposed Amendments to the MGMUP Framework Plan
- Attachment 2: Resolution No. 2024-38
- Attachment 3: Ordinance No. 5142, Fox Ridge Road Area Plan

### **Recommendation:**

Staff recommends the Planning Commission votes to recommend adopting the proposed amendments to the McMinnville Comprehensive Plan, Volumes I, II and III to support the June, 2024, Parks, Recreation and Open Space Update Plan to the McMinnville City Council.

**“I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE CITY COUNCIL ADOPT THE PROPOSED AMENDMENTS TO THE MCMINNVILLE COMPREHENSIVE PLAN, VOLUMES I, II AND III TO SUPPORT THE JUNE, 2024, PARKS, RECREATION AND OPEN SPACE UPDTE PLAN.”**



NOTICE OF A PROPOSED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION FORM 1

FOR DLCD USE File No.: Received:

Local governments are required to send notice of a proposed change to a comprehensive plan or land use regulation at least 35 days before the first evidentiary hearing.

Jurisdiction: City of McMinnville

Local file no.: G 5 - 24

Please check the type of change that best describes the proposal:

- Urban growth boundary (UGB) amendment including more than 50 acres... UGB amendment over 100 acres... Urban reserve designation... Periodic review task... X Any other change to a comp plan or land use regulation

Local contact person (name and title): Heather Richards, Community Development Director Phone: 503-474-5107 E-mail: Heather.Richards@mcminnvilleoregon.gov Street address: Community Development Center, 231 NE Fifth Street City: McMinnville Zip: 97128

Briefly summarize the proposal in plain language. Please identify all chapters of the plan or code proposed for amendment (maximum 500 characters):

Amendments to the McMinnville Comprehensive Plan to support the June 2024 Parks, Recreation and Open Space Plan (PROS Plan), adopting the PROS Plan as a supplemental document to the McMinnville Comprehensive Plan and amending Volume I (Background Information), Volume II (Goals and Policies) and Volume III (Implementing Ordinances). See attached exhibits.

Date of first evidentiary hearing: November 7, 2024 Date of final hearing: November 7, 2024

Check all that apply:

- X Comprehensive Plan text amendment(s) Comprehensive Plan map amendment(s) - Change from to Change from to New or amended land use regulation Zoning map amendment(s) - Change from to Change from to An exception to a statewide planning goal is proposed - goal(s) subject to exception: Acres affected by map amendment:

Location of property, if applicable (site address and T, R, Sec., TL): City-Wide

List affected state or federal agencies, local governments and special districts: Not/Applicable



# NOTICE OF A PROPOSED CHANGE – SUBMITTAL INSTRUCTIONS

---

1. Except under certain circumstances,<sup>1</sup> proposed amendments must be submitted to DLCD’s Salem office at least 35 days before the first evidentiary hearing on the proposal. The 35 days begins the day of the postmark if mailed, or, if submitted by means other than US Postal Service, on the day DLCD receives the proposal in its Salem office. **DLCD will not confirm receipt of a Notice of a Proposed Change unless requested.**

2. A Notice of a Proposed Change must be submitted by a local government (city, county, or metropolitan service district). DLCD will not accept a Notice of a Proposed Change submitted by an individual or private firm or organization.

3. **Hard-copy submittal:** When submitting a Notice of a Proposed Change on paper, via the US Postal Service or hand-delivery, print a completed copy of this Form 1 on light green paper if available. Submit **one copy** of the proposed change, including this form and other required materials to:

Attention: Plan Amendment Specialist  
Dept. of Land Conservation and Development  
635 Capitol Street NE, Suite 150  
Salem, OR 97301-2540

This form is available here:

<https://www.oregon.gov/LCD/CPU/Pages/Plan-Amendments.aspx>

4. **Electronic submittals** may be sent via e-mail. Address e-mails to [plan.amendments@dlcd.oregon.gov](mailto:plan.amendments@dlcd.oregon.gov) with the subject line “Notice of Proposed Amendment.”

FTP may be needed for large file submittals. Contact DLCD for FTP information.

DLCD encourages all users to submit a PAPA via PAPA Online at:

<https://www.oregon.gov/LCD/CPU/Pages/Plan-Amendments.aspx>

Include this Form 1 as the first pages of a combined file or as a separate file.

5. **File format:** When submitting a Notice of a Proposed Change via e-mail or FTP, or on a digital disc, attach all materials in one of the following formats: Adobe .pdf (preferred); Microsoft Office (for example, Word .doc or docx or Excel .xls or xlsx); or ESRI .mxd, .gdb, or .mpk. For other file formats, please contact the plan amendment specialist at 503-373-0050 or [plan.amendments@dlcd.oregon.gov](mailto:plan.amendments@dlcd.oregon.gov).

6. **Text:** Submittal of a Notice of a Proposed Change for a comprehensive plan or land use regulation text amendment must include the text of the amendment and any other information necessary to advise DLCD of the effect of the proposal. “Text” means the specific language proposed to be amended, added to, or deleted from the currently acknowledged plan or land use regulation. A general description of the proposal is not adequate. The notice may be deemed incomplete without this documentation.

7. **Staff report:** Attach any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained.

8. **Local hearing notice:** Attach the notice or a draft of the notice required under ORS 197.763 regarding a quasi-judicial land use hearing, if applicable.

9. **Maps:** Submittal of a proposed map amendment must include a map of the affected area showing existing and proposed plan and zone designations. A paper map must be legible if printed on 8½” x 11” paper. Include text regarding background, justification for the change, and the application if there was one accepted by the local government. A map by itself is not a complete notice.

10. **Goal exceptions:** Submittal of proposed amendments that involve a goal exception must include the proposed language of the exception.

---

<sup>1</sup> 660-018-0022 provides:

(1) When a local government determines that no goals, commission rules, or land use statutes apply to a particular proposed change, the notice of a proposed change is not required [a notice of adoption is still required, however]; and

(2) If a local government determines that emergency circumstances beyond the control of the local government require expedited review such that the local government cannot submit the proposed change consistent with the 35-day deadline, the local government may submit the proposed change to the department as soon as practicable. The submittal must include a description of the emergency circumstances.

**If you have any questions** or would like assistance, please contact your DLCD regional representative or the DLCD Salem office at 503-373-0050 or e-mail [plan.amendments@dlcd.oregon.gov](mailto:plan.amendments@dlcd.oregon.gov).

**Notice checklist. Include all that apply:**

X Completed Form 1

X The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)

- Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- A map of the affected area showing existing and proposed plan and zone designations
- A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- Any other information necessary to advise DLCD of the effect of the proposal



Exhibit A



City of

# McMinnville

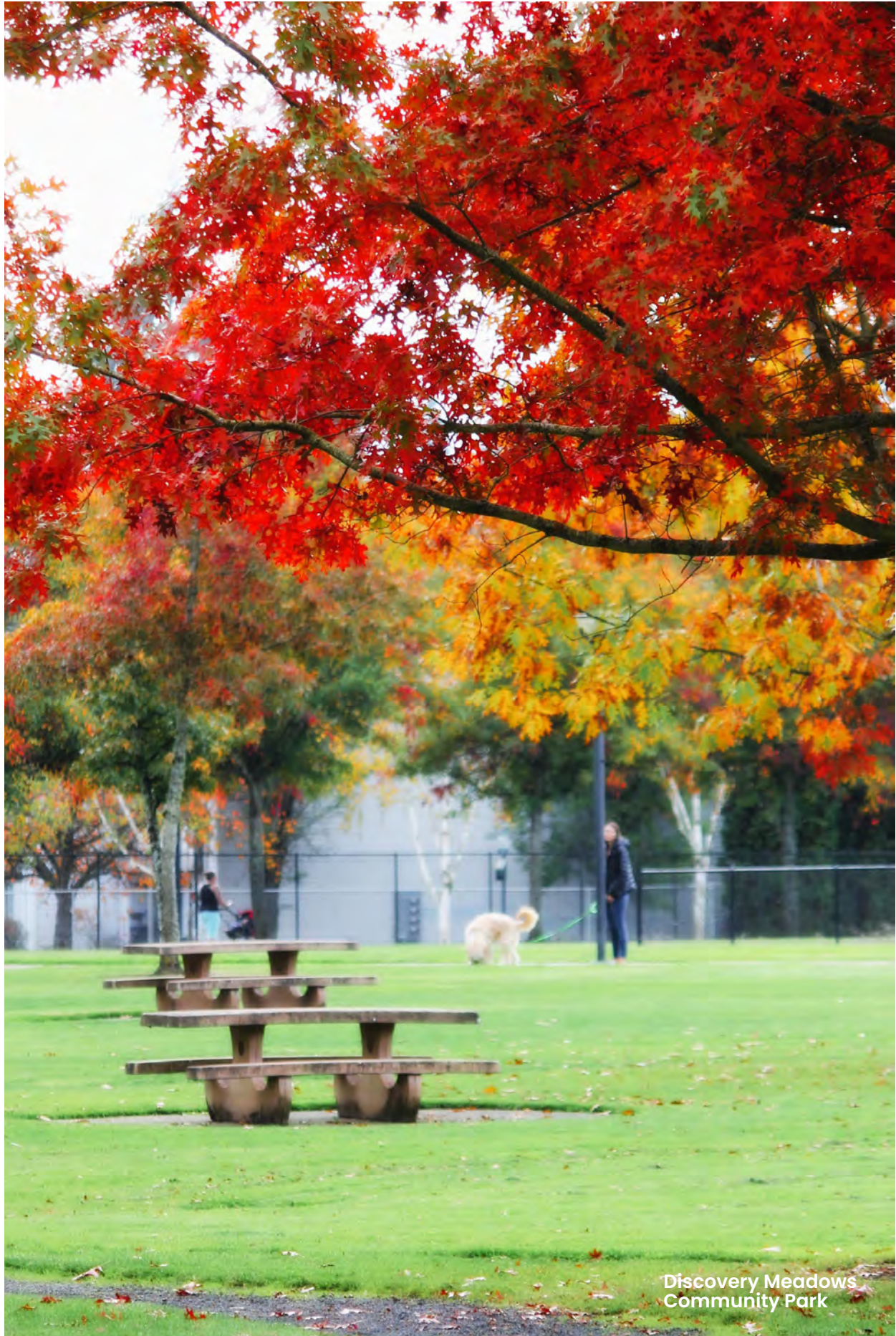
PARKS, RECREATION  
AND OPEN SPACE  
PLAN

**Play | Explore | Grow | Connect**

JUNE 2024







Discovery Meadows  
Community Park

## ACKNOWLEDGMENTS

The City of McMinnville extends deep gratitude to everyone who contributed to the development of the Parks, Recreation, and Open Space Plan. The immense amount of effort devoted to this planning process is indicative of the commitment by the residents, City staff, and elected officials of McMinnville to enact positive change within their community and to shape the parks and recreation system for years to come.

### CITY COUNCIL

- Mayor Remy Drabkin
- Council President Adam Garvin, Ward 3
- Councilor Sal Peralta, Ward 1
- Councilor Chris Chenoweth, Ward 1
- Councilor Kellie Menke, Ward 2
- Councilor Zack Geary, Ward 2
- Councilor Jessica Payne, Ward 3

### PLANNING COMMISSION

- Chair Sidonie Winfield, At Large
- Co-Chair Gary Langenwalter, Ward 3
- Beth Rankin, Ward 1
- Rachel Flores, Ward 1
- Brian Randall, Ward 2
- Dan Tucholsky, Ward 2
- Sylla McClellan, Ward 3
- Matthew Deppe, At Large
- Megan Murray, At Large

### CONSULTANT TEAM



[www.migcom.com](http://www.migcom.com)  
in association with Talitha Consults  
and Community Attributes, Inc. (CAI)

### DIVERSITY EQUITY AND INCLUSION ADVISORY COMMITTEE

- Abby Thomas
- Caitlin Nemeth
- Christine Bader
- Diane Rhee
- Efrain Arredondo
- Karina Alcantara
- Katherine Martin
- Larry Miller
- Myrna Khoury
- Tony Lai
- Zack Geary

### PROJECT MANAGEMENT TEAM

- Susan Muir, Parks and Recreation Director
- Anne Pagano, Public Works Director
- David Renshaw, Superintendent
- Heather Richards, Community Development Director
- Katie Noyd, Community Center Manager
- Liz Fliszar, Park Maintenance Supervisor
- Noelle Amaya, Communications & Engagement Manager
- Tom Schauer, Senior Planner

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Appendix B Online Values and Needs Survey Summary
Appendix C 20+ Year Capital Project and Operations Costs
Appendix D Online Priority Projects Survey Summary

# EXECUTIVE SUMMARY

---

After a nearly two-year process, the City has developed this Parks, Recreation and Open Space Plan (PROS Plan or Plan) that provides a 20-year vision and comprehensive guide for future projects, policies, and programs. The PROS Plan is founded on involvement from thousands of interested and involved community members and a technical analysis of needs and priorities. This Plan is organized as follows:



**CHAPTER 1: INTRODUCTION** Outlines the purpose of the Plan, the planning process, and the plan organization.



**CHAPTER 2: PARK SYSTEM SNAPSHOT** Provides an overview of the McMinnville community and existing park system.



**CHAPTER 3: VISION, GOALS, AND OBJECTIVES** Presents the new vision, goals and objectives that will inform the envisioned future of McMinnville's parks and recreation system for the next 20 years.



**CHAPTER 4: OPPORTUNITIES** Summarizes community engagement key themes and park land, recreation facility, trail, and recreation program needs.



**CHAPTER 5: ACTION PLAN** Outlines recommendations for the future parks and recreation system, implementation, funding, and project prioritization.



**West Hills  
Neighborhood Park**



## PLANNING PROCESS

The PROS Plan was developed through a 31-month process that combined broad community engagement with a data-driven technical analysis to identify community needs and priorities. Community members, city leaders, and partner organizations all contributed to the development of the vision, goals, and objectives of this Plan. The planning process included four phases:

### PHASE 01: INVENTORY

A review of existing conditions and analysis of opportunities and challenges across the park and recreation system.

### PHASE 02: ASSESSMENT

Community outreach activities to document needs and ideas for future improvements and to develop the future vision for the park system.

### PHASE 03: STRATEGY

Development of recommendations and projects for the long-term future.

### PHASE 04: ACTION PLAN

Prioritize projects and develop, review, and refine the PROS Plan with the community.



## PARK SYSTEM SNAPSHOT

The City of McMinnville manages 28 developed parks and three indoor community facilities in addition to three trail/linear park systems and 16 natural areas. These sites support a variety of indoor and outdoor recreation opportunities, events, and programs.



## COMMUNITY ENGAGEMENT SUMMARY

The City held a variety of meetings, surveys, and outreach activities throughout the planning process to understand community needs and priorities and to develop the Plan's community vision for the future.



**2,338** Online Values and Needs Survey (Survey 1) respondents



**1,395** Online Priority Projects Survey (Survey 2) respondents



**8** in-depth interviews



**3** community pop-up events



**12** meetings with City Council, Planning Commission, and the DEIAC

---

## COMMUNITY VISION

The PROS Plan vision combines the values and interests of community members that contributed their ideas during the planning process.

**McMinnville, parks and recreation define our incredible city by bringing the community together through an inclusive and interconnected system. From natural areas, vibrant public spaces, and variety of parks, events, and programs, our community enjoys a high quality of life that is safe and welcoming for everyone.**

Together, these opportunities provide for lifelong learning and fun for all ages, healthy lifestyles and natural habitats, and community cohesion, while also supporting our local economy, and unique heritage and culture. McMinnville's parks and recreation system is equitable for everyone in every neighborhood, and we are committed to stewarding these places and opportunities for future generations.

**INCLUSIVE - INTERCONNECTED - VIBRANT - SAFE - WELCOMING**

## THE FUTURE SYSTEM

Over the next 20 years, the City of McMinnville will enhance its park system through new park development, as well as maintaining, improving and enhancing existing sites. To help the City achieve this community vision, this Plan provides a guide for implementation of both short-term and long-term capital improvement projects for McMinnville’s envisioned future park and recreation system.

### 20-YEAR CAPITAL IMPROVEMENT PROJECTS

There are **129** proposed capital improvement projects that will be completed over the next 20-plus years. These are organized into the following **four** key community need categories.



#### CONNECTIONS

Trails and access improvements

**28** projects at **22** parks



#### PLAY AND GATHERING

Play areas, sports facilities, or community spaces

**34** projects at **24** parks



#### REINVESTMENT

Infrastructure repair/replacement and replace worn or aging park assets

**64** projects at **26** parks



#### NATURE

Natural area improvements

**3** projects at **3** parks





**Above: City Park**





# INTRODUCTION

Situated in the heart of the Willamette Valley at a bend in the South Yamhill River, McMinnville is a charming community with a walkable downtown, year-round attractions, and diverse recreational opportunities for people of all ages and backgrounds. This chapter provides an overview of the planning process, background information, and helpful context to set the stage for a plan that can increase quality of life in the city.

# 1 INTRODUCTION

---

It's an exciting opportunity for the City of McMinnville's parks, recreation and open space system. After a nearly two-year process, the City has developed this Parks, Recreation and Open Space Plan (PROS Plan or Plan) that provides a 20-year vision and comprehensive guide for future projects, policies, and programs. The PROS Plan is founded on involvement from thousands of interested and involved community members and a technical analysis of needs and priorities.

## PURPOSE OF THE PLAN

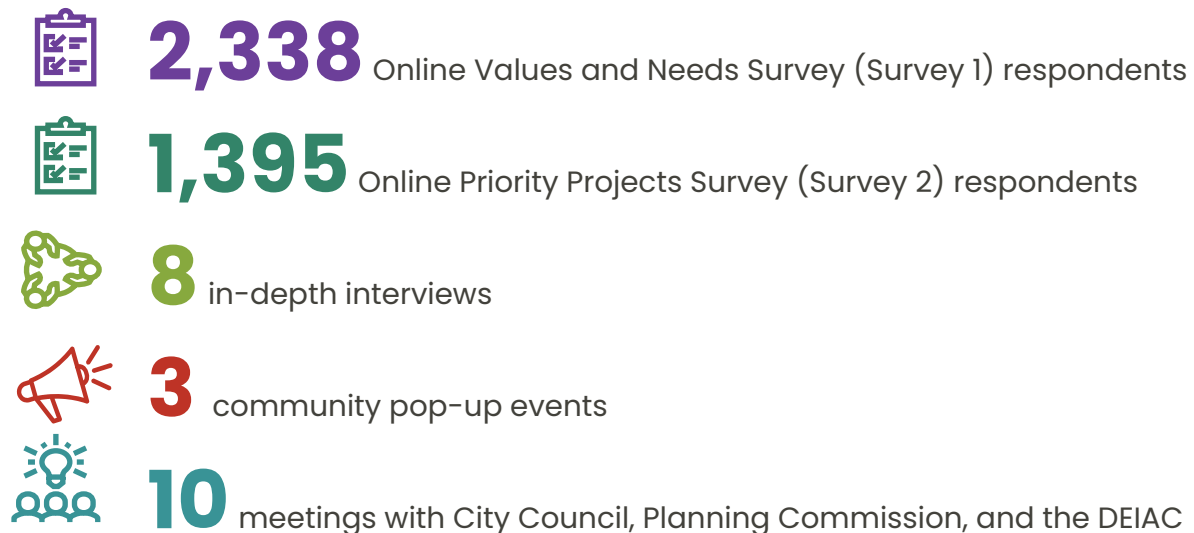
This PROS Plan provides guidance for how McMinnville will grow, steward, and maintain parks for the next 20 years. The Plan builds on the vision and success of the 1999 PROS Plan to create a modern park system based on sufficient funding and grounded in equity.

Over twenty years ago the City adopted the 1999 PROS Plan that outlined a vision

for McMinnville's park and recreation system. Notably, the plan helped spur passage of a \$9 million large parks bond (about \$16 million in 2022 dollars) as well as grant funding and donations to support acquisition and development of several new parks and recreation facilities. Through that vision and funding, McMinnville has increased the number of developed parks significantly.

---

**FIGURE 1-1: COMMUNITY ENGAGEMENT SNAPSHOT**



## PLANNING PROCESS

The PROS Plan was developed through a 28-month process that combined broad community engagement with a data-driven technical analysis to identify community needs and priorities (Figure 1-1). Community members, City leaders, and partner organizations all contributed to the development of the vision, goals, and objectives of this Plan (Figure 1-2). Each phase of the planning process is described in further detail in the remainder of this document as described on the following page.

**FIGURE 1-1: THE PLANNING PROCESS**





## PLANNING BACKGROUND

The Plan builds on guidance from several prior plan and studies, most notably the City’s Comprehensive Plan and Growth Management Plan.

### COMPREHENSIVE PLAN (VOLUME 11) GOALS AND POLICIES 2022

The City’s Comprehensive Plan provides guidance for the future for the entire city, as well as the Urban Growth Boundary (UGB) area, and includes several goals and policies related to parks, recreation, and open space (Chapters 3, 5, 6, 7, and 9). Key guidance relevant to development of the Plan include:

- **Accessibility** to parks for all modes of transportation, people of all abilities, and new developments;
- **Direction** for establishing parks and open space from Great Neighborhood Principles and Neighborhood Activity Center policies;
- **Zoning changes** to provide a Park Zone to apply to all public parks and facilities within city limits;
- **Reliance on the Parks, Recreation, and Open Space Plan** to identify park needs and guide implementation of park development and improvements city-wide; and
- **Fostering collaboration and coordination** between the City and other organizations such as the school district and private and public recreation groups to provide parks sites and programming.

### GROWING MCMINNVILLE MINDFULLY; MCMINNVILLE GROWTH MANAGEMENT AND URBANIZATION PLAN (MGMUP), 2003 – 2023

The MGMUP includes recommendations for development and adoption of new comprehensive plan and zoning designations; a Framework Plan, which provides general guidance for development in the UGB expansion areas; Great Neighborhood Principles; and Neighborhood Activity Center guidance. The Framework Plan identifies potential new park and greenways in four future growth areas in the UGB:

- **Northwest:** New community and neighborhood park sites, and a greenway opportunity (Ridge Trail);
- **Southwest:** Community and neighborhood park and school sites and a greenway opportunity (Cozine Creek Loop);
- **South:** Neighborhood park site; and
- **East:** Neighborhood park and school sites, and a greenway opportunity (Yamhill River/Joe Dancer Trail).



## SETTING AND CONTEXT

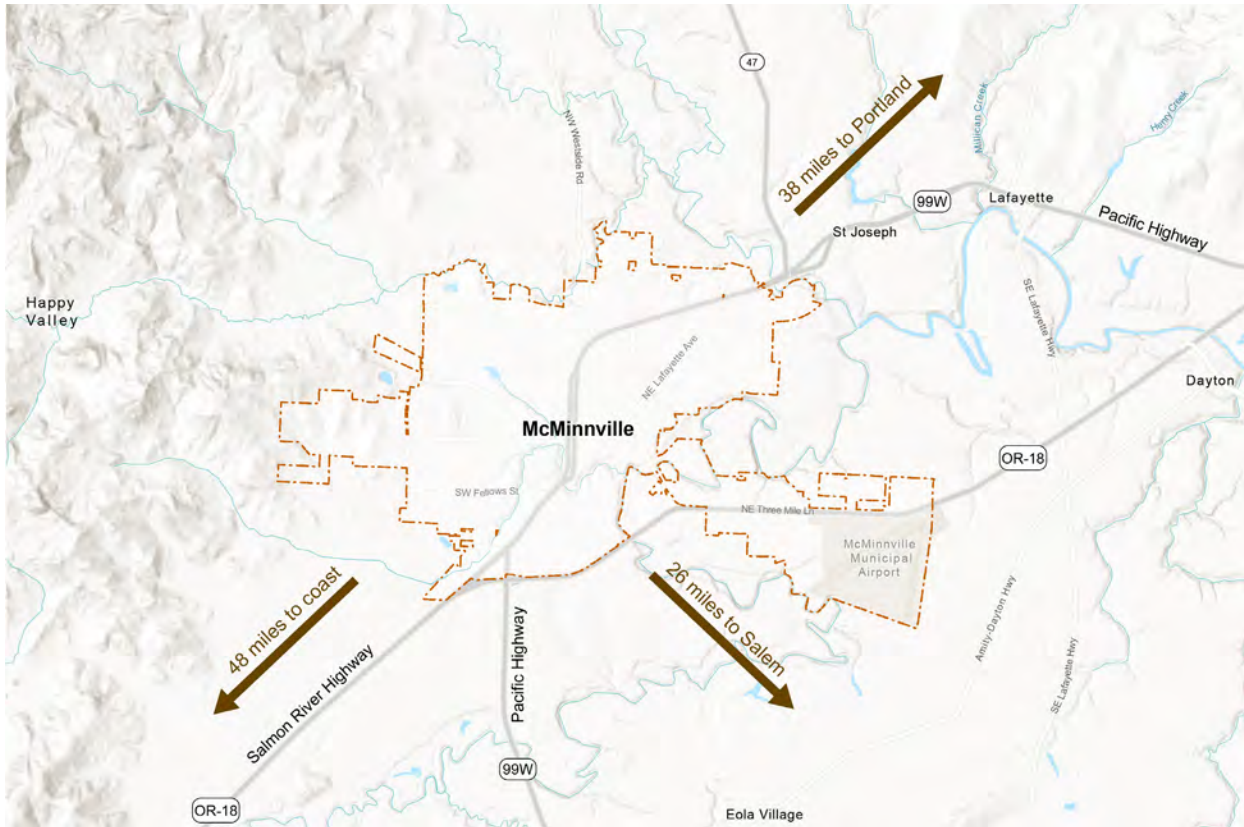
The City of McMinnville is in the center of Yamhill County approximately 25 miles northwest of Salem, and about the same distance to Portland to the northeast and the Oregon coast to the west (see Figure 1-3 on the next page). According to July 1, 2021 U.S. Census estimates, McMinnville has a current population of about 34,666 people. The city is well known for being in the heart of Willamette Valley, Oregon’s wine country, and for its walkable downtown, cycling, farm-to-table dining, art galleries, and community events.

MAC-TOWN 2032, the City’s Strategic Plan, provides a vision for the city which states “A collaborative and caring city inspiring an exceptional quality of life” with primary values of stewardship, equity, courage, and accountability. The Strategic Plan includes goals, objectives and strategic actions to achieve the community’s vision. The Parks and Recreation Department is highlighted as playing a central role in building a community culture of safety and supporting resiliency for critical infrastructure. Other actions related to the parks and recreation system include increasing community wayfinding, improving McMinnville’s sense of place, and supporting community connections.

***“McMinnville is old enough to be substantial, young enough to be ambitious, big enough to be industrious, and small enough to be friendly.”***

*-Historic Brochure of the City*

**FIGURE 1-3: REGIONAL CONTEXT**



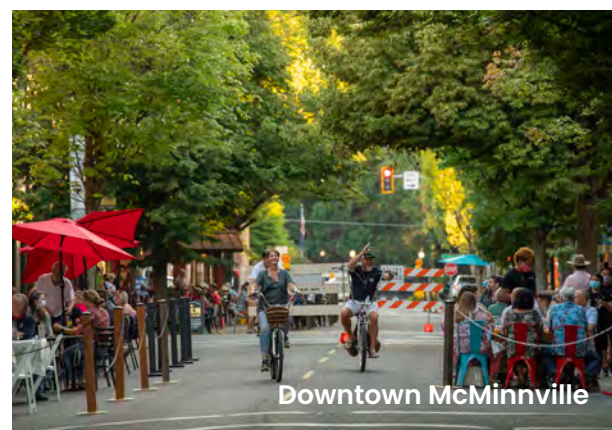
### LAND USE AND DEVELOPMENT PATTERNS

McMinnville is bisected by Highway 99W (the Pacific Highway) which runs north/south and is split into a one-way couplet through the city. The Urban Growth Boundary (UGB) for McMinnville can be seen on Map 2-1 on page 26. McMinnville historically grew from the compact core area with the traditional grid pattern, growing outward from there.

West of the Pacific Highway are primarily low-density neighborhoods and Michelbook Country Club. The neighborhoods in the southwest and west portions of the city are newer and mostly single-family homes. Neighborhoods closer to the highway

are primarily older and on a grid street pattern.

Notable features include Linfield University to the south, the downtown in central McMinnville, and industrial uses to the east, including the McMinnville Municipal Airport. The city is bounded on the east by the South Yamhill River.





## THE MCMINNVILLE COMMUNITY

Community characteristics and historic and future population patterns play a major role in planning for the park system. Over the past 21 years, McMinnville has added approximately 8,100 residents, a rate that is slightly higher than the county and state averages. It should be noted that smaller geographic areas generally have higher growth rates relative to a smaller population.

## FUTURE POPULATION GROWTH

McMinnville prepared a draft Housing Needs Assessment, completed in 2019, which identifies future population growth projections sourced from 2017 data from the Population Research

Center at Portland State University. The city is projected to have continued growth over the next 20 years and beyond, with approximately 47,498 residents by 2041 (Figure 1-4 on the next page). It should be noted that the forecast 2021 population (projected in 2019), is 1,572 people higher than the current 2021 U.S. Census Population estimate of 34,666 residents. This level of growth has implications for the parks and recreation system. With more residents living in denser housing developments without private backyard space, there is a greater demand for public parks, open space, recreational facilities, and programs.

## MCMINNVILLE AT A GLANCE



**34,666** Current Population



**47,498** Forecasted Population (2041)

**22%** 18 years and younger



**19%** 65 years and over

**24%** Hispanic/Latino



**\$53,628** Median Household Income



## AGE

Based on Census data, McMinnville has a similar age distribution compared to Yamhill County and the State of Oregon. Approximately 22% of the population is under age 18 and 19% are 65 years and older. Different age groups have different needs, from young children to older adults. Some examples include low impact recreation for older adults, play environments that offer learning, exploration, and skill building for children, competitive sport facilities and programs for youth and adults, and gathering spaces and events for all ages.

## RACE AND ETHNICITY

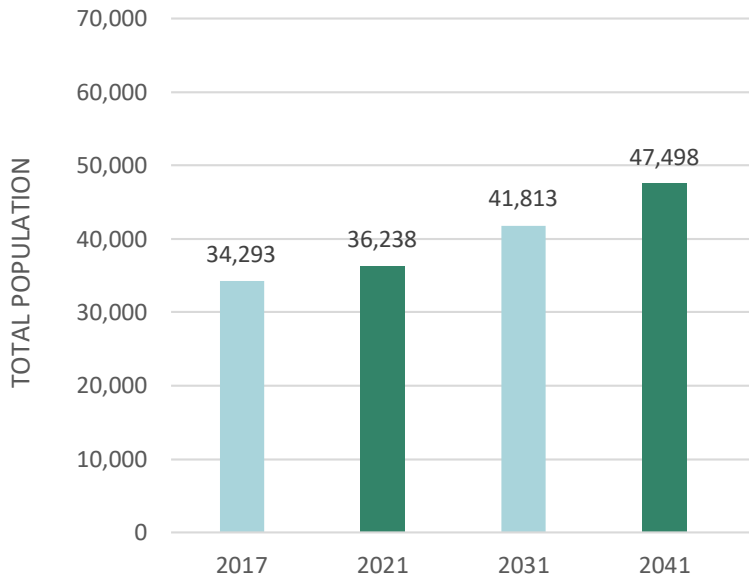
McMinnville's Hispanic or Latino population is the largest non-White demographic, representing about 24% of the population. The Hispanic/Latino population is higher than the county and state averages (Figure 1-5) and has also grown at a faster rate (3.3%) since 2010. Strong park and recreation systems provide opportunities that are reflective of all demographics and cultures in the community. The Oregon Statewide Comprehensive Outdoor Recreation Plan (SCORP) recommends parks and recreation facilities serve

unique needs of a diverse population. The 2017 SCORP survey found that outdoor court games other than tennis (basketball, beach volleyball, etc.), soccer, swimming, outdoor water activities (splashpads and outdoor pools), and social gatherings at parks are popular recreational activities for Latino communities in Oregon.

## INCOME AND AFFORDABILITY

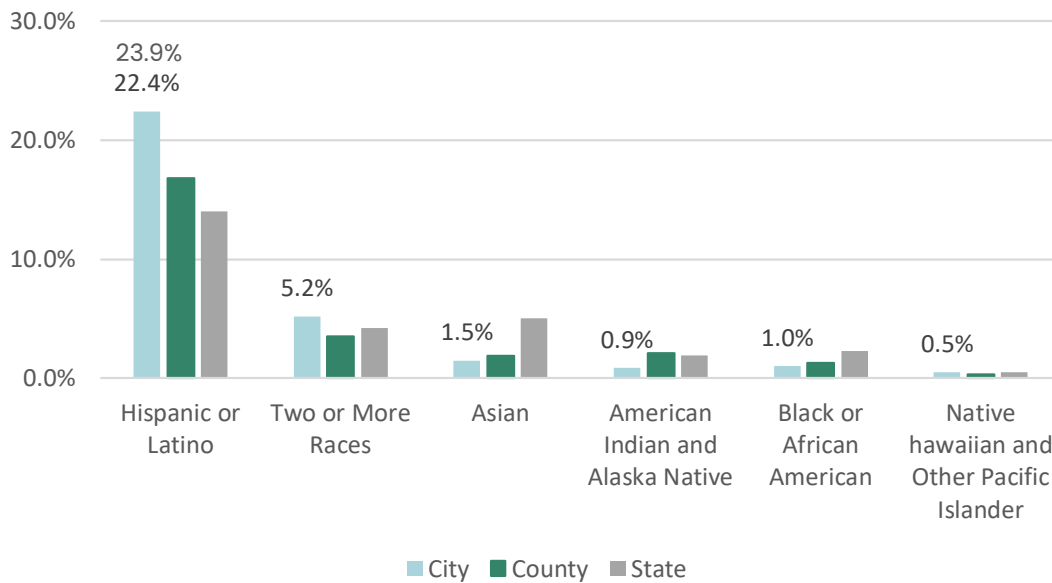
Income and affordability are additional key considerations that influence participation in parks/open space use and recreation programs among other factors. The median household income in McMinnville is \$53,628, which is lower than the county (\$67,296) and state (\$65,667) averages. In McMinnville, approximately 42.3% of renters in the city pay 35% or more of their household income on rent which is comparable to the county average. Public parks provide a low-cost recreation option and therefore are especially important in areas with a higher share of lower-income households. In places where housing costs are high, people are also more likely to live in dense, multi-family environments, where the need for substantial public open space is even more important.

**FIGURE 1-4: POPULATION FORECAST MCMINNVILLE UGB: 2017-2041**



Source: McMinnville Housing Needs Assessment, Population Research Center, PSU, 2017

**FIGURE 1-5: COMPARISON OF NON-WHITE RACE AND ETHNICITY (CITY, COUNTY, STATE)**



Source: 2020 U.S. Census





**Above: Joe Dancer  
Park**





# 2

## **PARK SYSTEM SNAPSHOT**

The City of McMinnville has a variety of parks, open spaces, trails, and facilities that provide recreation opportunities to the community. This chapter describes the existing park system including the park classifications that are referenced in this Plan, inventory of facilities and programs, and an overview of existing system operations and maintenance.



## 2 PARK SYSTEM SNAPSHOT

***The McMinnville Parks and Recreation Department offers diverse recreational opportunities for McMinnville residents of all ages.***

---

McMinnville’s park and recreation system includes three major indoor facilities (the Aquatic Center, Community Center and Senior Center). Outdoor facilities include parks of various sizes, play opportunities, sports courts and fields, as well as natural areas and open spaces. The trail system connects through part of the city, serving both recreational and transportation needs. Recreation programs cover a wide variety of year-round subjects for various age and interest groups.

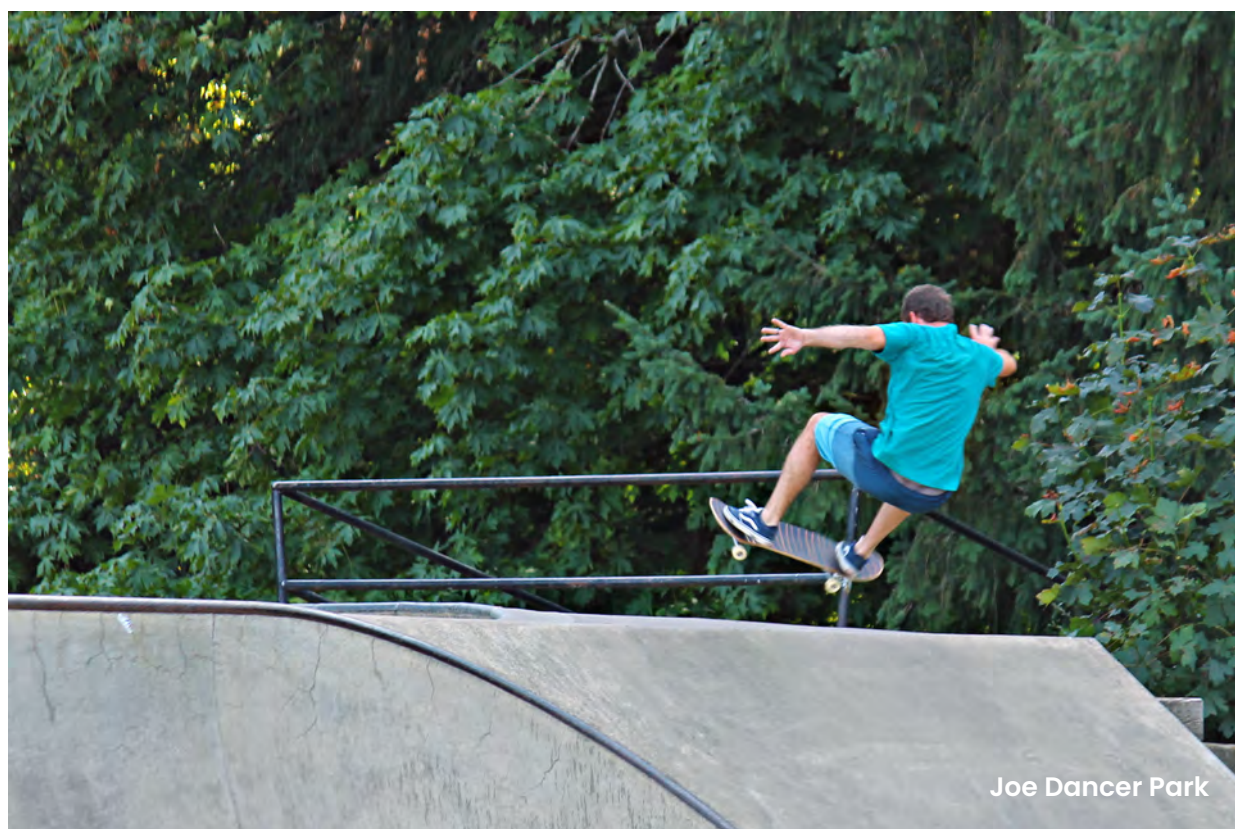
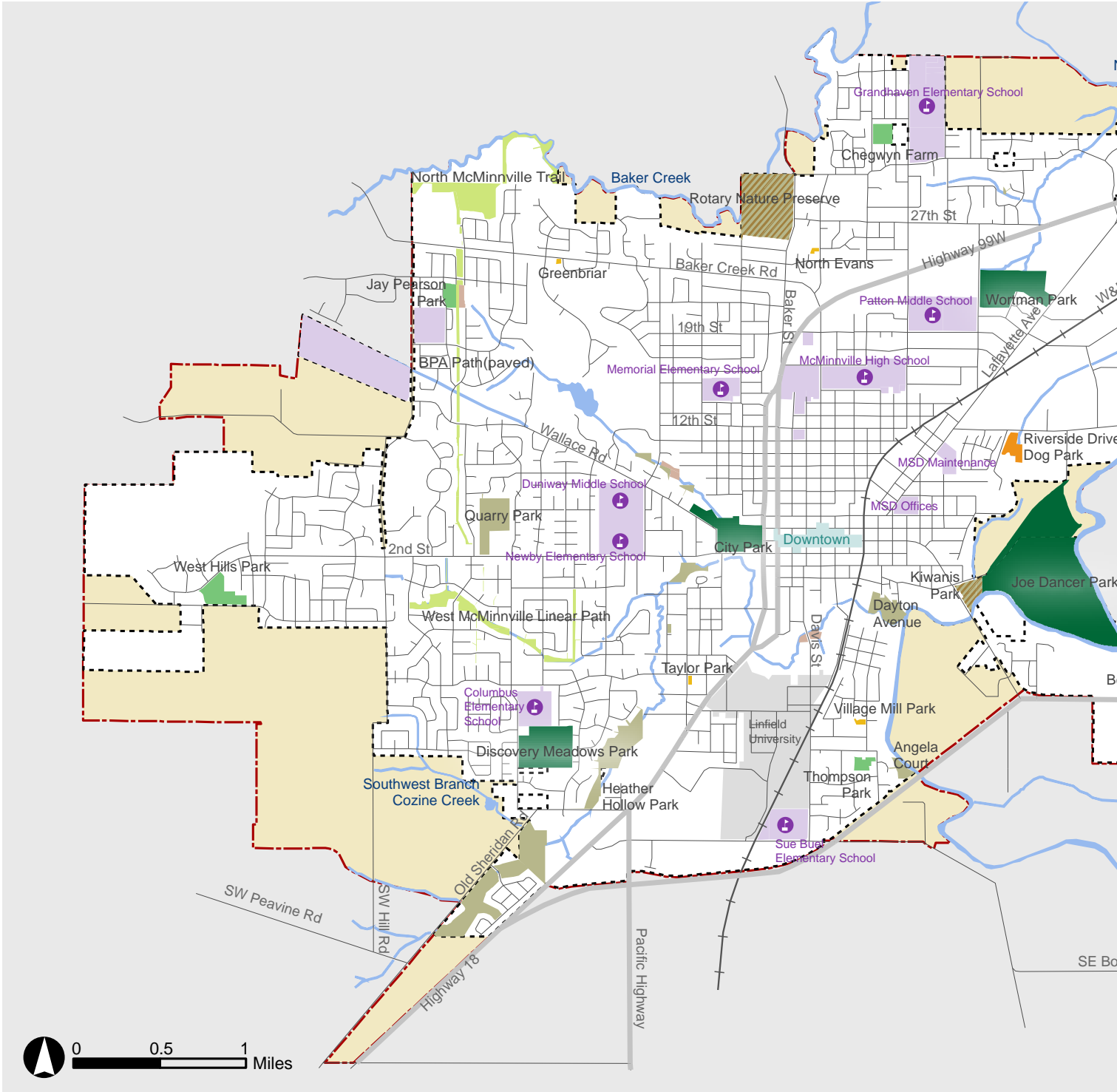


FIGURE 2-1: McMinnville’s Park and Recreation Facilities





**Park and Recreation Facilities**

- Community Parks
- Neighborhood Parks
- Linear/Trail Parks
- Developed Natural Areas
- Undeveloped Natural Areas
- Parklettes
- Special Use Parks
- Undeveloped Parks

**Base Map Features**

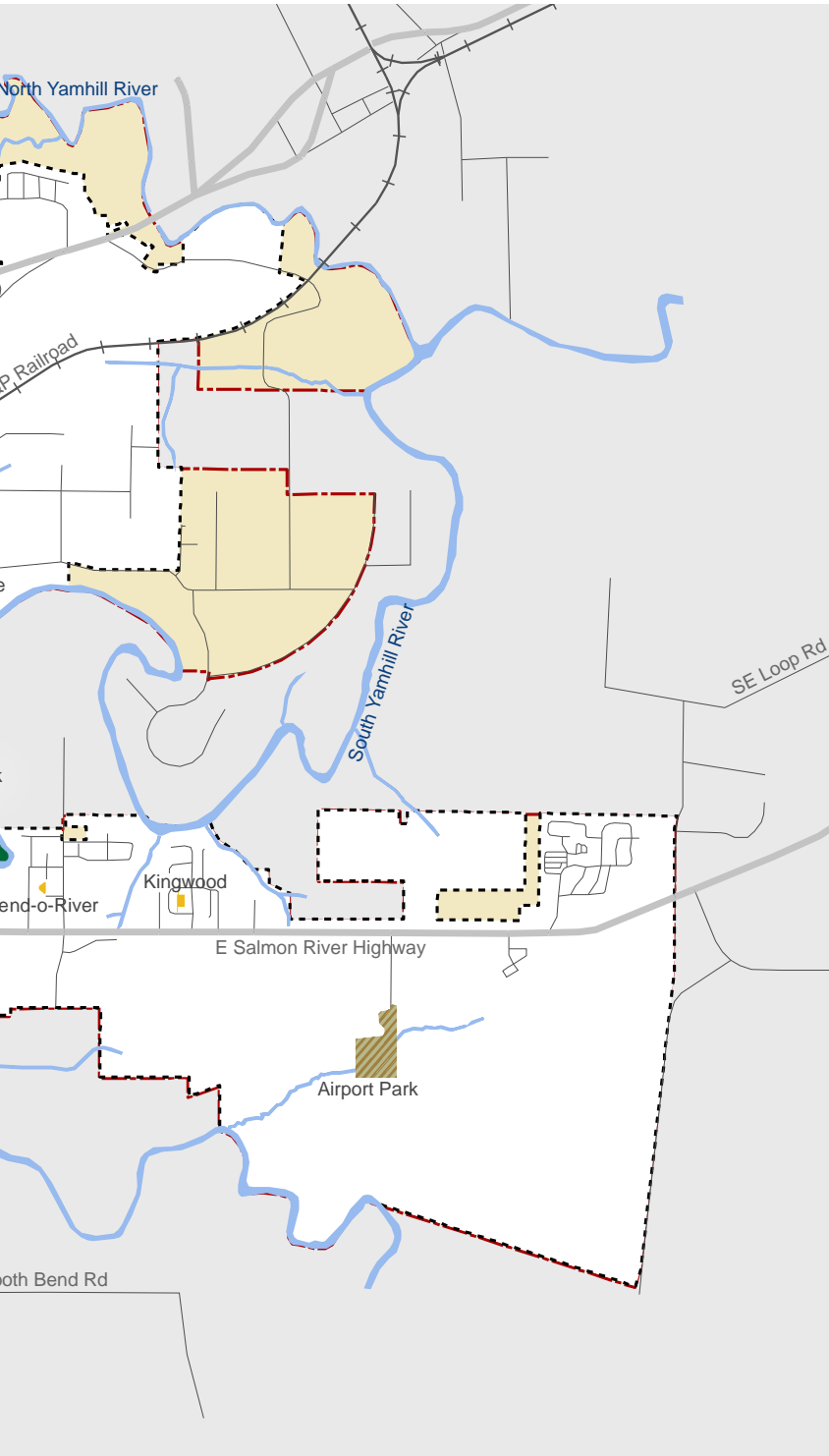
- Major Streets
- Streets
- Railroads
- Schools
- Landmarks
- Water Features
- City Limits
- Unincorporated Areas

## MAP 2-1

# EXISTING PARK AND RECREATION SYSTEM

Map 2-1 shows the distribution of parks across McMinnville's existing park and recreation system, including their classification. The 1999 Parks Plan classified parks into seven types by their benefit, size, and amenities/recreational opportunities included or not included. It also included site selection criteria and maintenance level and standards for each park type.

Parks are color-coded by the existing park classification types within the city: Neighborhood Parks, Parklettes, Community Parks, Special Use Parks, Linear/Trail Parks, Natural Areas (developed and undeveloped), and Undeveloped Parks. The Park Inventory on the next page further breaks down what currently exists within the McMinnville park and recreation system.



School District Property

Linfield University

Water Bodies

City Boundary

Urban Growth Boundary

## PARK INVENTORY

The McMinnville community has access to several different types of parks and recreation opportunities that contribute to the quality of life for residents. McMinnville has a total of:

**358** acres of park and open space land

**230** acres of developed parks

Park types and definitions help provide guidance for the siting, location and design of each park based on its intended purpose and role in the park system. A complete Parks and Recreation Facility Inventory can be found in Appendix A.

**28** total developed Parks

**10.3** acres of total park land per 1,000 residents

**PARKLETTES** are small areas intended primarily for the use of children up to the early elementary grades and provide both active and passive activities. Often located within neighborhoods in close proximity to apartment complexes, townhouse developments, and within some isolated developments. Parklettes should be centrally located within a neighborhood to provide safe walking and bike access for children by preventing the need to cross major streets. Contents may include playgrounds, swings, paved areas for wheeled toys, basketball hoops, benches, horseshoes, lighting, and some off-street parking.

**6** sites | **2.3** acres

**SPECIAL USE PARKS** are facilities for a specialized or single recreation activity, including historic and cultural sites, and recreation facilities.

**1** site | **3.6** acres

**NEIGHBORHOOD PARKS** are the foundation of the parks and recreation system, providing accessible recreation and social opportunities to nearby residents. When developed to meet a neighborhood's recreational needs, school sites may serve as neighborhood parks.

**4** sites | **16.9** acres

**COMMUNITY PARKS** provide a variety of active and passive recreational opportunities for all age groups. These parks are generally larger in size and serve a wider base of residents than neighborhood parks. Community parks often include developed facilities for organized group activity as well as facilities for individual and family activities.

**4** sites | **163.7** acres



**LINEAR/TRAIL PARKS** are public access routes including sidewalks, bikeways, multi-use trails, and paths that are typically built on natural corridors, such as utility rights-of-way, drainage-ways, vegetation patterns, or natural acreage. Linear/trail parks may provide for one or more modes of trail oriented recreational travel (jogging, biking, walking) and connect or link several components of the park system or other community facilities. Trail/path surfacing can vary, including both soft and hard surfaces.

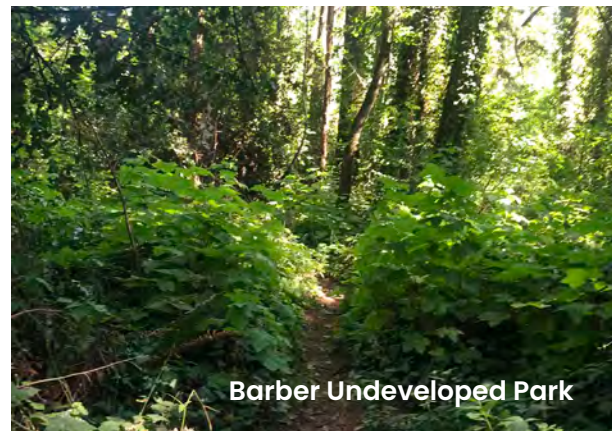
**13** trail/path segments | **43.8** acres

**NATURAL AREAS** are areas of natural quality that protect valuable natural resources and provide wildlife habitat. They also provide opportunities for nature-related outdoor recreation, such as viewing and studying nature and participating in trail activities. Natural areas can be partially developed with amenities such as trails or picnic areas, or undeveloped with no improvements.

**16** sites (3 developed) | **123.4** acres

**UNDEVELOPED PARKS** are publicly-owned sites, under management of the Parks and Recreation Department, that are not yet developed but are intended for future park or facility development. There are four sites totaling approximately 4.2 acres that are currently undeveloped.

**4** sites | **4.2** acres



## NATURAL RESOURCES AND OPEN SPACE

In addition to parks and recreation amenities, natural resources and open space exist in and near McMinnville which allow residents and visitors additional access to nature. The Yamhill River forks just northeast of McMinnville. The North Fork briefly follows the northeastern city boundary (for about 1/3 mile) near NW Riverside Drive. The South Fork follows the southeastern city boundary for almost three miles. Kiwanis Park contained the city's only boat ramp to the Yamhill River until winter river turbulence caused the boat ramp and hillside to collapse. According to the Greater Yamhill Watershed Council, "four major waterways drain the City of McMinnville: Cozine Creek with its branches, Baker Creek, North Yamhill River, and the South Yamhill River." Approximately 50 percent of the watershed is drained by Cozine Creek, which then discharges into the Yamhill River. McMinnville is prone to flooding in some areas where the flood channels are shallow, in particular along Cozine Creek and its branches. The 100-year floodplain (designated by FEMA) is designated as F-P on the City's zoning map.

The Rotary Nature Preserve at Tice Woods is a sensitive environment which includes one seasonally influenced pond, a wetland, an upland forest, and views of Baker Creek which flows adjacent to the park. Boardwalks and soft-surface trails are used to traverse the park. Bird watching is common in this park during all seasons. Galen McBee Airport Park also provides a flowing creek year-round and several micro-environments and uncommon plants.

Additional parks within the city that contain creeks or wetlands include City Park, Joe Dancer Park, Discovery Meadows, Wortman Park, Airport Park, Ash Meadows, James Addition, and Jandina III.

About 2.5 miles northwest of the city limits, the Miller Woods Conservation Area belongs to the Yamhill Soil and Water Conservation District. The 130 acres of forest and grass land includes several hiking trails and regular demonstrations and education programs.

Erratic Rock State Natural Site is about five miles south of McMinnville along the Pacific Highway. According to the Oregon State Parks website, "This 90-ton rock was deposited during an Ice Age flood. It floated over 500 miles in an iceberg 12,000 to 17,000 years ago, by way of the Columbia River. When the ice melted, the rock was left behind. This is the largest glacial erratic found in the Willamette Valley." This area includes hiking trails, a scenic viewpoint, and interpretive information.

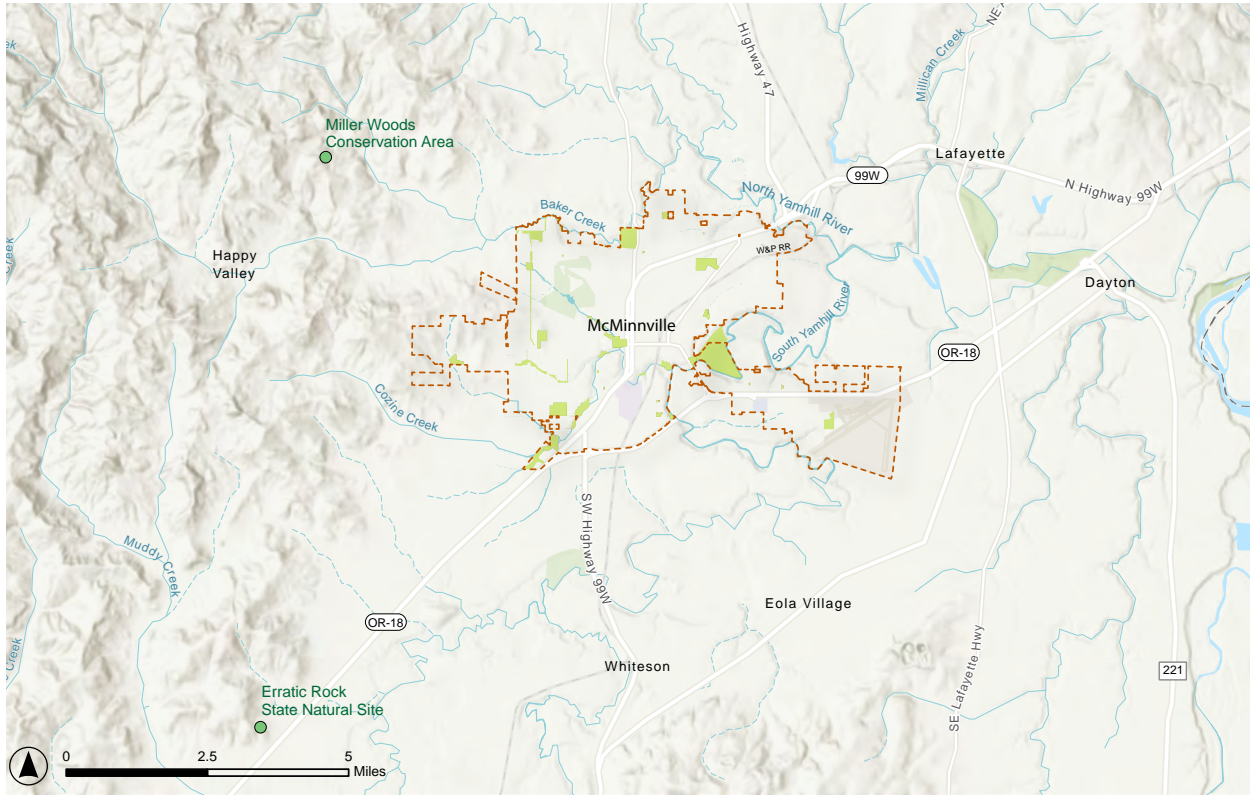
The State of Oregon requires a detailed natural open space inventory as part of the City's Comprehensive Plan (Goal 5). For this Plan, the project team relied on existing City data. This Plan does not provide a complete Goal 5 inventory update.

***McMinnville has always incorporated the natural beauty of Oregon, and I hope that continues in years to come.***

*-Online Survey Respondent*



**FIGURE 2-2: REGIONAL NATURAL RESOURCES**







Westside Bicycle  
Pedestrian Greenway

## TRAILS

McMinnville’s parks contain approximately **10.5 miles of paved paths and 5.5 miles of soft trails**. About 60% of these are within the city’s Community Parks. Most of the city’s parks designated as “Linear/Trail Parks” only have paved paths, with the exception of portions of the North McMinnville Trail. The City’s three developed natural areas include either paved paths or soft trails with the exception of Tice Woods - Rotary Nature Preserve which has both. Three parkettes have no internal trails or paths: Greenbriar, Heather Hollow, and Village Mill Parks.

There are three primary connected trail networks in McMinnville: West McMinnville Linear Path, BPA Path, and the North McMinnville Trail. The West McMinnville Linear Path (made up of Ash Meadows, Goucher Street Pathway, James Addition, Jandina and Jandina III, and Westvale) follows the west branch of Cozine Creek between SW Westvale Street and SW Russ Lane and continues north up Goucher to 2nd Street. The BPA Path connects 2nd Street to Baker Creek Road. The North McMinnville Trail includes Baker Creek North and Oak Ridge Meadows. Existing trails outside of city parks are limited in McMinnville, despite several miles of creeks, streams, and the Yamhill River.

**10.5** miles of paved paths

**5.5** miles of soft trails

**TABLE 2-1: LINEAR/TRAIL PARKS INVENTORY**

Linear/Trail Parks	Acres
<b>West McMinnville Linear Path</b>	
Ash Meadows	1.5
Goucher St. Pathway	1.7
James Addition	1.3
Jandina	2.6
Jandina III	2.1
West McMinnville Linear Park	0.2
Westvale	4.5
<b>BPA Path (Paved)</b>	
BPA Pathway I (2nd Street to Wallace)	2.8
BPA Pathway II (Wallace to 23rd)	4.1
Roma Sitton (23rd to Baker Creek Road)	1.7
BPA North (Baker Creek Road to chip path)	1.3
<b>North McMinnville Trail</b>	
BPA Pathway I (2nd Street to Wallace)	2.8
BPA Pathway II (Wallace to 23rd)	4.1
<b>TOTAL ACRES</b>	<b>43.8</b>

Source: City of McMinnville



## PARTNERSHIPS

In addition to the City of McMinnville’s parks and recreation offerings, the public relies on recreation opportunities provided by the local school district and higher education facilities.

McMinnville has one public high school, two public middle schools, and five public elementary schools. These are distributed throughout the city west of the Yamhill River. The middle and high schools also contain indoor and outdoor sports fields. Each elementary school has indoor and outdoor recreation/play facilities and large open fields. The City also partners with Camp Fire Columbia to provide after-school childcare for elementary aged children in McMinnville’s grade schools.

Two higher education facilities exist in McMinnville, Linfield University and Chemeketa Community College. Linfield University has a full athletics program and several indoor and outdoor facilities including a football stadium, tennis courts, track, baseball and softball stadiums, aquatics building, basketball courts, soccer/lacrosse fields, and practice fields. Chemeketa Community College is a much smaller facility than Linfield, consisting of one building, but does include an indoor conditioning/fitness center and a small park/plaza space. Chemeketa has an athletics program which primarily operates at home fields/courts at the Salem campus, but also utilizes the Linfield track in McMinnville.



## PARK CONDITION ASSESSMENT

In the summer of 2022, the project team conducted a tour of selective parks and recreation facilities to document existing conditions, issues, and opportunities. The project team used multiple criteria to subjectively evaluate conditions related to safety, accessibility, functionality, age, and other factors. Newer parks have facilities and amenities that are in good condition such as Chegwyn Farms Park or Jay Pearson Park. However, several older parks have facilities and amenities that are in fair to poor condition, such as play areas and pathways in Kingwood Park and City Park. The following summarizes key issues:

- **Play Equipment:** With some exceptions, play equipment is aging and will need likely need replacement within the next 5-10 years. The lifespan of the typical play structure found in parks is 10-20+ years depending on maintenance and use. Replacement will need to be phased according to condition.
- **Irrigation:** Most parks have irrigated turf fields and some parks have had irrigation partially or completely turned off due to lacking resources to mow turf and repair systems. Hotter summers and climate change adaptation will continue to impact water use for field irrigation.
- **River/Creek Access:** There is no formal public water access in the system, yet several sites have creeks where people can access water and there is potential at several sites for formal access.
- **Flooding:** Flooding is a significant issue in several parks and will continue to require routine management and long-term strategies to reconsider how these areas are programmed. Some parks are within the regulatory floodway which can limit future development.

- **Accessibility:** Many parks have ADA accessibility issues including physical barriers to access park features for people with disabilities and missing or narrow pathways.
- **Restroom Facilities:** There is one Neighborhood Parks and one Community Park that don't have restrooms. No Parklettes or Special Use Parks have restrooms.
- **Picnic Areas:** Some larger, popular parks include a reservable or group picnic area and cook shelter. Most natural areas do not have a picnic area (Airport Park is the only Natural Area with picnic tables). However, almost all of the Neighborhood Parks have picnic tables, and three have picnic shelters. Only one parklette has picnic tables.
- **Sports Fields:** 11 of 13 softball, baseball, and T-ball fields are located in Joe Dancer Park. Joe Dancer Park also contains all 12 soccer fields in the system. All of the Joe Dancer Park fields are located within the floodplain. Topography along the floodplain creates barriers to future development such as permanent restrooms.
- **Sports Courts:** Basketball hoops are distributed throughout six parks, with only Thompson Park (a Neighborhood Park) sporting a court with two hoops. Two tennis courts and six pickleball courts are provided at City Park.
- **Small Parks:** Some smaller parks have aging amenities, and two lack amenities entirely. This is especially noticeable in southern and eastern McMinnville.
- **Natural Areas:** Natural areas have specialized needs that range from riparian corridor management, tree health, invasive vegetation management, soil compaction, erosion control, and public access management.





Senior Center

## RECREATION PROGRAMS

McMinnville Parks and Recreation is a regional provider of recreation services with approximately 30% of participants coming from outside of the city (City of McMinnville participation data, 2022). The Department offers a wide array of year-round classes, sports, social services programs, and activities for people of all ages as shown in Table 2-2.

Like many cities in the United States, McMinnville faces challenges in the delivery of recreation services in a cost effective and efficient manner. It is normal for parks and recreation agencies to have strengths and weaknesses. In January 2020, the City completed a Facilities and Recreation Plan & Feasibility Study to analyze the condition of recreation facilities and programs in McMinnville. The following summarizes some of the key recreation program findings from the assessment:

### Recreation Program Strengths:

- Gymnastics
- Youth sports and camps
- Aquatics (swim lessons)
- After school recreation activities
- Opportunities for older adults

### Recreation Program Weaknesses:

- Cultural, visual and performing arts
- Outdoor recreation
- Education
- Opportunities for adults, families and teens
- Opportunities for individuals with disabilities and special needs

**60+** programs/events

**77,000** traditional recreation program participants in 2018–2019

**TABLE 2-2: RECREATION PROGRAM SUMMARY**

Program Area	Age				Season		
	Youth	Teens/Tweens	Adult	Older Adult	Winter	Spring/Summer	Fall
Water Fitness Classes			•	•	•	•	•
Silver & Fit/Silver Sneakers/Senior Fitness				•	•	•	•
Adult Fitness			•		•	•	•
Yoga				•	•	•	•
McMinnville Swim Club	•	•			•	•	•
Barracudas Lap Swim			•	•	•	•	•
Learn to Swim	•				•	•	•
Lifeguard Training		•	•		•		
Playschool, Pre-K, Toddler Programs	•				•	•	•
Summer Camps (29 offered)	•	•				•	
Gymnastics	•	•			•	•	•
Art		•		•	•	•	•
Theater						•	•
Soccer	•	•			•	•	•
Tee-ball	•					•	
Baseball/Softball	•	•	•			•	
Volleyball			•		•	•	
Basketball	•		•		•	•	•
Archery		•	•	•		•	
Pickleball		•	•	•	•	•	•
Ultimate Disc (Frisbee)		•	•			•	
Kayaking		•	•	•		•	
Music		•	•	•	•	•	•
Birdwatching			•	•		•	•
Technical Programs			•	•	•	•	•
Educational Classes/Lectures			•	•	•	•	•
Day Trips				•	•	•	•
Personal Support		•	•	•	•	•	•
Social Groups			•	•	•	•	•
Community Events	•	•	•	•	•	•	•

**Source: McMinnville 2019 Recreation Program Guides**  
**Note: Program cost and capacity/demand varies by season.**

## INDOOR RECREATION FACILITIES

The City of McMinnville’s park and recreation system also includes three indoor recreation facilities that provide a diverse range of recreation programs and services. Most of the Department’s indoor based recreation programming emanates out of one of these facilities.



The **COMMUNITY CENTER** provides a wide variety of programs, activities, events, and drop-in opportunities for all ages and abilities. Located within easy walking distance of McMinnville’s Historic Downtown District, the Center includes recreational facilities, meeting rooms, classrooms, and a performing arts auditorium. Recreational activities include basketball courts, pickleball courts, an indoor track, racquetball, and the Tiny Tots Indoor Playspace. The Center is also home to the Mac Makerspace, a collaborative project between the Parks and Recreation Department and the McMinnville Public Library with arts and crafts materials and 3-D building supplies.



The **AQUATIC CENTER** includes two indoor swimming pools and a Fitness Center. The Center is located adjacent to the historic downtown, City Park and the McMinnville Library. Recreational opportunities include drop-in opportunities, swimming lessons, water fitness classes, and specialty programs such as sensory friendly swim and kayak lessons.



The **SENIOR CENTER** serves the needs of McMinnville’s older population through recreational opportunities and human service programs such as social events, fitness classes, continuing education courses, and other special interest opportunities (e.g. cooking and art classes, games, etc.).





Senior Center





## SYSTEMS OPERATIONS AND MAINTENANCE

Operations and maintenance are key to a safe, vibrant, clean, and sustainable parks and recreation system.

### STAFFING

Leadership for McMinnville’s Parks and Recreation Department includes the Parks and Recreation Director, Recreation Sports Manager, Senior Center Supervisor, Community Center Manager, and Aquatic Center Manager. The Parks and Recreation Department is responsible for offering recreational opportunities and programs for residents, putting on several community events, park planning and managing recreation facilities.

Park Maintenance is housed within the Public Works Department. Public Works has an overall Director and an Operations Superintendent who oversees the Parks Maintenance Supervisor and staff. Core services of the Park Maintenance section includes maintenance of park facilities and amenities, turf/landscape, sports turf, trees, buildings, skate parks, and play equipment. Other core responsibilities include recreation program facility support, community event/volunteer support, and emergency response.

The Proposed 2022–2023 Budget includes 24.7 Full Time Equivalent (FTE) employees for Parks and Recreation and nine for Park Maintenance. The change in FTE’s for Parks and Recreation and Park Maintenance are shown in Figure 2–4, with an overall decrease in Parks and Recreation FTE’s from the 2021–2022 fiscal year. The budget notes for Parks and Recreation that “Staffing shortages continue to complicate some programs and could result in curtailed service levels.”

### VOLUNTEERISM

In 2021, 500 people volunteered with Park Maintenance and 205 people volunteered with Parks and Recreation. These volunteer numbers were similar to 2020, but there was about a 40% decrease in volunteers during 2021.

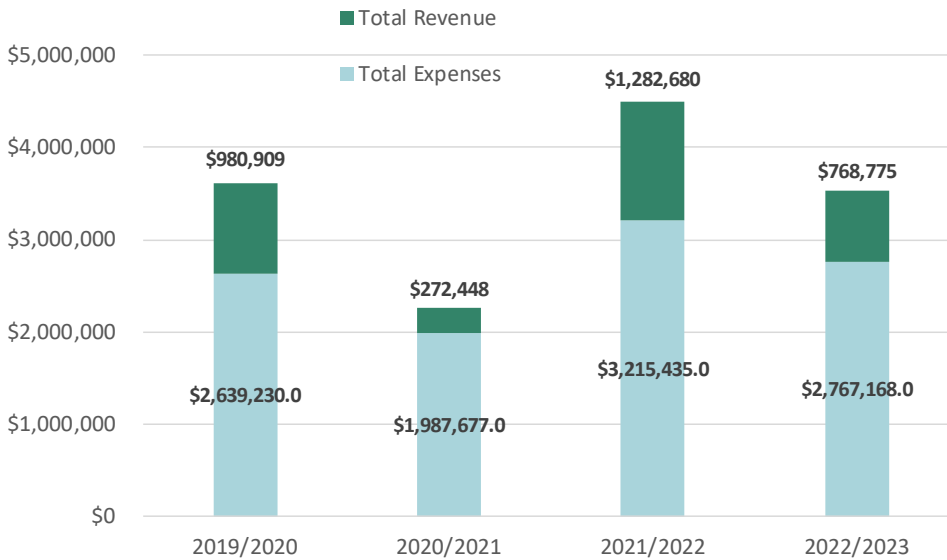
**BUDGET**

The Parks and Recreation budget comes in part from the General Fun (Figure 2-3). The department saw a large dip in actual revenue and expenses early in the COVID-19 pandemic (fiscal year 2020/2021). Since then, revenue has fluctuated between higher and lower than pre-pandemic levels, and expenses remain higher than pre-pandemic levels.

Outside of the General Fund, the 2022-

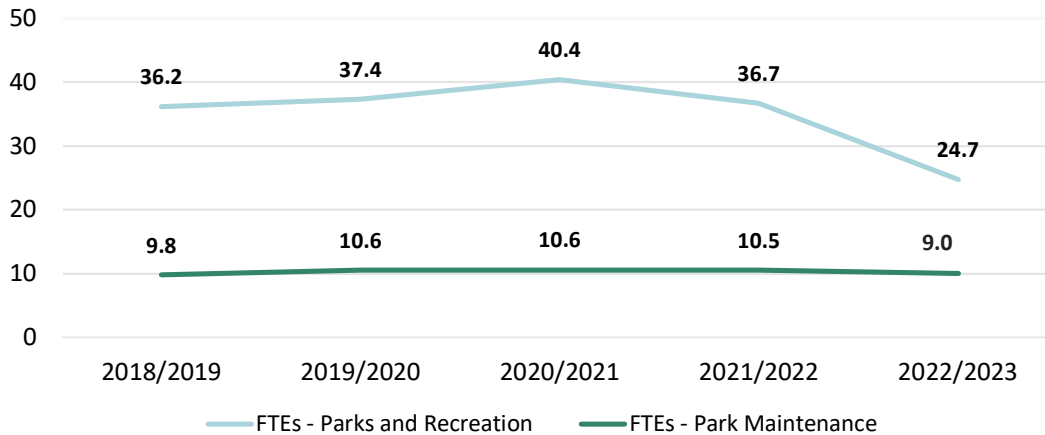
2023 adopted City Budget includes a Park Development Fund of \$2,348,041 as one of two funds within the Capital Projects Fund. The Parks and Recreation Director manages the Park Development Fund. The Park Maintenance budget comes from the General Fund and is \$1,481,894 for the 2022-2023 fiscal year. Expenses are expected to increase by 23% over the next fiscal year and more subtle increases have occurred over the past five years.

**FIGURE 2-3: PARKS AND RECREATION DEPARTMENT BUDGET**



Source: City of McMinnville Proposed 2022-2023 Budget

**FIGURE 2-4: PARKS AND RECREATION EMPLOYEES, 2018/2019-2022/2023**



Source: City of McMinnville Adopted 2021-2022 Budget

## MAINTENANCE COMPARISONS

Maintaining parks and recreation facilities is a major financial responsibility for the City especially when considering the growing population and demands on the park system. While historic and current budget data are important to evaluate, maintenance resource information from other park systems provides a helpful comparison. In Winter 2022, the City gathered maintenance information from several comparable municipal park system providers in Oregon with a similar population and park system size. The following figures provide comparisons to McMinnville with these communities using park maintenance expenditures and employees provided by the respective cities.

Figure 2-3 provides a comparison of maintenance expenditures per park acre for McMinnville with comparable city park systems. In general, a higher cost per acre indicates greater resources to care for each acre of park land. For 2022-2023, the City of McMinnville budgeted \$1,481,894 to maintain 358 park acres.

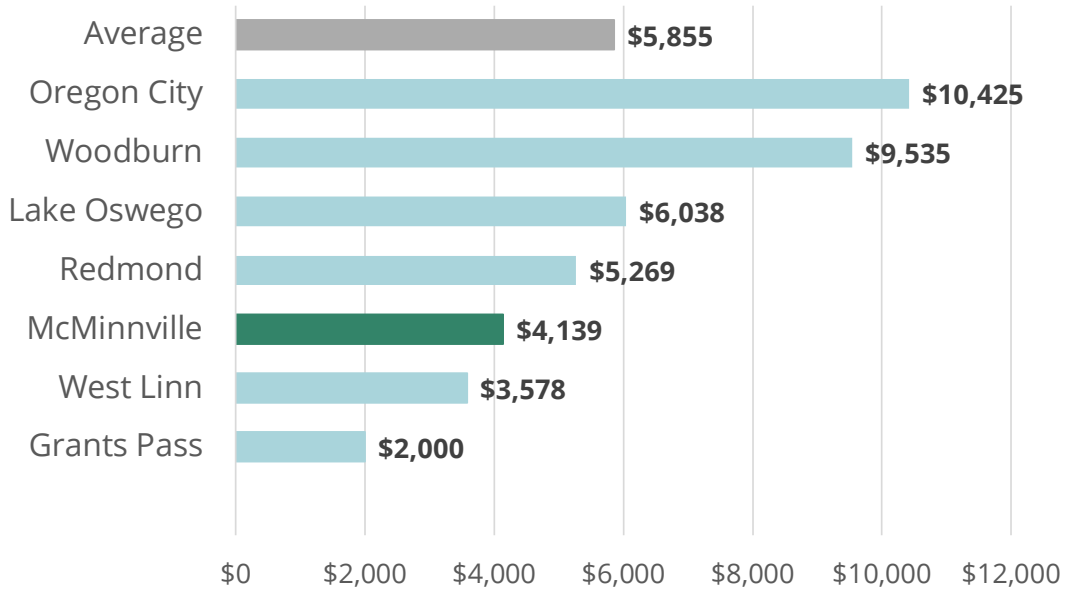
McMinnville operates with slightly less resources per acre than the average comparable park system.

The cost to maintain each acre in McMinnville is similar to West Linn which has a similar park size and budget, but only half as much as Woodburn and Oregon City. While Woodburn has fewer acres to maintain, Oregon City has more park acres and a larger budget.

Figure 2-4 shows a comparison of park acres per maintenance employee for McMinnville, with comparable community park systems. The ratio of acres to employee helps illustrate the overall workload needed by system for park maintenance. For 2022-2023, McMinnville has budgeted nine maintenance employees responsible for 358 acres of park land, for an average of 39.8 acres per employee. When compared to the other cities, McMinnville is above the average of 34.2 acres per employee.

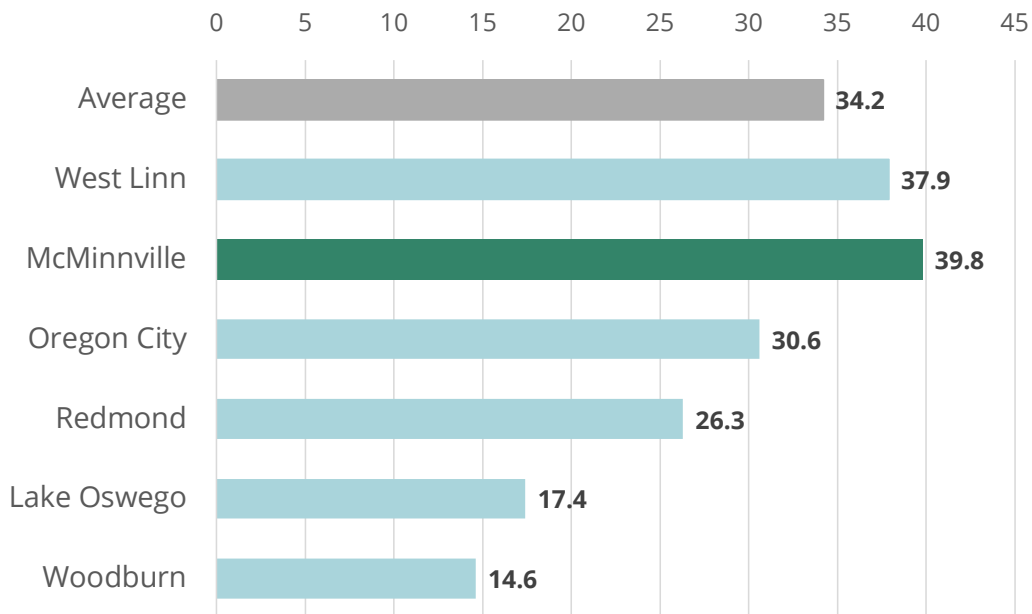


**FIGURE 2-5: MAINTENANCE EXPENDITURES PER PARK ACRE BUDGET COMPARISON, 2022-2023**



Source: City of McMinnville. All expenditures are from 2022-2023 adopted budgets. Budget information and park acreages provided by individual cities. Some cities, such as Grants Pass, have extensive open space in their park system which typically requires less intensive maintenance.

**FIGURE 2-6: PARK ACRES PER MAINTENANCE EMPLOYEE COMPARISON, 2022-2023**



Source: City of McMinnville. Park acreages and number of employees provided by individual cities. Some cities, such as Grants Pass, have extensive open space in their park system which typically requires less intensive maintenance.





**Above: West Hills  
Neighborhood Park**





# 3

## VISION, GOALS, AND OBJECTIVES

Driven by community needs and priorities identified from the planning process, this chapter builds off the 1999 Parks, Recreation, and Open Space Plan and presents the envisioned future direction of the parks and recreation system for the next 20 years. Existing goals and policies from the City of McMinnville’s Comprehensive Plan, MAC-TOWN 2032, and other plans and studies also informed the vision, goals, and objectives included in this Plan.

# 3 VISION, GOALS & OBJECTIVES

*The PROS Plan provides a 20-year vision and guide for future projects, policies, and programs built on community values and needs.*

## COMMUNITY ENGAGEMENT SUMMARY

A variety of meetings, surveys, and outreach activities were conducted throughout the planning process to understand community needs and priorities. Appendices B and D provide more detailed results of the Plan’s outreach efforts.

- **Project Team Meetings:** City staff and the MIG consultant team (the Project Team) held ongoing meetings throughout the planning process to discuss planned activities and review draft materials and information. City departments included representatives from Parks and Recreation, Parks Maintenance, Public Works, Community Development, and Communications and Engagement.
- **Diversity, Equity, Inclusion Advisory Committee (DEIAC):** The City’s DEIAC is an advisory committee appointed by the City Council that is responsible for making policy recommendations to the City Council. In alignment with the City’s strategic plan, MacTown 2032, this committee also advises City staff on culturally responsive service delivery, programming, and communication strategies. The project team met with the DEIAC on August 11, 2022, May 11, 2023, and September 14, 2023. The first meeting was an opportunity to discuss challenges and opportunities of McMinnville’s PROS system through the lens of equity and inclusion, as well as discuss outreach ideas to reach McMinnville’s diverse population. At the second meeting, the DEIAC reviewed community outreach results and discussed key needs. At the third meeting the DEIAC discussed priorities for near and long-term projects.
- **Parks Tour:** On August 11, 2022, DEIAC, Planning Commission and City Councilors were invited to attend an informational tour of McMinnville’s parks system led by the City project team.
- **In-Depth Interviews:** In the summer and fall of 2022, the project team held eight one-on-one interviews with City staff, members of the DEIAC, and members of the community. The interviews were intended to help shape the public engagement plan and hear from diverse voices, including multi-lingual households.
- **Pop-Up Events:** During a resource



fair hosted by Unidos Bridging Community (nonprofit organization which advocates for Latino immigrant families) in February 2023 and the Día de los Niños event in April 2023, City staff hosted a Spanish language pop-up event to provide information about the plan, and to learn about how people currently use parks and recreation facilities, and ask what facility improvements are needed.

- **Focus Group:** On February 28, 2023, the project team held a meeting with various City of McMinnville partners, including Yamhill County, McMinnville School District, Visit McMinnville, McMinnville Downtown Association, Linfield University, and Chemeketa Community College.
- **Online Values and Needs Survey (Survey 1)\*:** The City held an interactive, map-based online community survey that was open for seven weeks, from December 16, 2022 – February 5, 2023. During this time, 2,338 people responded. Respondents represented a variety of McMinnville residents, employees, students, and visitors of many demographics. Questions focused on values related to parks and recreation, how people use different parks, what improvements are needed, and recreation program participation.
- **Decision-Maker Meetings:** The project team met with City Council a total of seven times throughout the planning process, including one joint meeting with the McMinnville School District Board of Directors on March 22, 2023 and one joint meeting with the Planning Commission on September 20, 2023. The project team met with the Planning Commission individually an additional two times. The meetings gathered feedback on the various phases of the planning process, discussed opportunities and challenges, and answered questions.
- **Online Priority Projects Survey (Survey 2)\*:** The City held a second interactive, map-based online community survey that was open from October 12, 2023 – November 19, 2023. During this time, 1,395 people responded. Respondents represented a variety of McMinnville residents, employees, students, and visitors of many demographics. Questions focused on identifying community priorities for Plan recommendations and projects.

\*Both surveys were promoted through email blasts, yard signs in all parks, City newsletters, social media posts, door-to-door outreach, gift card drawings, polling at Saturday soccer days with 800 families, and giveaways such as \$2 bills and City tote bags.



## VISION, GOALS & OBJECTIVES

The renewed **vision** builds on community aspirations from the 1999 PROS Plan that focused on a high quality of life, a strong community, environment, and economy.

The **goals** provide general direction to decision-makers and staff for implementing the vision and to ensure a consistent long-term direction. The Plan's seven goals were developed based on DEIAC, City leader, and community input, the Needs Assessment, and the 1999 PROS Plan.

The **objectives** guide system-wide administration and management of programs, activities, and actions to achieve the long-term goals. The objectives also clarify what the City expects for future improvements to the park system. Like the vision and goals, objectives are expected to be achieved over the next 20 years. However, there are several recommended objectives that are already ongoing and should continue as noted. These objectives also

directly support the City of McMinnville Comprehensive Plan. Objectives are organized into five categories and detailed throughout this chapter:

## OBJECTIVES

**A** PARKS AND FACILITIES

**B** OPEN SPACES,  
GREENWAYS, AND  
TRAILS

**C** RECREATION  
PROGRAMS AND  
SERVICES

**D** MAINTENANCE AND  
STEWARDSHIP

**E** MANAGEMENT AND  
COLLABORATIVE  
PARTNERSHIPS

## VISION

**INCLUSIVE - INTERCONNECTED - VIBRANT - SAFE - WELCOMING**

McMinnville, parks and recreation define our incredible city by bringing the community together through an inclusive and interconnected system. From natural areas, vibrant public spaces, and variety of parks, events, and programs, our community enjoys a high quality of life that is safe and welcoming for everyone.

Together, these opportunities provide for lifelong learning and fun for all ages, healthy lifestyles and natural habitats, and community cohesion, while also supporting our local economy, and unique heritage and culture. McMinnville's parks and recreation system is equitable for everyone in every neighborhood, and we are committed to stewarding these places and opportunities for future generations.

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## GOALS

The City of McMinnville strives to achieve this vision through the following goals for parks, recreation, and open spaces.

- 1 ENSURE EQUITABLE PARK ACCESS**  
Ensure equitable park access by striving for universal design in parks and facilities, enabling year-round outdoor recreation, and providing parks within a 10-minute walking distance of all residents.
  - 2 SUPPORT COMMUNITY COHESION**  
Provide opportunities and events for social gatherings, empower residents in decision-making, and build long-term support for the system by strengthening partnerships.
  - 3 PROVIDE A WELCOMING SYSTEM**  
Support projects, policies, and programs that reflect McMinnville's different cultures and ethnicities, age groups, incomes, abilities, and backgrounds.
  - 4 PROVIDE SAFE AND CLEAN PARKS**  
Provide safe and clean parks through regular maintenance of public spaces and amenities, replacement or repair of aging facilities, increased maintenance capacity as new parks and facilities are added, and a collaborative approach to addressing unsafe activities and behavior.
  - 5 SUPPORT DIVERSE RECREATION OPPORTUNITIES**  
Provide a diverse range of opportunities at different scales and in different locations throughout the park system.
  - 6 CELEBRATE AND PRESERVE NATURE**  
Protect natural resources, wildlife habitats, and tree canopy while fostering environmental stewardship and expanded water access, educational opportunities, and ways to experience nature.
  - 7 INCREASE OFF-STREET TRAIL CONNECTIONS**  
Integrate off-street trail connections for non-motorized transportation and recreation, while creating better linkages between parks, neighborhoods, and community destinations.
-



# A

## PARKS AND FACILITIES

### **A.1 Equitably distribute park and recreation facilities.**

Strive to ensure that all neighborhoods are within a 10-minute walk/bike distance ( $\frac{1}{4}$ -mile to  $\frac{1}{2}$ -mile) to a park and recreation area through the recommended level of services, and recommendations in the Plan. Prioritize future parks and recreation facilities in underserved areas with the greatest need. Use outcomes of the park equity and access mapping analysis to prioritize improvements in underserved areas of McMinnville.

### **A.2 Maintain current parkland level of service standards as one of several ways to meet parkland needs.**

Strive to exceed a total minimum ratio of 10.3 acres of parkland per 1,000 residents. This minimum ratio should serve as one of multiple benchmarks to measure needs when combined with other factors including park quantity, quality, and access.

*\*See page 64 for how current and recommended conditions compare to these standards.*

### **A.3 Apply updated facility guidelines.**

Continue to provide a variety of recreation facilities based on national benchmarks (National Recreation and Park Association metrics) of comparable park systems as a guideline. As guidelines, these ratios should continue to be monitored and adjusted to account for changing recreation trends and community growth.

- a. Basketball courts – full court (1 per 7,117 residents)
- b. Rectangular fields (1 per 4,947 residents)
- c. Tennis courts – outdoor (1 per 5,815 residents)
- d. Pickleball courts – outdoor (1 per 9,257 residents)
- e. Diamond (baseball/softball) fields (1 per 5,033 residents)
- f. Multiuse (tennis, pickleball, and basketball) courts (1 per 14,800 residents)

*\*See page 83 for how current and recommended conditions compare to these standards.*





Hidden Creek Park West,  
Hillsboro Oregon

**A.4 Design and monitor parks and facilities for safety.**

Apply a range of design and management strategies to create safer and more welcoming parks and recreation facilities. This includes designing to ensure surveillance and clear sight lines into the site from surrounding uses to help reduce crime, vandalism, inappropriate activities, and address personal safety concerns. Provide lighting and video surveillance where appropriate. Allocate adequate security/park ranger resources to monitor activities, deter crime, and support safety in parks and open spaces for all users.

**A.5 Prioritize park accessibility improvements and design.**

Complete an ADA assessment and/or transition plan to identify required upgrades in accordance with the Americans with Disabilities Act. Apply accessible design best practices to new parks and facilities that at a minimum meet and/or strive to exceed ADA standards and include sensory elements.

**A.6 Develop interactive, unique play areas across the park system.**

Incorporate barrier-free and universal play areas, water play and nature play. If a park is located near another play area, consider further investments in existing play infrastructure at the adjacent site rather than duplicating the same style and design.

**A.7 Create unique parks and memorable and engaging spaces.**

Emphasize park design, site character, identity, and sense of place through the use of art, colors, plantings, natural elements and topography. Incorporate natural, cultural, and historical elements and interpretive/ educational features to convey the regional, local, or site-specific context.

**A.8 Design parks with consideration for sustainability, water quality, water conservation, flood impact mitigation, and wildfire resiliency.**

All new recreation facilities should be designed and constructed using green design and sustainable development practices. New facilities should be designed for energy efficiency, climate/natural disaster resiliency, water conservation, water quality improvements, and to minimize impacts to the natural environment.



Nadaka Park,  
Gresham Oregon

**A.9 Add a greater variety of facilities within existing parks.**

Community gardens, natural play areas, all-abilities playgrounds, off-leash dog areas, a new skate park with accessible features, multi-use courts, all-weather/year-round facilities (turf fields, covered courts and play areas, etc.), and other recreational facilities are all needed in McMinnville. Several existing parks have capacity to either replace or add these facility types. Consider prioritizing adding needed facilities and amenities to existing parks prior to developing new sites.

**A.10 Strategically increase permanent restrooms to enhance visitor comfort and park use.**

Strive to provide safe and well-maintained permanent restrooms in community and at trailheads, prioritizing parks with the highest use and need. Only provide restrooms in neighborhood parks if deemed necessary by park use and design. Utilize permanent restroom models that support safety and accessibility.

**A.11 Provide updated, comprehensive signage to direct users to parks and provide information and interpretation within parks and facilities.**

Convey history and culture through art and interpretive installations. Include interpretive elements about local history, fish, wildlife, native plants, conservation, and indigenous people. The signage and wayfinding system should be based on a thoughtful and easy-to-understand design that utilizes inclusive interpretive design and adheres to a common design and branding theme that is consistent across all park and recreation providers (City, State, Federal). Consider providing QR codes on signage to allow for additional information, reduced signage sizes, and language translations.



Beacon Mountain,  
Seattle Washington



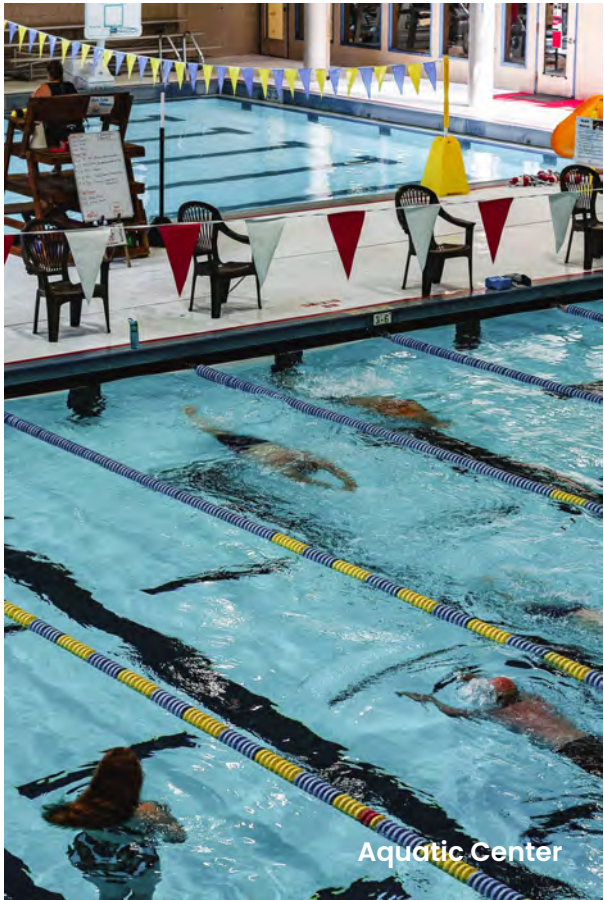


**A.12 Continue pursuing a new community recreation and aquatic center.**

As recommended in the Parks, Recreation & Library Buildings Plan (2021), determine the possible role of any partners in the operations of the aquatic/recreation center or the provision of programs and services in the facility. Determine possible reuse options (or demolition) for the existing Aquatic Center and Community Center buildings. Due to the Aquatic Center’s current location within a park, intentionally redesign the area as the gateway to 3rd street and along the main highway through town. Plan to take these structures off-line as recreation facilities as soon as the new aquatic/recreation center opens and remove them from the Parks and Recreation budget. Utilize indoor recreation facilities that are flexible and multi-use to support year-round physical and mental health and reduce social isolation. Ensure capacity, open hours, and accessibility are strategically maximized.

**A.13 Evaluate senior center expansion feasibility.**

As recommended in the Parks, Recreation & Library Buildings Plan (2021), complete a planning study for the expansion of the Senior Center. Confirm amenities and their sizing for the facility to develop a concept plan for the expansion.







## **B** OPEN SPACES, GREENWAYS, AND TRAILS

### **B.1 Acquire new natural areas and protected open space.**

Acquire open space lands with the goal of protecting unique environments and providing low impact recreation opportunities such as hiking, picnicking, and wildlife viewing.

### **B.2 Connect to the South Yamhill River.**

Pursue phased implementation of Transportation System Plan projects that connect McMinnville's trail network to the South Yamhill River and its tributaries such as Cozine Creek and Baker Creek to increase access to water, nature, and wildlife viewing opportunities. Acquire, develop, and/or activate strategic areas along the river and creeks within existing parks or as part of future park or natural area opportunities to provide community water access.

### **B.3 Prioritize access to nature and preservation of natural resources.**

Provide opportunities for residents and visitors to connect with nature via new or improved access to natural areas.

Create or preserve meadow habitat in natural areas or transition spaces between developed and natural areas (habitat friendly native grasses and herbaceous perennials/annuals/bulbs that require minimal mowing/pruning and weed management). Reveal and enhance nature and natural processes using native plants and by using stormwater management as a functional and aesthetic park feature.

### **B.4 Incorporate habitat and nature in McMinnville's developed parks.**

Promote site-appropriate habitat and nature in parks by planting more large canopy trees and clusters of trees, adding more understory plantings and richer planting palettes, replacing of turf with ecolawn, and adding rain gardens and green stormwater infrastructure. Reestablish Camas and other traditional/native prairie plants and edible flora. Also focus on creating year-round pollinator friendly environments with clustered native flowering plants such as Vine Maple, Lupine, and the



Tall Oregon Grape (the Oregon state flower). Attracting bees, butterflies, hummingbirds, and other pollinators is essential for local food production and overall ecosystem health.

#### **B.5 Integrate site-specific flood mitigation measures into site design.**

Parks in flood zones, such as Joe Dancer Park, should be managed and designed to work with natural systems. Where feasible, these measures (such as berms and detention ponds) should be wide enough to maximize mitigation potential and be designed to include changes in topography to slow water, while also designed for passive recreation and non-motorized connections. Where possible, impervious surfaces should be minimized to reduce additional runoff, while choosing landscaping that will help absorb runoff and associated pollutants.

#### **B.6 Improve community walkability and bikeability.**

Continue to provide and expand an interconnected, accessible pedestrian and bicycle system that safely links McMinnville’s parks and open spaces to other parts of the city including neighborhoods, commercial areas,

downtown, schools, and regional trail systems.

#### **B.7 Pursue natural surface trails in parks and natural areas.**

A system of natural surface trails should be provided to offer single and multi-use trail access in parks and natural areas. New trails should be considered on a case-by-case basis where there is public access and include accessible options as part of the connected trail network.

#### **B.8 Implement the City’s Transportation System Plan (TSP) to provide safe and direct connections for pedestrians and bicyclists.**

Acquire and develop segments of off-street trails as envisioned in this Plan and continue to prioritize completion of the pedestrian and bicycle network identified in the City’s current TSP and future TSP updates. Develop safe crossings and attractive trail entries and trailheads at connecting parks, with signage marking trail distance to community destinations. Continue collaborating with other agencies and the public to prioritize user safety of the trail system through planning, design, maintenance, and enforcement.







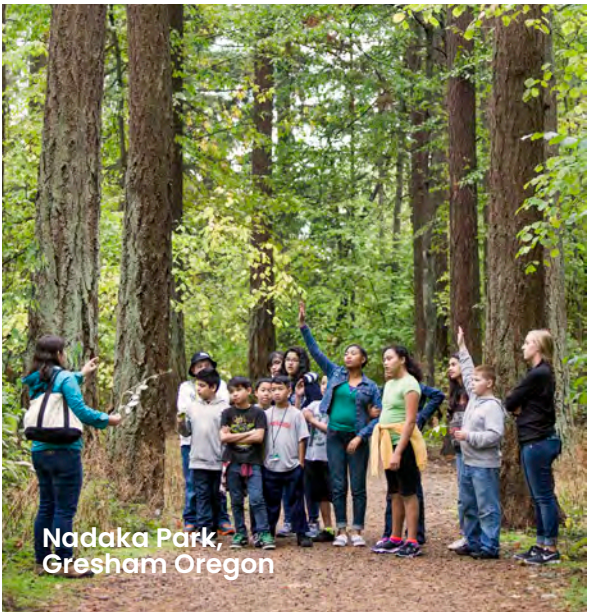
# RECREATION PROGRAMS AND SERVICES

**C.1 Increase recreational programs and events in parks and facilities.**

Continue to provide a full range of fundamental recreation programs provided by the City and other partners. Seek opportunities to expand and diversify existing programs and emphasize new programs. Consider existing demand when expanding program offerings and capacity. Focus recreation options in the following program areas: aquatics, adult fitness, sports, and wellness classes, community events, arts and culture, and opportunities and programs for youth, children, and young adults and teens. Consider the following:

- a. Recruit non-profits, partners, or individual recreation providers to offer free or fee-based activities in parks. Establish a user agreement with guidelines on park or facility costs and use.
- b. Establish a competitive recreation grant fund and process to fund programs and community events provided by other partner providers

and non-profits or individuals in City parks and facilities. Develop criteria for award selection and distribution identifying target programs (e.g., community, neighborhood and family activities, teen and adult programs, multi-cultural and Latino activities, events, or programs) and target audiences (youth, teens, seniors, low-income persons, people with disabilities and/or underserved populations).







### **C.2 Program parks and facilities to encourage use, activity, and safer spaces.**

Program parks to generate activity at different times of the day, during the evening, and on weekends:

- a. Offer programming at underused parks or spaces that will encourage more widespread use of parks and increase use.
- b. Locate programmed activities along site edges, entrances or along a main pedestrian path to promote community access and visibility.
- c. Ensure that programmed activities take place from early morning to evening all times of day, and days of the week to ensure working families and individuals can have access to activities.
- d. Increase outreach and marketing to expand community awareness of park programming opportunities and events. Market programs through a variety of platforms and methods to encourage community-wide visibility.

### **C.3 Explore pilot programs to encourage recreation participation.**

Provide pilot programs to attract people to parks, create a volunteer program, and test viability of new and emerging classes, recreation programs and events. This experimental approach may not always result in viable programs but will allow the system to evolve over time and respond to changing community preferences and needs. Continue to track trends on a regional and national basis to determine possible pilot programs.

### **C.4 Explore a variety of parks and open streets events at different scales.**

Continue to partner with the McMinnville Downtown Association and others to create, market, and staff a pop-up park and additional open street events with food, music, games, and other activities like the UFO Festival. Include interactive outreach activities at community events to learn more about needs in the area and perceived barriers to recreation options and park use.



**C.5 Recruit local businesses, entrepreneurs, and private industry partners to increase variety and expand program offerings.**

Partner with non-profit groups such as Unidos, or higher education providers such as Chemeketa Community College and Linfield University to offer culinary arts courses, business management and operations programs, and other similar opportunities while supporting small businesses and job recruitment.

**C.6 Promote events to increase community cohesion and inclusion.**

Continue to sponsor or facilitate community-wide activities and events that promote interaction among people of different generations, cultures, and abilities like the citywide Summer Fun activities. Coordinate community partners to provide and facilitate opportunities for recreation programs and sites. Enhance programs, activities and events for multi-generational families, teens/young people, and multi-cultural residents. Provide recreation materials in both English and Spanish. Consider establishing an annual marketing plan and hiring a Marketing Coordinator.

**C.7 Identify opportunities for arts and culture programming.**

Support local arts and culture in McMinnville by teaming with area partners including Visit McMinnville, Yamhill Valley Heritage Center, and others, as well as local galleries and artists. Include interpretation of the local and regional heritage, tribal traditions, and natural, cultural, and historical resources.

**C.8 Facilitate events to promote regional tourism.**

Work with partners to provide community and regional-scale events and revenue-generating activities in public spaces in and around downtown, such as in City Park, to support tourism and associated benefits for local restaurants, galleries, and businesses. Avoid larger-scale events and tournaments that are not supported by sufficient infrastructure, maintenance and staffing to address site impacts and direct needed resources to core park and recreation services.





Hidden Creek Park West  
Hillsboro Oregon

**C.9 Add games (temporary or permanent) to increase activity at parks and encourage social interaction.**

This could include bocce ball, futsal, shuffleboard, 9 square, ga-ga ball, bocce ball or similar activity. Invest in more mobile recreation equipment and pop-up activities and games that can be used in different parks, then stored and secured when not in use.

**C.10 Establish an adequate programming operations budget.**

As recommended in the Parks, Recreation & Library Buildings Plan (2021), establish an adequate operations budget for one facility and the indoor programming there, to support growth in programs and services. Apply this same model to youth and team sports, the Senior Center programming as well as new/free community programs. This is estimated to be an additional \$25,000 to \$35,000 per year across most program accounts with an additional \$25,000 to \$30,000 in revenue.

**C.11 Monitor and adjust recreation staffing levels based on participation levels and program offerings.**

When combined with other staffing strategies outlined in this chapter,

the City should ensure that non-City providers provide staffing to offset City staffing needs. The City should consider additional City programming staff based on cost recovery goals of program offerings and the recommended operations budget for indoor programming (Objective C.10).



Discovery Meadows





# D

## MAINTENANCE AND STEWARDSHIP

### **D.1 Increase park and facility maintenance staffing numbers.**

Reduce the ratio of maintained acres to 32.5 acres per FTE. Maintenance staff are responsible for carrying out routine and ongoing maintenance across the park system and for groundskeeping, as well as responding to unplanned requests or special projects. Maintenance is a top priority and will provide needed resources to respond to increasing park impacts related to trash pick-up, mowing, vandalism, and other needs.

### **D.2 Budget at least \$5,000 per acre per year for the maintenance of developed park acreage.**

The City should establish a minimum threshold for park maintenance services at \$5,000 for each developed acre; an increase of approximately 21% from the current average. After several years, the actual cost should be re-evaluated to account for inflation and to ensure sufficient maintenance of existing parks and new parks. This figure is exclusive of major capital renovation and repairs. The City should adjust this minimum

threshold periodically to account for inflation.

### **D.3 Design parks to create transitional zones between manicured areas and natural areas such as forests and wetlands.**

Create transition areas between developed and natural areas to promote parks and open spaces as an extension of natural systems. Use transition plantings such as habitat friendly native plants and understory vegetation to soften edge zones, reduce maintenance demand, promote natural processes, and enhance habitat value.

### **D.4 Develop a capital improvement program, which specifies a six-year schedule for acquisition and development of park and recreation lands.**

Create and update a formal capital improvement plan that is adopted as part of the city's budget process. This will increase transparency on project priorities with the public and ensure alignment with financial resources.



#### **D.5 Employ a tiered maintenance system based on park type.**

Develop a tiered maintenance system based on the needs and characteristics of specific parks. The four-tiered system should be applied to existing parks and facilities to determine maintenance level of service and to ensure adequate resources and future budgeting.

a. **Basic:** Most natural areas and underdeveloped parks should receive a basic level of maintenance. The basic level of maintenance includes routine monitoring, inspection and care of recreation facilities, natural areas, and landscaping. At a basic level of maintenance, the City provides routine maintenance for health and safety, but no specialized care for asset protection. A sub-category for undeveloped land is part of this maintenance type and would include limited responsibilities, except for emergency needs.

b. **Standard:** More heavily or frequently-used sites require a higher standard of maintenance. These sites receive the types of maintenance provided at “basic” maintenance sites on a more frequent basis.

c. **Enhanced:** Enhanced maintenance is needed at sites that include specialized assets and are highly visible and heavily used. These sites are maintained at the highest level and receive priority during peak use times.

#### **D.6 Provide periodic updates to the maintenance asset management tool.**

The City’s asset management software tool should be periodically updated to re-evaluate costs, track the life cycle of park assets and implement an annual replacement schedule. This should include a range of routine and ongoing maintenance responsibilities including mowing, trash pick-up, turf and irrigation repair, restroom sanitation, vandalism remediation as well as longer-term or periodic tasks such as trail/pathway resurfacing and equipment replacement. Dedicate a capital repair and replacement reserve fund to reinvest in aging facilities over their lifespan.

#### **D.7 Apply best practices in sustainable maintenance and operations.**

Incorporate sustainable park and facility maintenance practices to reduce waste, conserve water, promote energy efficiency, and mitigate potential environmental issues (including invasive species. Examples include performing regular energy audits, promoting recycling, and regular training of maintenance staff on current best practices in sustainable management. Materials appropriate to the local climate should be required in equipment purchases.





# E

## MANAGEMENT AND COLLABORATIVE PARTNERSHIPS

### **E.1 Create a parks and recreation advisory committee.**

Form a city-wide advisory committee to provide guidance on proposals and topics related to the park and recreation system to the City Council.

### **E.2 Promote diversity, equity and inclusion in McMinnville parks and recreation.**

Continue to collaborate with other departments and organizations to improve diversity, equity and inclusion in parks and recreation. Convene regular meetings with the proposed parks and recreation advisory committee, the Diversity, Equity, Inclusion Advisory Committee (DEIAC), community leaders and community-based organizations to improve outreach efforts and organizational cultural competency.

### **E.3 Continue partnership with McMinnville School District.**

Continue to maintain a cooperative relationship with the McMinnville School District regarding the development, use,

and operation of school facilities and parks located adjacent or near schools. Regularly coordinate and collaborate on areas of common interest and ensure both organization's values, needs and capacity are considered through planning and decision making. Improve communications with the McMinnville School District, with the City acting as a liaison with private and non-profit recreation organizations.

### **E.4 Update and formalize facility use agreements.**

Regularly revisit agreements with institutional or long-term users such as the McMinnville School District, Linfield University, Soil and Water, Watershed Council, club sports, and others for facility use. Discuss potential programming arrangements to maximize recreational options for the community.





**E.5 Employ equitable and inclusive place naming practices.**

Conduct intentional outreach to ensure the names of future parks and facilities promote community values, cultural diversity, and a sense of belonging for all community members.

**E.6 Improve communication with all residents and highlight success.**

Communicate progress made to achieve community recreation priorities and provide pathways for additional community feedback on future programming and development. Promote PROS Plan goals through a variety of media, including utility bills, events, press releases, email, and social media. Continue to reach out to the Hispanic/Latino community through contacts and processes identified in this planning process, using tools such as Facebook and culturally specific messages to increase involvement. Improving communication and demonstrating successes will help increase partner involvement and voter support for future funding measures. Establish being bilingual as an important hiring criterion and actively recruit staff that speaks fluent Spanish for front line staffing positions.

**E.7 Continue expanding partnerships in downtown McMinnville.**

Ensure that parks (especially City Park) and recreation are a central ingredient in strengthening the downtown. Continue working with the McMinnville Downtown Association, McMinnville Area Chamber of Commerce, private partners, and other groups to discuss opportunities for activating downtown through open street events, programs and events of all sizes, and renewed parks and facilities in and around downtown.

**E.8 Expand volunteer programs.**

Continue to leverage volunteer opportunities in McMinnville and expand, formalize and coordinate volunteer recruitment along with new pilot recreation programs, park clean ups, events, and activities. Develop a volunteer credit program to encourage volunteerism and recreation participation. Work with Linfield University to develop a student volunteer program to support recreation programs and community events. Budget for a volunteer coordinator to manage/improve volunteer programs, oversight, relationships and communications with partners, volunteers, and City staff.





Above: Rotary Nature Preserve





# 4

## OPPORTUNITIES

McMinnville residents believe strongly that parks, the trail network, and variety of facilities and programs are important to their quality of life. Despite this, there are unmet needs in the park system. This chapter presents the findings from the community engagement process and technical analyses used to assess community needs for parks and recreation and identify opportunities for future improvements.



# 4 OPPORTUNITIES

*McMinnville’s PROS Plan is rooted in equity and intended to reflect the current and projected needs of the community.*

## ENGAGEMENT COMMON THEMES

Across all activities, there were several common engagement themes that emerged and informed opportunities for McMinnville’s PROS system.

- **Parks and recreation provide a high quality of life:** According to the survey results, nearly all respondents feel that parks are important and most (70%) visit parks regularly. Results from other outreach activities also highlighted the importance of parks and recreation in McMinnville.
- **Safe parks and public spaces:** Feeling safe in parks and recreation activities was a top priority across community outreach activities. The top concerns reflect national issues relating to the presence and/or perceptions of homelessness, drug activity, and mental illness in and around parks and public spaces.
- **Improving Accessibility:** Many parks have ADA accessibility issues and physical barriers to access park features for people with disabilities and missing or narrow pathways. Meeting ADA standards does not remove all barriers and should be

considered a minimum that may not meet the City’s equity and inclusion goals. Responses from outreach activities identified a lack of opportunities for older youth and children with special needs.

- **Improved City outreach and communications:** Responses noted a need to improve information sharing about what the City offers the community.
- **Addressing aging parks and facilities:** Outreach results indicated a desire for improvements to aging parks and facilities. In particular, some play equipment is aging and, if it doesn’t already, will likely need replacement within the next 5-10 years.
- **Improving equity in program offerings:** Overall, respondents expressed a need for more community-wide activities to allow diverse members of the community to interact and feel connected. Some comments suggested that there are currently limited opportunities for people who speak a language other than English, or events or programs catered to a diversity of cultures in McMinnville.

- Greater variety of activities, especially in older neighborhoods:** There is some concern that new housing and growth areas will continue to get new, higher quality parks and facilities while established neighborhoods will not receive the same level of investment at existing parks. High school focus group students expressed a need for more than just “grass and concrete”, with more outdoor activities (facilities) for teens and more access to nature.
- Connecting to nature:** Across all outreach activities, respondents expressed a desire to prioritize access to natural areas and preserve wildlife habitat, tree canopy, and the natural environment. There is no formal public river or creek access in the system, yet there is potential in some existing parks for access.
- Improved bike and pedestrian connections to parks and recreation facilities:** Connections throughout the city and to parks and recreation facilities is a key need, including trails, sidewalks, bike facilities, and access points. Respondents to the survey indicated that existing trails are popular, and many use these facilities for recreation as well as transportation.

**FIGURE 4-1:** COMMUNITY VOICES, SURVEY 2





## PARK LAND NEEDS

To assess park land needs, the project team addressed park equity and access based on findings from community outreach, as well as mapping of existing parks and recreation areas and different demographic data within the city.

## PARKLAND LEVEL OF SERVICE

As a minimum numeric based measurement, the existing level of service for parks is a measurement of developed park acreage per total population. It is expressed as a ratio of acres to 1,000 residents. The 1999 PROS Plan established level of service goals based on guidelines from the National Recreation and Park Association (NRPA). Since then, NRPA has recommended shifting away from guidelines related to numeric based standards for community park systems and has more recently recommended using a variety of indicators to influence needed parks and facilities. In particular, the cost to build, maintain and operate any new park or facility is one of the most critical factors that influences how much the city is able to take on in addition to existing resource needs.

As a minimum, the existing parkland

level of service should serve as a benchmark to measure needs when combined with other factors including park quantity, quality, and access. McMinnville currently provides a total of 10.3 acres of park land and open space per 1,000 residents based on 2021 population estimates (Table 4-1). When applying the 20-year population estimate to the current park acreage, the future parkland level of service would be 7.5 acres per 1,000 residents with no new park development, a difference of approximately 134 acres.

## *Growth Management Plan and Future Growth Areas*

The City's Growth Management and Urbanization Plan (MGMUP) used some assumptions from the PROS Plan but used a different population estimate for a UGB designed to accommodate a population of 44,055 residents by 2023. That growth rate was not realized and land use planning is now based on different population forecasts according to state law, with adoption to occur by the end of 2023.

Table 4-2 shows the potential assignments of park land need per study area based on the MGMUP.



**TABLE 4-1: CITY OF MCMINNVILLE CURRENT & FUTURE PARK LAND LEVEL OF SERVICE COMPARISON (2021 AND 2041)**

Park or Facility Type	Acres	2021 Population Parkland LOS (acres/1,000)	2041 Population Parkland LOS (acres/1,000)
Neighborhood Parks	16.9	0.5	0.4
Parklettes	2.3	0.1	0.0
Community Parks	163.7	4.7	3.4
Special Use Parks	3.6	0.1	0.1
Linear/Trail Parks	43.8	1.2	0.9
Natural Areas	123.4	3.6	2.6
Undeveloped	4.2	0.1	0.1
<b>Total</b>	<b>358</b>	<b>10.3</b>	<b>7.5</b>

Source: City of McMinnville; 2021 Population Estimate (Census); 2041 Population Estimate (McMinnville Housing Needs Assessment, 2019; Population Research Center, PSU, 2017)

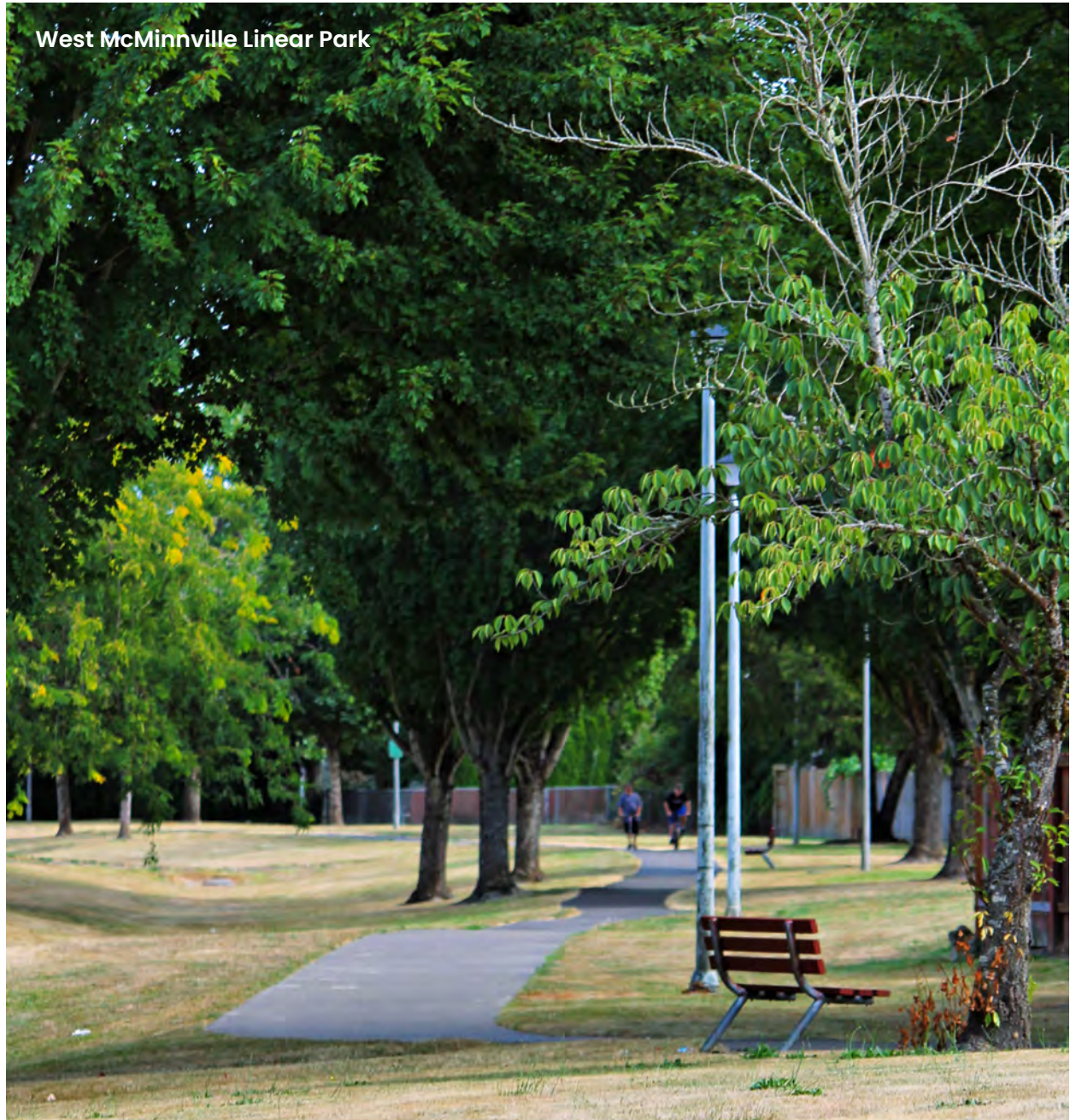
**TABLE 4-2: GROWING MCMINNVILLE MINDFULLY; MCMINNVILLE GROWTH MANAGEMENT AND URBANIZATION PLAN PARK LAND NEEDS**

Park Type	Planning Area					
	Southwest	Fox Ridge Road	Riverside South	Redmond Hill Road	Booth Bend Road	Riverside North
Neighborhood Parks	•	•	•		•	
Community Parks	•	•				
Greenways/ Natural Areas	•	•	•	•		•

Source: City of McMinnville Growing McMinnville Mindfully; McMinnville Growth Management and Urbanization Plan, 2003 – 2023, “Findings”, and Growth Management and Urbanization Plan, 2003-2023.

### **PARK ACCESS GAPS**

Park distribution and access is another important way to measure park land need. To ensure equitable park access, the project team analyzed park access within a ¼-mile and ½-mile distance from park access points. This is roughly the equivalent of a 10-minute walk. The analysis also addressed unique demographic and socio-economic information within the park service area gaps.



## WHY IS EQUITABLE PARK ACCESS IMPORTANT?



**Parks promote healthy, connected, & resilient communities.**



**Parks increase physical activity, reducing the risk of chronic diseases, obesity, and cancer.**



**Parks improve mental well-being and productivity by reducing stress, anxiety, and depression.**



**Parks encourage community connectivity by decreasing social isolation and the associated risks of dementia, heart disease, and stroke.**



**Parks reduce crime rates and encourage community safety, trust, and capacity.**



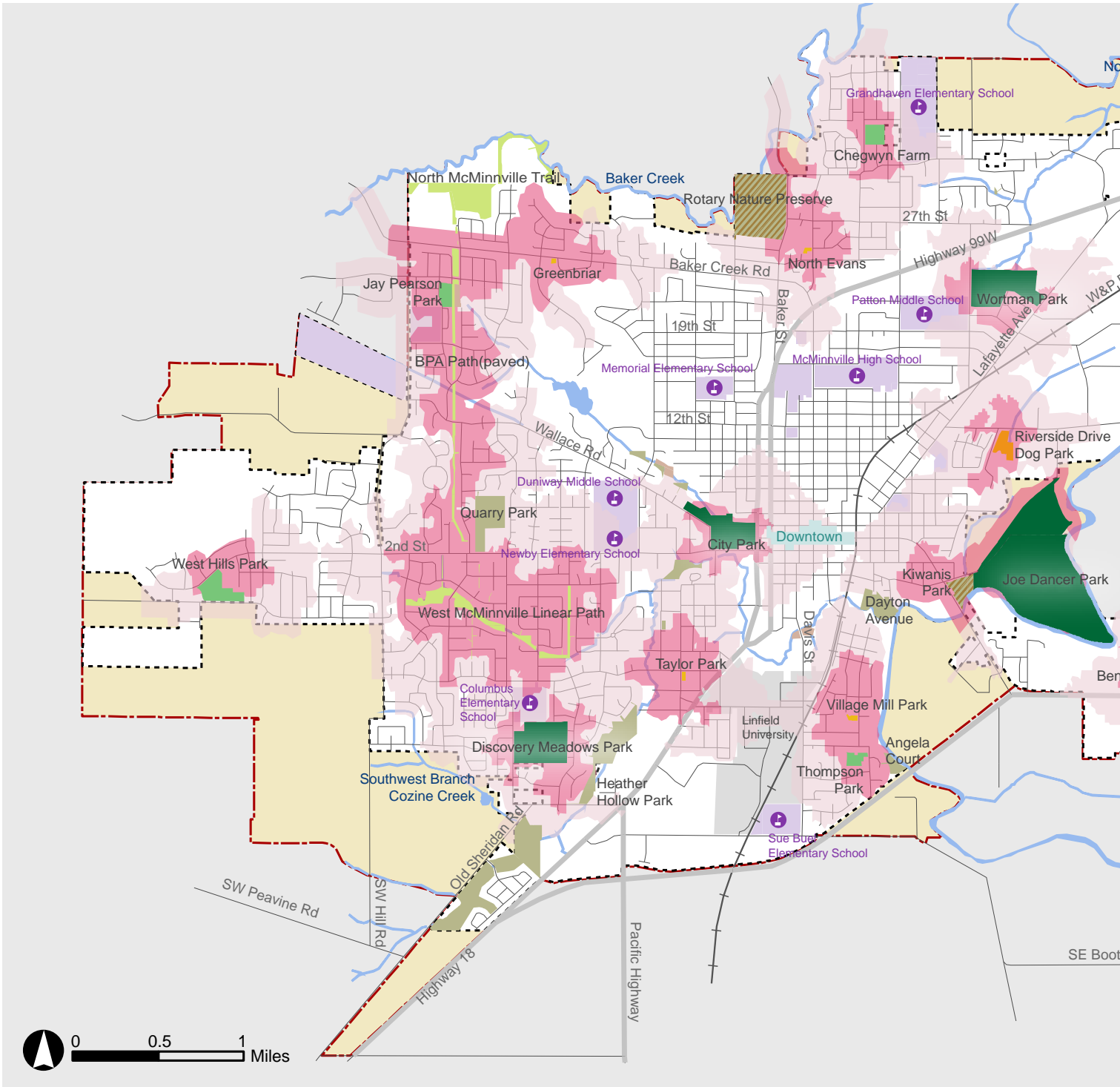
**Parks improve environmental health and climate resilience by providing cleaner air and water, reducing urban heat, and protecting against natural hazards and disasters.**



**Parks promote economic activity, a high quality of life, and place-based tourism.**

Source: MIG, The Health Benefits of Parks and Their Economic Impacts (Urban Institute)





**Park and Recreation Facilities**

- Community Parks
- Neighborhood Parks
- Linear/Trail Parks
- Developed Natural Areas
- Undeveloped Natural Areas
- Parklettes
- Special Use Parks
- Undeveloped Parks

**Developed Parks Service Area**

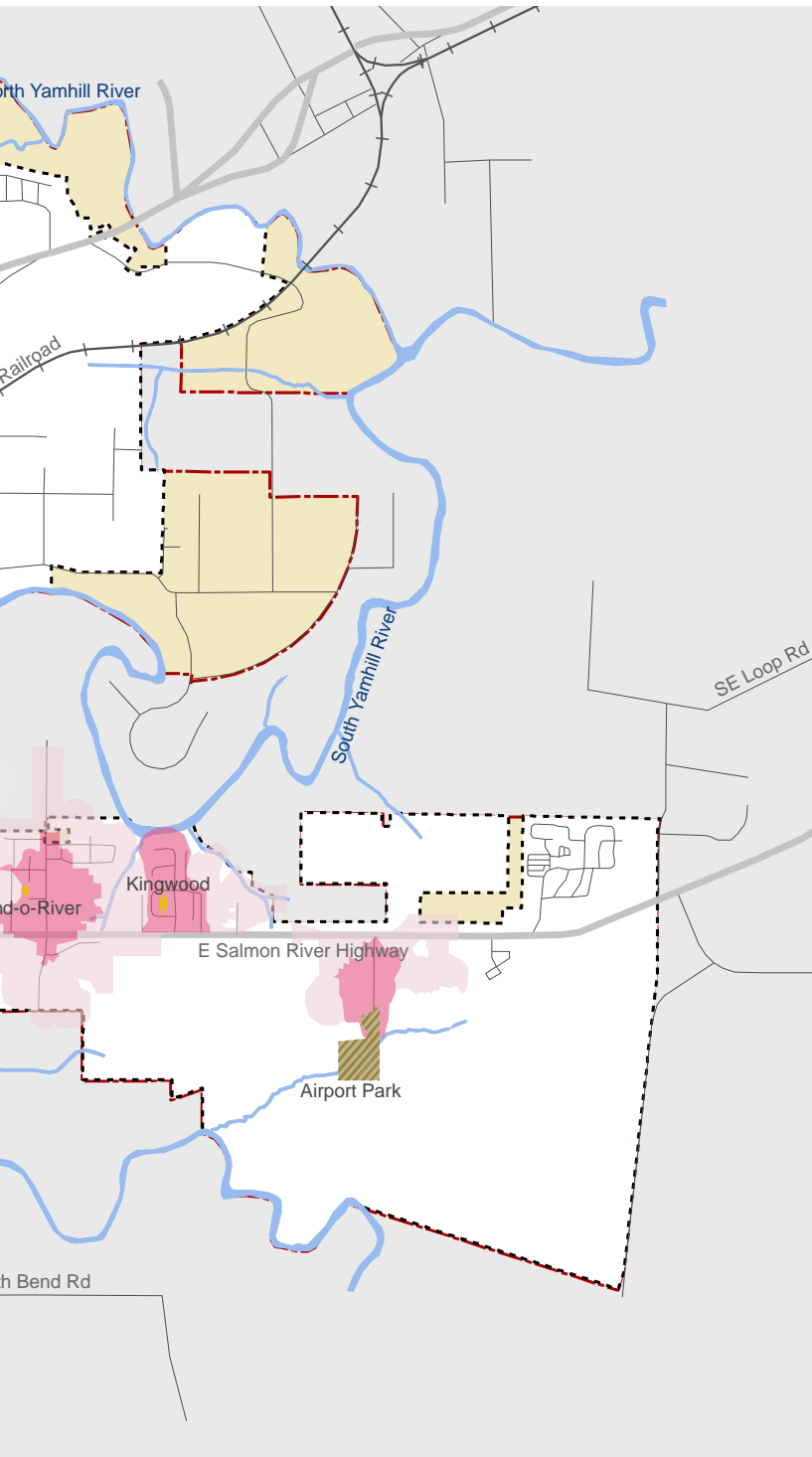
- 1/4 Mile Walk
- 1/2 Mile Walk

**Base**






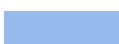


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## MAP 4-1

# DEVELOPED PARKS SERVICE AREA

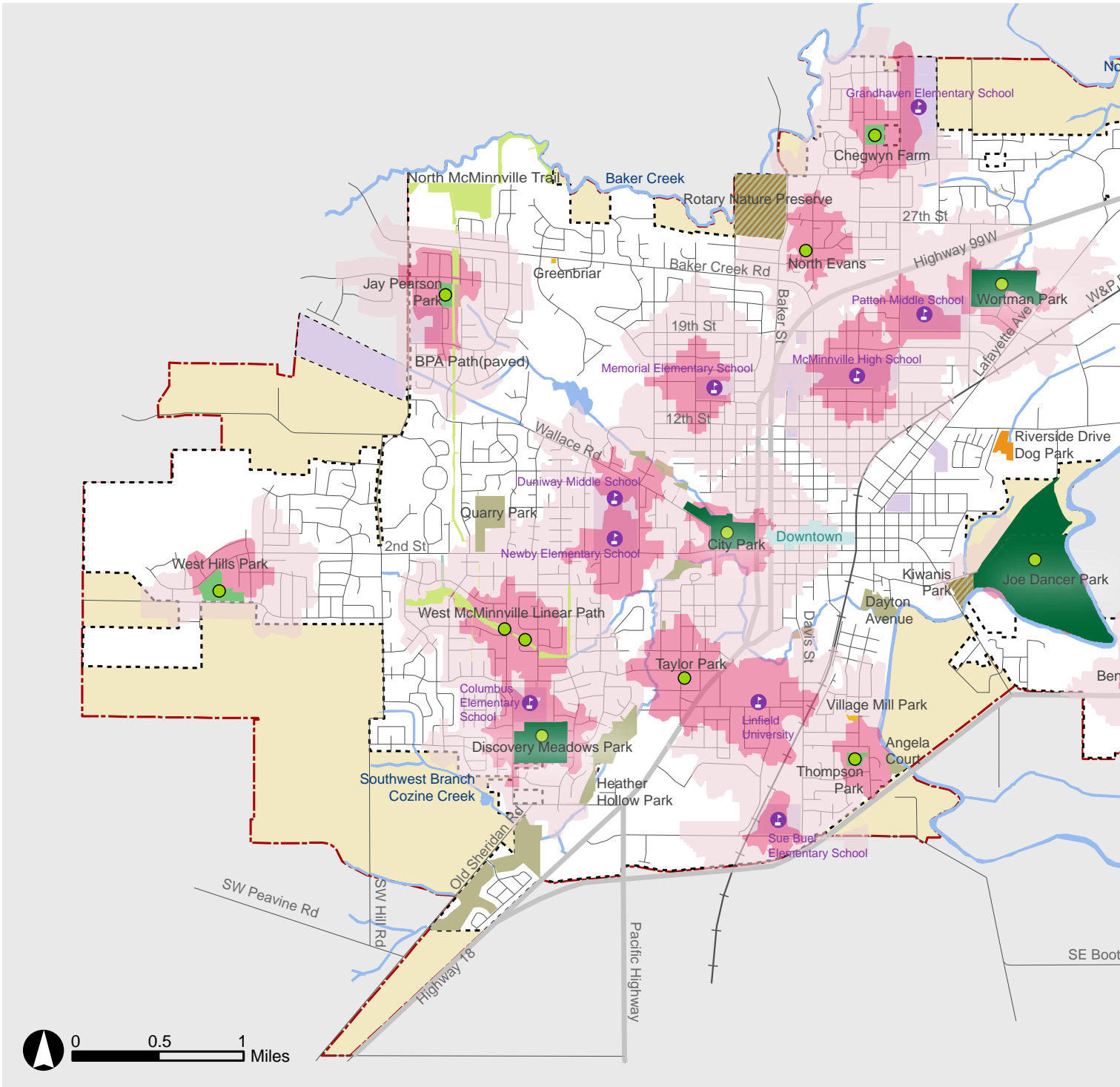


### Map Features

 Major Streets	 School District Property
 Streets	 Linfield University
 Railroads	 Water Bodies
	 City Boundary
	 Urban Growth Boundary

Map 4-1 shows ¼ and ½ mile service areas from developed parks. While much of the city is within a 10-minute walk from a park, the north central area of the city is noticeably lacking parks but does have a consistent grid street network which allows for more direct connections. In that area there are several residential developments and schools. Elsewhere, a lack of connections appears to be the limiting factor for park access where existing parks are otherwise in proximity. On the northeast side of the city, the highway serves as a barrier between neighborhoods and Wortman Park. The residential areas south and east of Joe Dancer Park are separated by the Yamhill River. Airport Park and Baker Creek North Park are on the far southeast and northwest corners of the city but are near a limited street network. Some of this is in undeveloped areas where there are opportunities for increased connectivity as development occurs. Other walkshed gap areas are primarily outside of residential areas. Areas that do not have a 10-minute walk to a developed park include:

- Central, near Memorial Elementary and the High School;
- West, including areas within the Urban Growth Boundary (UGB) (planning for urbanization would also need to account for parks);
- South, near Linfield University and south of Joe Dancer Park; and
- East, along the eastern end of E Salmon River Highway, including areas in the UGB.



**Park and Recreation Facilities**

- Community Parks
- Neighborhood Parks
- Linear/Trail Parks
- Developed Natural Areas
- Undeveloped Natural Areas
- Parklettes
- Special Use Parks
- Undeveloped Parks

**Parks and Schools with Sport Facilities or Play Areas**

- Parks
- Schools

**Service Area**

- 1/4 Mile Walk
- 1/2 Mile Walk

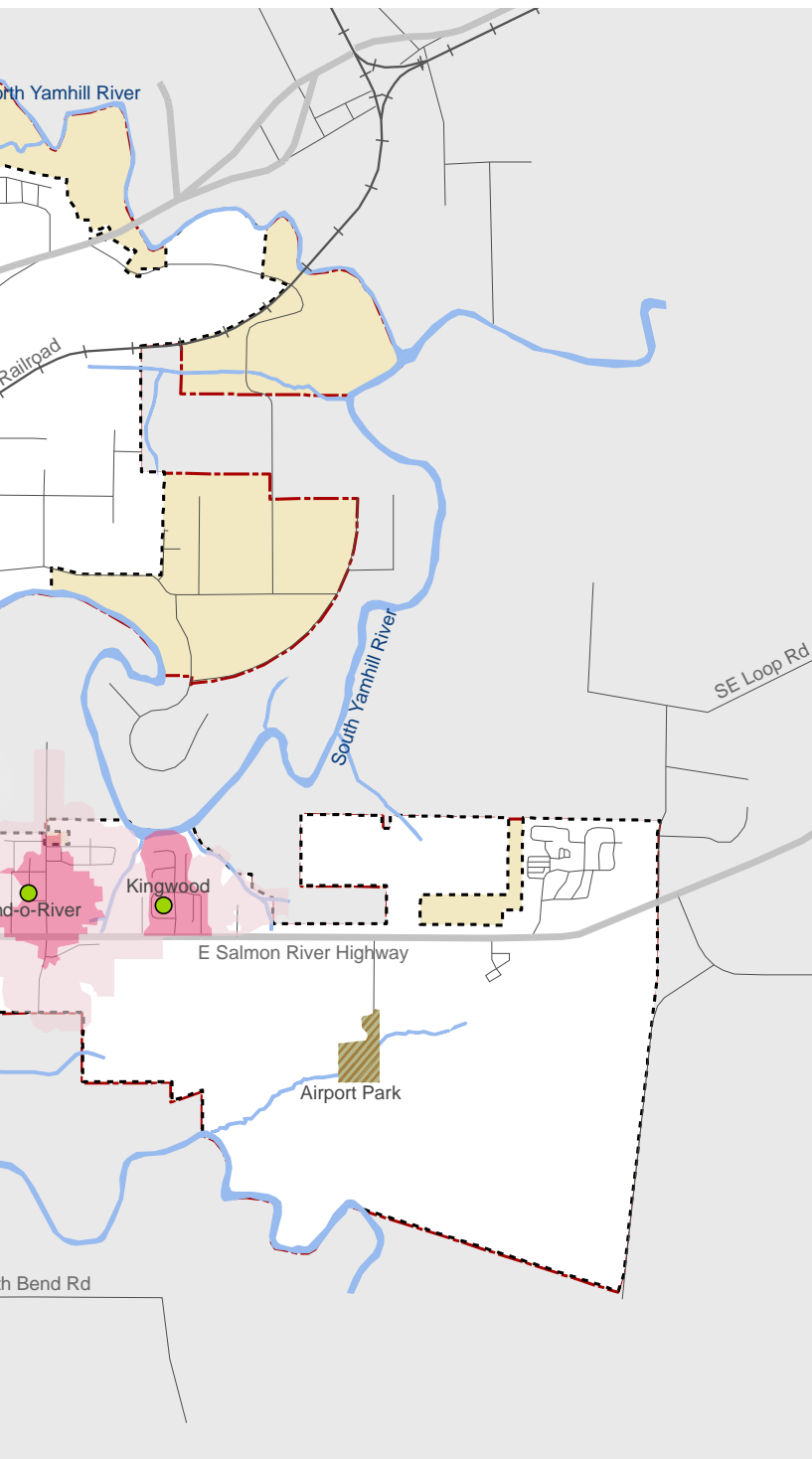


## MAP 4-2

# ACCESS TO SPORT FACILITIES AND PLAY AREAS

Map 4-2 shows  $\frac{1}{4}$  and  $\frac{1}{2}$  mile service areas from parks and schools with play areas and sports fields or sports courts. When compared to Map 4-1, Map 4-2 shows gaps in other areas of the city and demonstrates the importance of partnerships with the McMinnville School District and Linfield University. Areas that do not have a 10-minute walk to sports facilities and play areas include:

- West, aside from the immediate surroundings of West Hills Park and Jay Pearson Neighborhood Park;
- Central, east of Downtown; and
- East, along the eastern side of Hwy. 99 and the E Salmon River Highway, including areas in the UGB.



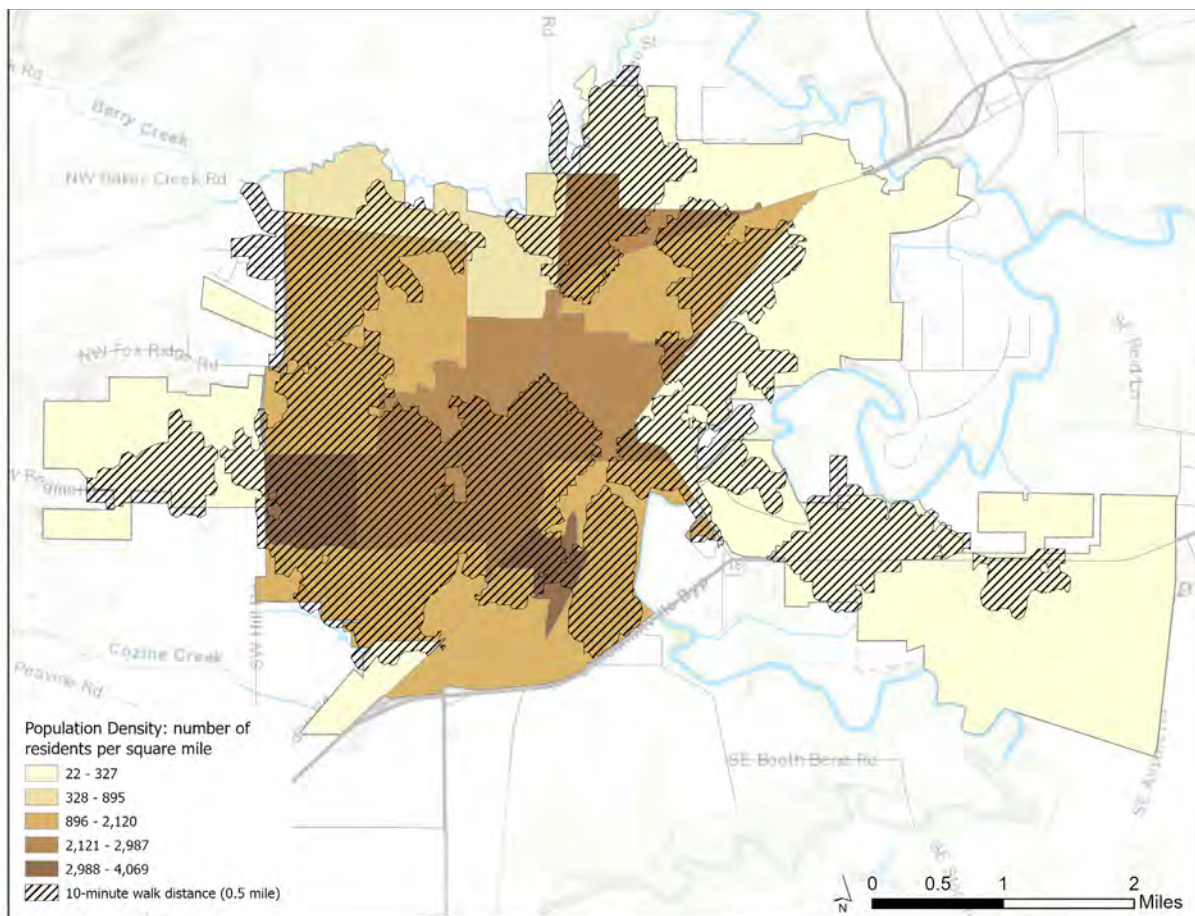
### Base Map Features

- Major Streets
- Streets
- Railroads
- Water Bodies
- City Boundary
- Urban Growth Boundary

## EQUITY FINDINGS

The planning process focused on equity, identifying historically underserved neighborhoods with a greater need for park and recreation services, and ensuring that underrepresented community members have a voice. The following maps show areas that lack nearby park access, and areas with a greater concentration of lower household incomes, higher population density, youth population, and areas with a greater percentage of people of color using Census block group data (US Census ACS 2015–2021). In each map, the black hatched areas represent areas of the city within a 10-minute walk/bike distance (¼-mile to ½-mile to a developed park).

**FIGURE 4-1: POPULATION DENSITY**



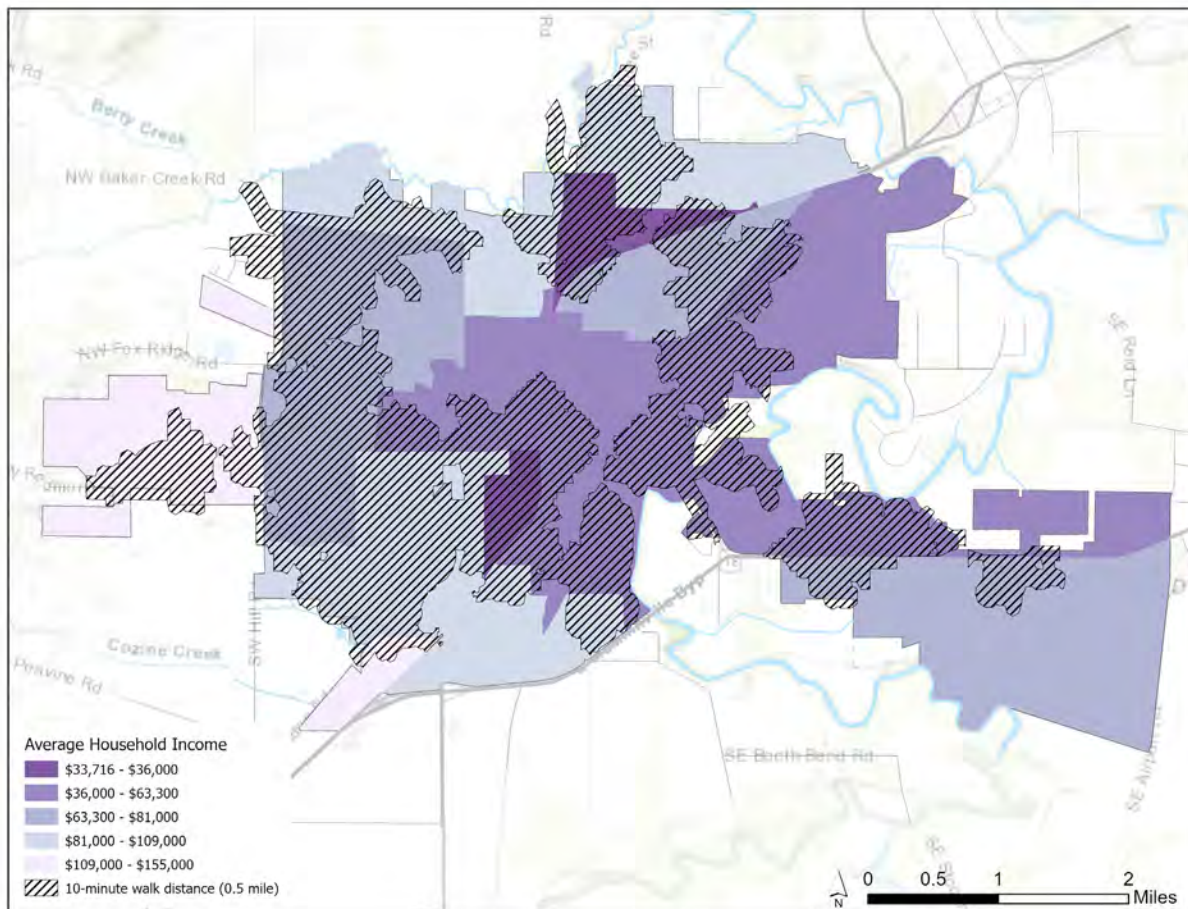
Source: MIG, US Census ACS 2015–2021

Areas with **higher population density** are important to consider as these areas typically have a greater percentage of housing types without yards or greenspace, including multi-unit housing or homes on smaller lot sizes. The residential density map identifies areas with a greater concentration of residents per square mile. The north central area and southern edge of the city have higher population densities but lack walkable access to parks. Other areas with a higher population density are well covered by walkable park access.

***A mix of large community parks, smaller neighborhood parks and even smaller pocket parks that provide equitable access to nature, rest, and play for all of McMinnville’s residents and visitors alike.***

-Online Survey 1 Respondent, Vision for the PROS system

**FIGURE 4-2: AVERAGE HOUSEHOLD INCOME**

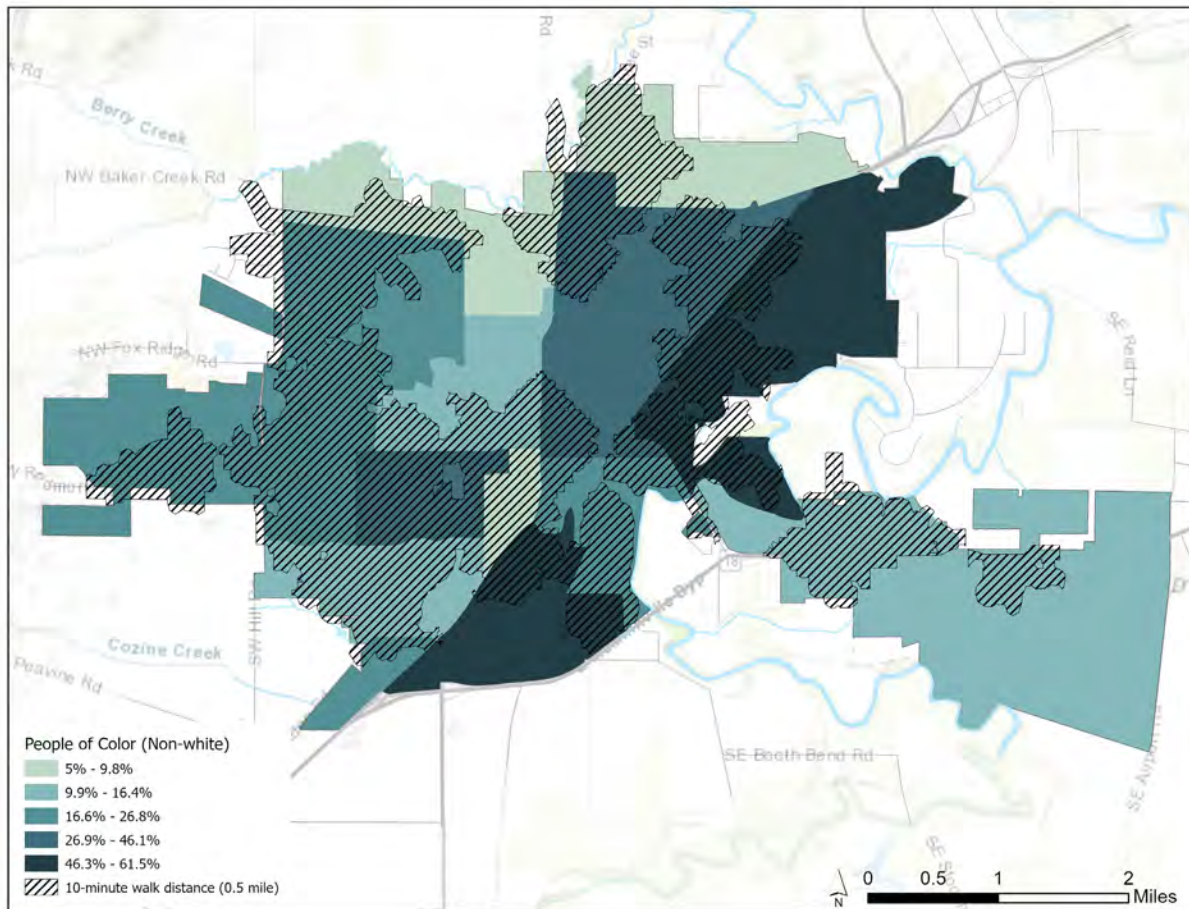


Source: MIG, US Census ACS 2015–2021

**Lower income areas** have often less public investment historically and may still have inequitable park access as a result. The average household income map identifies neighborhoods with lower incomes and a greater need for affordable or free park and recreation opportunities. Households in north central and southwestern areas of McMinnville primarily have low to medium incomes of \$36,000 to \$63,000. This is lower than most of the rest of the city. Households on the north, west, and south edges of the city within park access gaps generally have higher annual income of at least \$81,000 per household.

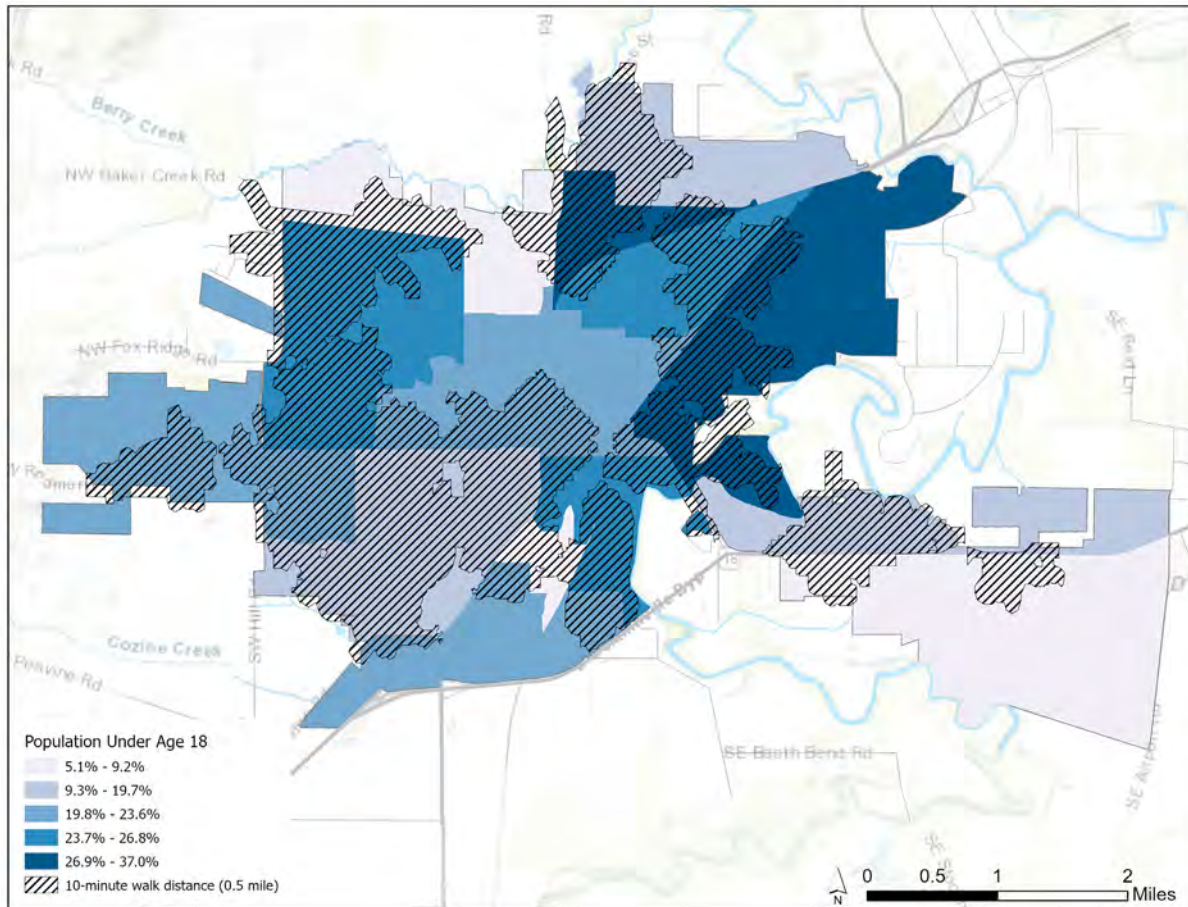


**FIGURE 4-3: POPULATION OF COLOR**



Source: MIG, US Census ACS 2015-2021

Across the U.S., **communities of color** have been historically disadvantaged through segregation, discrimination, environmental justice issues, and lack of public investment in facilities like parks and recreation. The population of color map shows areas with a greater percentage of the non-white population where there may be a greater need to understand different interests, concerns, or values than other areas of the city. Like the previous maps, the northeast side of the city lacks nearby developed park access, but this area also has a greater percentage of people of color. Another area with a higher percentage of people of color is around Linfield University (to the south) which does have nearby developed parks.

**FIGURE 4-4: POPULATION UNDER 18**

Source: MIG, US Census ACS 2015–2021

Parks provide a range of benefits for **youth of all ages** including support for social development, access to greenspace, and healthy activity options without needing to drive a car. The population under 18 map indicates areas of the city that have children or families. These areas may have a need for a greater variety of options. The areas of McMinnville with higher youth populations are in the northeast side of the city, but this likely represents a small number of residences within the area covered by walkable park access. Other areas with a higher percentage of youth and without nearby park access include the north central area, and western, and southern edges of the city.



## RECREATION FACILITY NEEDS

To identify recreation facility needs, the project team incorporated both statewide and regional trends as well as community engagement results. Consideration for McMinnville’s unique needs, such as the rainy climate, should continue to inform facility needs.

## STATE AND REGIONAL TRENDS

Recreation trends at the national, state and regional level provide additional insight on popular activities, challenges, and potential opportunities to consider in the City’s park and recreation system. This section includes relevant information from Oregon’s Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2019–2023. The SCORP provides necessary guidance for state administered grant programs including the Local Grant, County Opportunity Grant, and Recreational Trails grant programs. The SCORP is about statewide recreation including local recreation facilities, not just state parks.

The SCORP measures statewide and county needs based on a survey of Oregon public recreation providers. Respondents were asked to rate the importance of county-level funding

need for a variety of recreation projects in their jurisdiction. **Trails, playgrounds, and restrooms** were the top needs at both the state and county level (Table 4-3).

The SCORP also includes statewide survey results for Oregon residents conducted by the Oregon Parks and Recreation Department. The survey asked residents to prioritize investments in their park and recreation system. The survey shows top priorities for four different demographic groups:

### **SCORP Top Priorities:**

- **Latino:** Nature and wildlife viewing areas, children’s playgrounds and play areas made of natural materials;
- **Asian:** Security cameras, restrooms;
- **Families:** Children’s playgrounds and play areas made of natural materials, dirt/other soft surface walking trails and paths; and
- **Low Income:** Restrooms, dirt/other soft surface walking trails and paths.



## COMMUNITY ENGAGEMENT RESULTS

The intended use and programming of McMinnville’s parks vary based on park type. The City schedules nearly all recreation programs in three of six larger community parks due to available amenities such as parking and restrooms. The City programs most adult and youth field sports at Joe Dancer Park, and other events or camps are mostly programmed in Discovery Meadows Park or City Park. Interestingly, several of these same parks are also popular for relaxation, including City Park and Joe Dancer Park. Figure 4-5 summarizes the most popular parks in McMinnville by each of the four general activities from the online survey.

In addition to these, some of the most frequently mentioned activities for “other” activities included:

- Walking, biking, or hiking
- Playing or walking with dogs
- Being in nature
- Being with families and friends
- Working (remotely in parks)

**FIGURE 4-5:** “WHICH PARKS OR RECREATION AREAS DO YOU GO TO IN MCMINNVILLE AND WHY?”: TOP RESULTS FROM SURVEY 1



### Fun or Play

- City Park, Discovery Meadows



### Sports or Fitness

- Joe Dancer Park, City Park



### Relaxation

- Tice Woods/Rotary Nature Preserve



### Programs or Events

- City Park, Joe Dancer Park

**TABLE 4-3:** PUBLIC RECREATION PROVIDER NEED, STATE AND REGIONAL COMPARISON (OREGON SCORP)

Top Statewide Needs	Top Yamhill County Needs
1. Community trail systems	1. Children’s playgrounds and play areas made of natural materials
2. Restrooms	2 (tie). Community trail system
3. Children’s playgrounds and play areas built with manufactured structures	2 (tie). Restrooms

Source: Oregon SCORP, 2019-2023

Community outreach results provided insights into the community’s desires for the future of the parks and recreation system. Results from the online survey showed that respondents value trails, passive gathering places, and play spaces in parks.

When asked about park and recreation system needs, the most frequently cited needs are to ensure safety and cleanliness at parks (Figure 4-6). City Park and Joe Dancer Park are two of the most popular parks and need the most improvements according to the survey results. Another common need in McMinnville’s parks was to provide more things to do.

The project team also compared all results from the online survey with results from nine census block groups which have low household median incomes, higher rates of poverty, and a higher proportion of people who identify as Hispanic, Asian, and

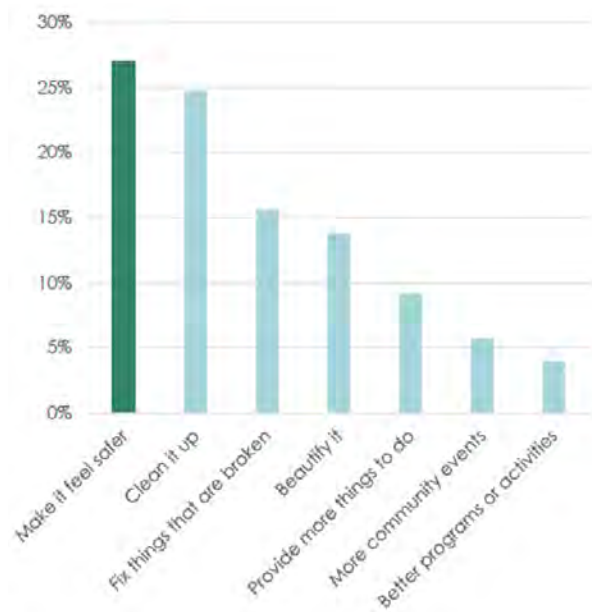
Multi-Race. The comparison found that there aren’t substantial differences between the nine census block group responses and total responses from the survey. Noticeable differences for these census block group responses included slightly lower reported needs for park cleanup and slightly greater needs for providing more things to do in parks.

**SPORTS FACILITIES**

McMinnville has several public sports courts and fields. This inventory does not include sport fields and courts that are associated with schools which are not always available to the public. According to survey responses, people most often use Dancer Park, City Park, and Discovery Meadows Park for sports and fitness uses. This is likely due to the presence of 33 (out of 39 total) sports facilities, fields, and courts in those parks. New pickleball and basketball courts were the most prominent sports-related need in the online survey.

Expanding recreation facilities was one of the highest priorities from the 1999 PROS Plan. Actions listed in that plan include adding baseball/softball fields, outdoor basketball courts, outdoor volleyball courts, soccer fields, and tennis courts. Since 1999, the City has added 15 additional sports facilities. Table 4-4 provides a summary of McMinnville’s existing facilities with a comparison to NRPA metrics. When compared to communities of a similar size, McMinnville has more rectangular (soccer, football, etc.) and diamond fields (softball, baseball, etc.) but fewer courts (basketball, tennis, etc.). This suggests a need for additional courts, including pickleball, which is growing in popularity according to public outreach.

**FIGURE 4-6: WHAT WOULD YOU CHANGE IN EXISTING PARKS IN MCMINNVILLE? (ONLINE SURVEY 1 RESULTS)**





**TABLE 4-4: CITY OF MCMINNVILLE RECREATION FACILITIES AND NRPA PARK METRICS (2021 AND 2041)**

Facility Type	City of McMinnville		NRPA Benchmark (Residents per facility)	Difference from Metrics (Number of Facilities)	
	Current Inventory	Current Residents per Facility		Existing (2021)	Future (2041)
Basketball courts (full court)	1	34,666	7,117	4 (need)	6 (need)
Rectangular fields	12	2,889	4,947	-5 (surplus)	-2 (surplus)
Tennis courts (outdoor)	2	8,667	5,815	4 (need)	6 (need)
Pickleball (outdoor)	6	5,778	9,257	2 (surplus)	1 (surplus)
Diamond fields	13	2,667	5,033	-6 (surplus)	-4 (surplus)
Multiuse courts	0	0	14,800	2 (need)	3 (need)

Source: City of McMinnville and NRPA based on communities with a population of 20,000-50,000; 2021 Population Estimate (Census); 2041 Population Estimate (McMinnville Housing Needs Assessment, 2019; Population Research Center, PSU, 2017)



## PLAY AREAS

Play opportunities are one of the top things McMinnville families with children love about parks. City Park and Discovery Meadows are the most popular parks for play in the city. The 1999 PROS plan identified a need for 13 additional playground areas and renovations to existing playground areas. Since then, five additional playgrounds have been built in the City. McMinnville now has 15 playgrounds.

Renovations are a more pressing need than most other typical recreational facilities in a park because most of the City's play equipment will likely need replacement around the same time and within the next 5-10 years. One theme that emerged from community engagement was the need for more splashpads/water play opportunities. Community input also identified a need for more physically accessible and sensory-sensitive play equipment in parks. While McMinnville has multiple accessible playgrounds, Jay Pearson Neighborhood Park is the only one with barrier-free play equipment that exceeds ADA standards

## OTHER OUTDOOR RECREATION FACILITIES

There are several additional facilities that would further support outdoor recreation and the community's use and enjoyment of McMinnville's parks based on community survey results.

- **Off-leash dog areas:** Riverside Drive Dog Park is a much-loved community amenity, but there is a desire for an additional dog park by 2041.
- **Disc golf course:** Wortman Park has

an existing disc golf course as does Linfield University. This growing sport could potentially use another course in the city.

- **Water access:** There is limited public access to water bodies in McMinnville. Additional water access is needed to the South Yamhill River, either within existing parks or as part of future park or natural area opportunities.
- **Amphitheater:** There is desire for an outdoor performance area or amphitheater to serve as a venue for community concerts and other events.
- **Community gardens:** No public community gardens exist in the City. Based on community outreach results, there is potential need for multiple community gardens throughout McMinnville, especially in areas where there is higher density housing and smaller lot sizes.
- **Skate park:** Two skate parks exist in McMinnville, including the popular facility at Joe Dancer Park. While smaller additional skate features are needed in future parks, there is also a need to improve the existing facilities at Joe Dancer Park and Discovery Meadows.
- **Bike parks:** There are no off-road mountain biking facilities or bike skills parks in the city. There is a need for additional off-street cycling opportunities, including a bike skills course or pump track in existing community parks, or potentially in other sites that link to the on-street system. This need was especially highlighted by youth during outreach.

## MCMINNVILLE PUBLIC FACILITY EVALUATION

In addition to the community engagement conducted for this Plan, park related public outreach was concurrently collected as part of the McMinnville Public Facility Evaluation for the Planning for Equity: Infrastructure & Investments in McMinnville Neighborhoods Project. Completed in June 2023, the Evaluation analyzed if the city has an equitable approach to maintenance, planning and prioritizing projects. Five key infrastructure systems were reviewed including pedestrian safety, roadway infrastructure, storm drainage system, sanitary sewer system and parks. Public outreach included an

online survey and tabling events with a printed version of the online survey map and corresponding comment cards. The Evaluation's park related public comments largely paralleled the findings from the PROS Plan's engagement activities to date. Common themes included the need for more public restrooms, lack of parks and greenspace in downtown McMinnville, drainage and flooding issues, lacking amenities in certain parks, maintenance concerns, and the desire for additional dog parks, skate parks, and opportunities for older youth.



Jay Pearson  
Neighborhood Park



Senior Center

## INDOOR AND SPECIALIZED FACILITY NEEDS

The City completed a Facilities & Recreation Plan & Feasibility Study in January 2020 to analyze the condition of recreation facilities and programs in McMinnville and to make recommendations regarding improvements, funding, operations, staffing, and implementation. A major finding of the Plan was a recommendation to build a new community/recreation/aquatic center.

- The **COMMUNITY CENTER** was found to be in poor condition with many repairs needed. It is not ADA accessible; not well designed for recreation, sports, fitness and art; not easy to supervise children; does not provide hub for community activities; not enough parking; no outdoor space for programs and activities.
- The **AQUATIC CENTER** was found to be in poor condition with many repairs needed. It is not ADA accessible; has inadequate locker rooms/no family changing room; needs recreation pool amenities; has security issues; the weight room is too small; and there is not enough parking.
- The **SENIOR CENTER** is in better condition because it is a newer building and has fewer needed repairs. It has no fitness or active recreation space; needs more event space; has poor access to back rooms; and is not well used by older adults and active seniors. The Plan's recommendation is to renovate the Senior Center and support senior fitness and events in a new recreation center.





Aquatic Center

### TRAIL NEEDS

Trails are a high priority throughout Oregon and trails are a popular amenity in McMinnville, providing recreational opportunities and connecting people across neighborhoods. The 1999 PROS plan identified several new trail opportunities, identified in Figure 4-5 below.

The Transportation System Plan (TSP) is more recent, completed in 2010. The TSP includes planning for bike and pedestrian routes in McMinnville. This plan identified “shared-use paths” as a bikeway also used by pedestrians which often winds through open space and connects destinations and a need for a connected system both on- and off-street.

At the time of the TSP Plan, there were only two shared-use path facilities in McMinnville: “(1) the Southwest Greenway, which was also designed and functions as a linear park and

a stormwater detention facility, and (2) the newly constructed shared use path, located between West Second Street and Wallace Road.” The TSP found that these paths provided good neighborhood connectivity but did not provide significant cross-town connectivity. The TSP also stated that “(there is not) much opportunity to expand the shared-use path system., except for that portion planned for extension north of Wallace Road through the Shadden Claim to Baker Creek Road.”

This path network has been expanded since 2010, but new opportunities since then should continue to be explored including along waterways, utility corridors, railroad rights-of-way, and any newly acquired public lands. Aside from those opportunities, new paths/ trails can be provided on-street and within the City’s parks, in particular Airport Park and Tice Woods - Rotary Nature Preserve.

**FIGURE 4-5: OFF-STREET TRAILS AND IMPLEMENTATION PROGRESS**

1999 PROS Plan Recommendation	2023 Status		
	Not Started	In Progress	Completed
Development of linear parks in future neighborhoods	•		
Greenway connector between new neighborhood park proposed school and Tice property	•		
Yamhill River Greenway trail	•		
Trail connections to Dancer Park/Yamhill River	•		
Greenway along Baker Creek connecting Tice/BPA Easement	•		
Trail in the Baker Creek greenway			•
Westside Trail (BPA Easement)			•
Cozine Creek Greenway trails	•	•	
Pedestrian bridge from Bend-O-River Neighborhood to Dancer Park	•		
Trail from Dancer Park to Cozine Creek	•		
Linear park along Cozine Creek in southwest	•		
Barber Property trails	•		
Extend Westvale Linear Park to Hill Rd	•		

Source: 1999 PROS Plan, MIG





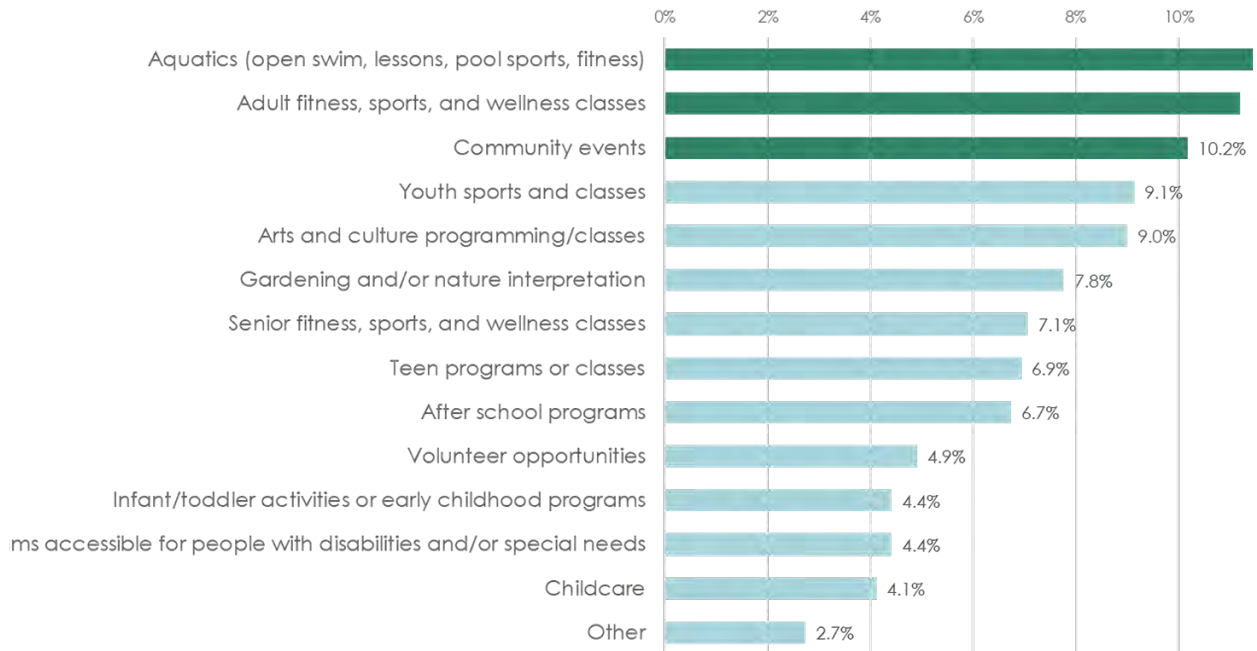
### RECREATION PROGRAM NEEDS

The McMinnville Parks and Recreation Program offers a wide array of year-round classes, sports, and activities for people of all ages. McMinnville Parks and Recreation Department is a regional provider of recreation services with approximately 30% of participants coming from outside the city.

According to the online survey approximately 80% of respondents

participate in McMinnville’s recreation programs. People who don’t or rarely participate in City of McMinnville recreation programs cite a lack of information as the primary reason. Community engagement results also identified a lack of interest in the programs offered as a reason for not participating. More detail about the types of programs people would like to see more of are shown in Figure 4-6.

**FIGURE 4-6:** “WHAT TYPES OF RECREATION PROGRAMS AND ACTIVITIES WOULD YOU LIKE TO SEE MORE OF OFFERED BY THE CITY OF MCMINNVILLE?” (ONLINE SURVEY 1 RESULTS)







Above: Chegwyn Farms  
Neighborhood Park





# 5

## ACTION PLAN

Creating the envisioned future park system requires a phased approach with incremental improvements over time. Some projects are low cost and easy to implement, while others may be more complex or based on future opportunities. This chapter describes the envisioned park and trail system, identifies capital projects for the next 20 years, and explores capital and maintenance costs and funding sources. Using priorities based on community input, a short-term (five-year) action plan outlines projects that the City should pursue first and foremost to address community needs.

# 5 ACTION PLAN

***Over the next 20 years, the City of McMinnville will enhance its park system through new park development, as well as maintaining, improving and enhancing existing sites.***

This Plan represents the culmination of a long-term, community-driven vision for McMinnville’s park, recreation and open space system. Moving forward, the City must prioritize short-term actions that will advance long-term visionary projects. Preparation and flexibility will be necessary throughout implementation to respond to shifting community, political and economic interests over the next 20-years. In the face of this change, community needs and priorities should remain at the heart of the Plan’s future actions and priorities.

To help the City achieve this community vision, this chapter provides the long-term planning-level cost estimates for McMinnville’s envisioned future park and recreation system. This includes costs for existing parks and recreation facilities, as well as proposed sites and greenways. The summary includes cost assumptions used to base estimated costs for each proposed project or improvement.

**FIGURE 5-1: ACTION PLAN PROCESS**





## 20-YEAR CAPITAL IMPROVEMENT PROJECTS

Projects identified in the capital project list represent the long-term 20-year need for parks and recreation in McMinnville and will require phasing and funding from a range of different resources. Inputs utilized to create the capital project list included staff interviews, online public surveys and other community/stakeholder outreach, and discussions with the DEIAC, Planning Commission, and City Council (Figure 5-1).

The total cost of developing and maintaining the system is critical to plan implementation and the build-out of the system. Tables 5-1 and 5-2 summarize the general order-of-magnitude costs to assist in evaluating and prioritizing projects for future consideration in City budgeting. Appendix C provides the complete list of capital project details and maintenance needs.

## EXISTING PARKS AND FACILITIES

Based on existing conditions, feedback from the City, and the community-supported vision, new facilities or renovations are proposed for nearly every park in the system. This includes facilities for sports, play, gathering, user comfort and safety, and more. A total of approximately \$34,832,850 is proposed to complete recommended improvements and new projects to existing parks and facilities.

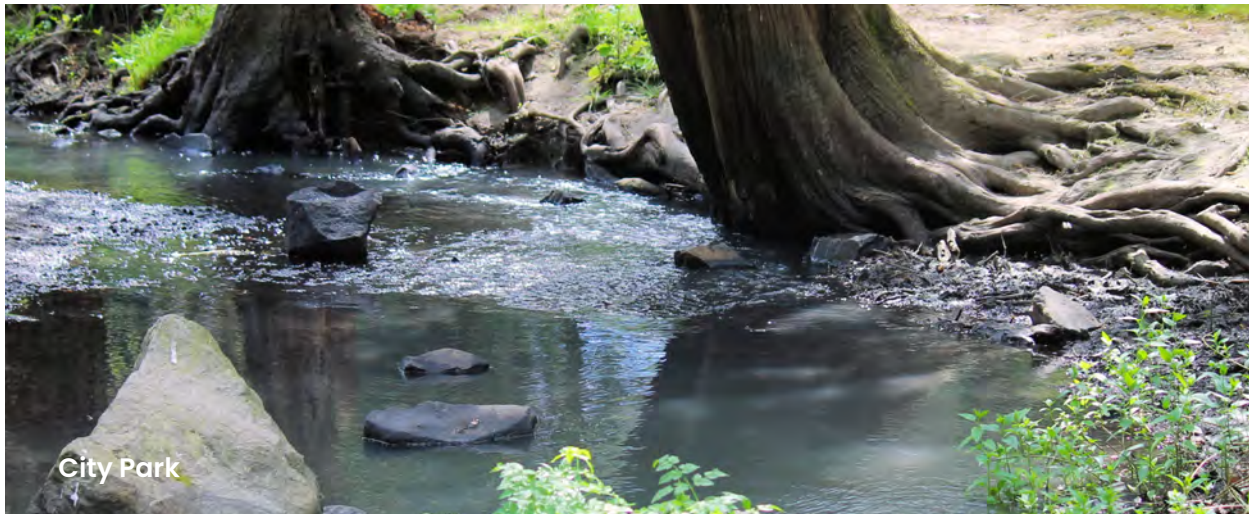
Most of this cost is directed to McMinnville’s four community parks which were identified as having the most significant use and related needs for future improvements. Additional costs stem from renovations or improvements to parkettes and neighborhood parks, and infrastructure or repair/replacement projects in Riverside Drive Dog Park (a special use park), linear/trail parks, and natural areas.

**TABLE 5-1: EXISTING PARKS AND FACILITIES 20-YEAR CAPITAL PROJECT COSTS**

Park or Facility Type	Inventory Total		Total Capital Costs
	#	Acres	
Neighborhood Parks	4	18.1	\$2,310,000
Parkettes	6	2.3	\$3,928,900
Community Parks	4	163.7	\$22,070,000
Special Use Parks	1	3.6	\$435,000
Linear/Trail Parks	13	43.8	\$2,553,200
Natural Areas	16	123.4	\$3,535,750
Undeveloped	3	3.0	\$0
	47	357.9	\$34,832,850

Source: MIG

\*Costs are planning-level estimates in 2023 dollars, not accounting for inflation. All costs are rounded. Actual costs should be determined through site planning, maintenance planning and construction documents. Actual costs may be higher or lower depending on site needs, the scale of the facility, and changing market prices for materials.



### NEW PARKS AND GREENWAYS

For new parks and facilities, the proposed Capital Improvement Project list combines findings from the community outreach process with an assessment of existing conditions including future growth areas, park location, and current park land level of service. A total of approximately \$80,368,000 would be needed to expand the park and recreation system into future growth areas, as well as new greenway connections linking new and existing neighborhoods in McMinnville.

The project list identifies seven new parks sites that align closely with the recommended locations of the City’s UGB Framework Plan, and two infill park sites based on the findings of this planning effort and community input. These costs include land acquisition and development costs and assume either a 5-acre minimum site for neighborhood parks where possible or an approximately 20-acre site for a community park. New parks and greenways are assumed to be developed in conjunction with or near the same time as new development.

**TABLE 5-2: PROPOSED FUTURE PARKS AND GREENWAYS TOTAL PROPOSED 20-YEAR CAPITAL PROJECT COSTS**

Proposed Park or Facility Type	Proposed Total			Total Capital Costs
	#	Acres	Miles	
Proposed Neighborhood Parks	6	29.2	-	\$33,580,000
Proposed Community Park	1	20	-	\$26,000,000
Proposed Greenways	9	92.4	16.8	\$20,787,955
	16	141.6	16.8	\$80,367,955

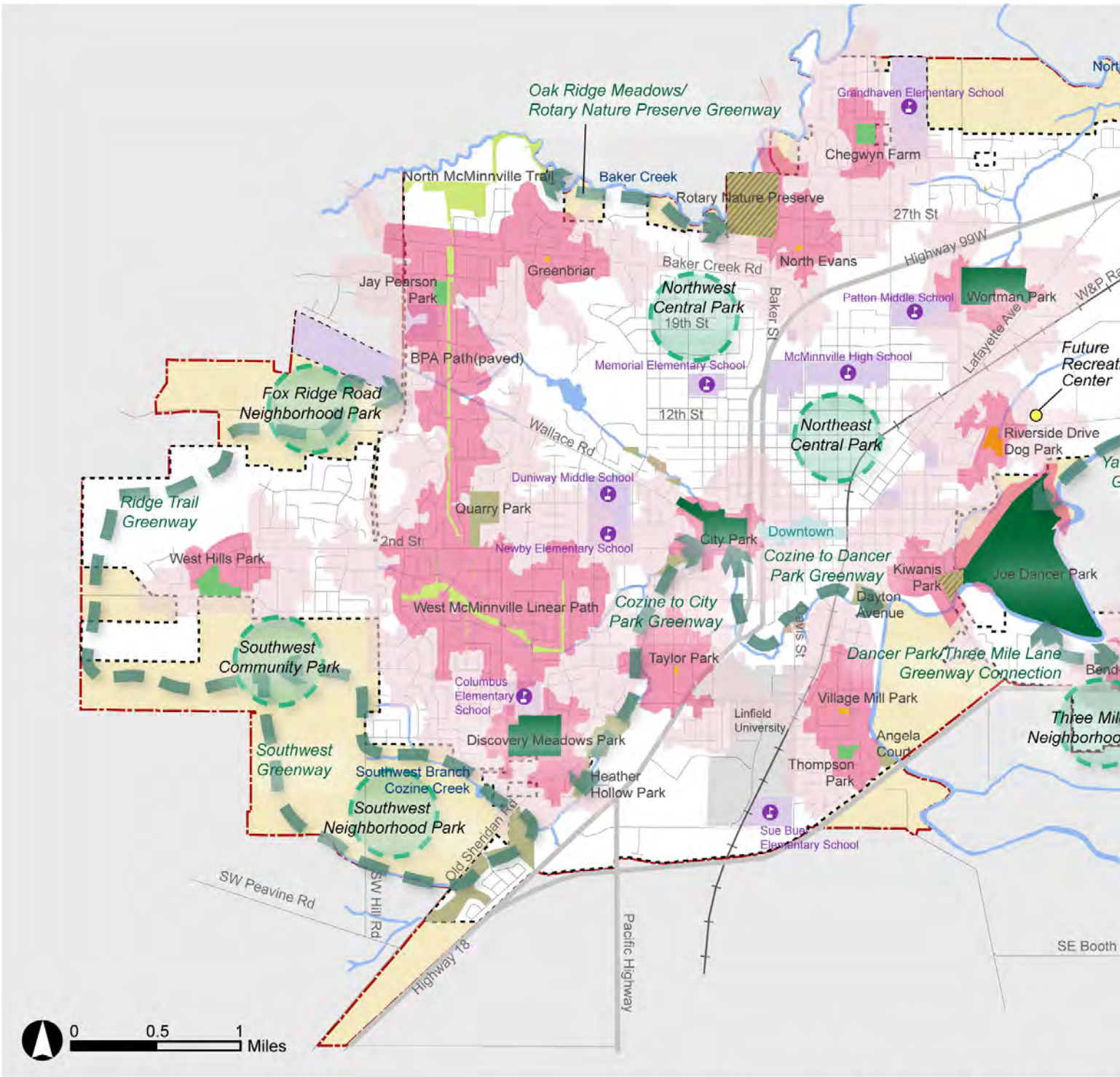
Source: MIG

\*General acreage assumptions provided. Actual acreage may vary.

\*\*General trail mileage assumptions provided. Actual mileage may vary.

- Fox Ridge Road Neighborhood Park:** development of a 5-acre minimum park to serve existing park service gaps as well as future development in this growth area along Fox Ridge Road in western McMinnville. This park should be co-located on or near the future high school site. The Fox Ridge Area Plan identifies this park as a key feature of the Plan, recommending it to include opportunities for passive and active recreation that is accessible to all residents within a 10-minute (or ½ mile) walk of their home.
- Riverside South Neighborhood Park:** Development of a 5-acre minimum park to serve existing park service gaps as well as future development in this growth area along Riverside Drive in northeastern McMinnville. The Riverside South Area Plan recommends the creation of this park to serve future residents in the area that are otherwise separated from other residential areas and recreation opportunities.
- Southwest Community Park:** Development of an approximately 20-acre park to serve the entire community, including future development in the west side of McMinnville. The Southwest Area Plan recommends the creation of this park to accommodate community park land needs and serve future residential uses. The recommended location is near SW Redmond Hill Road, in the northern portion of the Plan area. This location allows the park to be easily accessible to both existing and future residential areas in McMinnville.
- Southwest Neighborhood Park:** development of a 5-acre minimum park to serve future development in this growth area along SW Hill Road S in western McMinnville. The Southwest Area Plan recommends the creation of this park to ensure future residents have access to a park within a 10-minute (or ½ mile) walk of their home.
- Three Mile Lane Neighborhood Park:** Development of a 5-acre minimum park to serve future development in this growth area along NE Three Mile Lane in eastern McMinnville. This park is in response to community engagement efforts for the Three Mile Lane Area Plan that highlighted the need for additional parks and open space opportunities adjacent to existing and future residential areas. The park will prioritize gathering spaces that incorporate natural areas and views as recommended by the Plan.
- Northeast Central Park:** Development of a 5-acre minimum park to serve existing residents in the Central McMinnville area, east of Highway 99W. The park access analysis and community input revealed that many residents in Central McMinnville do not have access to a park with a ½ mile walk of their home.
- Northwest Central Park:** Similarly to the Northeast Central Park, development of an approximately half-acre infill park (based on existing lot sizes) would further increase equitable park access for existing residents in the Central McMinnville area, west of Highway 99W.





**Park and Recreation Facilities**

- Community Parks
- Neighborhood Parks
- Linear/Trail Parks
- Developed Natural Areas
- Undeveloped Natural Areas
- Parklettes
- Special Use Parks
- Undeveloped Parks

**Developed Parks Service Area**

- 1/4 Mile Walk
- 1/2 Mile Walk

**Future Parks and Trails**

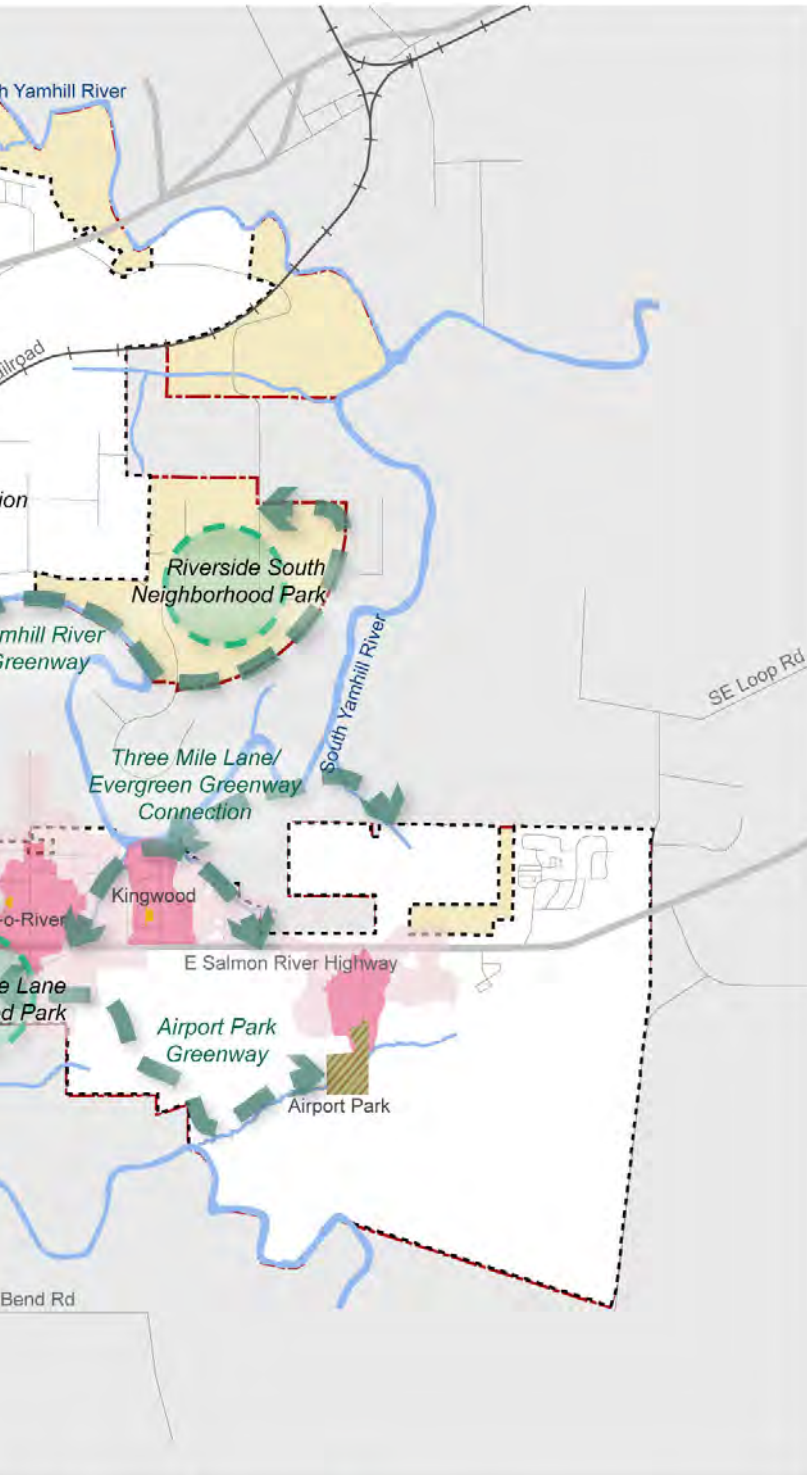
- Proposed Park Search Areas
- Proposed Greenways

## MAP 5-1

# FUTURE PARKS & RECREATION SYSTEM

This map represents the envisioned future parks and recreation system at full buildout by 2041. Specific sites for proposed parks and alignments for proposed trails are not yet determined. As such, the green dashed circles and lines represent approximate locations, which will need further feasibility assessments. The proposed parks are not represented by their conceptual footprint, but rather by their 1/2 or 1/4 mile service area, so we can see how these parks would help to fill geographic gaps in developed park access.

*\*Future Recreation Center. Outdoor amenities such as pickleball, other sports courts and playgrounds are also anticipated on or near the site.*



### Map Features

- Major Streets
- Streets
- Railroads
- School District Property
- Linfield University
- Water Bodies
- City Boundary
- Urban Growth Boundary



There are also nine new off-street greenways identified in the CIP. These projects add to the envisioned pedestrian and bicycle network identified in the City’s Transportation System Plan, UGB Framework Plan, 1999 PROS Plan, and other planning studies, linking with other existing and planned off-street trails and pathways, new sidewalks, and bike lanes. Costs assume development of the greenway trail only and do not account for land acquisition costs since the location and alignment will vary and may include easements. Some proposed greenways will also be located within existing city property including Cozine Creek Greenway.

- **Airport Park Greenway:** development of an approximately 1.5-mile greenway trail connecting Airport Park with planned uses in the Three Mile Lane neighborhood and a future neighborhood park.
- **Cozine to City Park Greenway:** development of an approximately 1.3-mile greenway trail along Cozine Creek connecting City Park, Carlson Natural Area, Tall Oaks Cozine Natural Area, and Heather Hollow Park.
- **Cozine to Dancer Park Greenway:** development of an approximately 1.2-mile greenway trail along Cozine Creek connecting City Park west to Joe Dancer Park.
- **Joe Dancer Park/Three Mile Lane Greenway Connection:** development of an approximately 0.3-mile greenway trail connecting Joe Dancer Park with the Three Mile Lane neighborhood.
- **Oak Ridge Meadows/Rotary Nature Preserve Greenway:** development of an approximately 1-mile greenway trail connecting Oak Ridge Meadows with Rotary Nature Preserve.
- **Ridge Trail Greenway:** development of an approximately 3-mile greenway trail connecting the future Southwest Greenway to planned uses in the Fox Ridge Road neighborhood and the BPA Pathway.
- **Southwest Greenway:** development of an approximately 5-miles greenway loop trail in Southwest McMinnville connecting Cozine Creek with the future Ridge Trail and Southwest Community Park.
- **Three Mile Lane/Evergreen Greenway Connection:** development of an approximately 1.5-mile greenway trail connecting the Three Mile Lane neighborhood with Evergreen.
- **Yamhill River Greenway:** development of an approximately 2-mile greenway trail connecting Joe Dancer Park with the future Riverside South Neighborhood and park.





## COST ASSUMPTIONS

To help prioritize and sequence projects in annual workplans and budgets, the PROS Plan includes a cost assumptions table that can be used for future cost estimating for other new projects and inflation. Appendix C identifies planning-level costs for future investment decision-making. Capital costs represent one-time costs to acquire, develop, build, or renovate park infrastructure and features. Because some funding sources are restricted in the type of expenditure they can support, it is important to consider capital costs separately from operations or maintenance costs.

Cost assumptions are grouped into three categories for ease of planning-level budgeting based on the type of proposed project. Costs are also based on the assumption that different parks and facilities have varying expectations of improvements. Definitions of the categories are included to the right.

- **Build/Add:** Reflects an allowance for the fully-loaded cost for park acquisition/design/development or the addition of a new facility or amenity. In some cases where noted, the cost represents an allowance to support the development of one of a variety of different types of park elements.
- **Renovate/Replace:** Reflects an allowance for a major replacement or renovation of an existing site or facility. This cost is based on 85% of the full “build/add” cost, assuming that various site elements—such as the facility footprint, drainage, paths to the facility, etc.—may not need to be replaced.

- **Improve Existing:** Reflects an allowance for a minor repair, enhancement, or expansion of an existing element or portion of a site. This cost is based on 50% of the full “build/add” cost.

## MAINTENANCE

In addition to capital costs, the City of McMinnville must fund the ongoing costs of sustaining the parks and recreation system including operations, maintenance, and programming. Appendix C presents per-unit costs and allowances for operations to ensure that the City is setting aside sufficient dollars to maintain and activate parks and facilities. This information can inform annual work plans.

The CIP provides a summary of average annual maintenance costs that are based on the recommended tiered levels for maintenance. Table 5-3 on the next page shows the annual maintenance cost for all existing parks and facilities, including maintenance costs for all proposed improvements and additions to these sites from the 20-year capital improvement project list (Appendix C). Based on these assumptions, the City would need to budget an average of approximately \$1,639,000 per year for maintenance to existing parks and facilities. An additional average of approximately \$611,000 per year would be needed to maintain proposed (future) parks and greenways. This additional amount should be used as a starting point to increase the maintenance budget over time to account for new parks and greenways as these are added to the system.

Costs are based on an increase to the City’s existing approximate annual average cost per acre to maintain developed park land (approximately \$5,000 per acre) and an increase or decrease in average costs based on the recommended maintenance level for each site listed in Appendix C (including Enhanced, Standard, Basic, and Undeveloped Land).

### SHORT-TERM ACTION PLAN

Completion of all envisioned projects will take 20 years or longer to complete. However, there are some projects that have a greater community need or priority to take on in the shorter term. The City asked community members about their priorities for the future based on the identified needs, project types, and areas of the City. Results from the second community survey and meetings with the DEIAC, Planning Commission, and City Council identified

several key priorities to help focus improvements.

The results suggest that projects that promote connections (e.g. trail and access improvements) are the most important project type across McMinnville with community members ranking it as the highest or second-highest priority for each of McMinnville’s four geographic areas. Central McMinnville was the only area of the city that ranked reinvestment projects as a higher priority than connections projects. This difference could be due to some of the city’s largest, oldest, and most heavily used community parks being in Central McMinnville. As for project priorities by cost, lighting improvements, safe routes to parks, loop trails and a new community park were the top community priorities within each cost bracket from low to highest cost. Table 5-4 and Table 5-5 below summarize the top results by project

**TABLE 5-3: PROPOSED AVERAGE ANNUAL MAINTENANCE COSTS**

Park or Facility Type	Acres	Estimated Average Annual Maintenance Cost
Neighborhood Parks	18.1	\$92,000
Parklettes	2.3	\$14,000
Community Parks	163.7	\$922,000
Special Use Sites	3.6	\$10,000
Linear/Trail Parks	43.8	\$168,000
Natural Areas	123.4	\$425,000
Undeveloped	3	\$8,000
<b>Total for Existing Parks</b>	<b>357.9</b>	<b>\$1,639,000</b>
Proposed Neighborhood Parks	29.2	\$147,000
Proposed Community Park	20	\$113,000
Proposed Greenways	92.4	\$351,000
<b>Estimated Total for Proposed Parks</b>	<b>141.6</b>	<b>\$611,000</b>

Source: MIG

cost and location. Appendix D provides a complete summary of the online priority projects survey.

The project team used a three-step process to identify the highest priority projects from the 20-year CIP for the short-term action plan: Step 1, identify all top priority projects using categories shown in Tables 5-4 and 5-5; Step 2, prioritize projects that meet geographic priorities; Step 3, prioritize remaining

projects based on gap areas.

The short-term action plan includes **38 projects across 21 parks and natural areas** throughout McMinnville. Table 5-6 on the next page summarizes the short-term (five-year) action plan.

**TABLE 5-4: GENERAL PRIORITIES BY PROJECT COST**

Priority	Low Cost	Moderate Cost	High Cost	Highest Cost
1	Lighting Improvements	Safe Routes to Parks	Loop Trails	New Community Park
2	Trail Amenities and Signage	Restrooms	Riverfront Trail	Destination Play Area
3	Waterwise Landscaping	Sport Courts	Facility Repairs	
4	Community Gardens		River Access	
5	Shade Trees		Event Space	

Source: Prioritization Survey and DEIAC, Planning Commission, and City Council Meetings

**TABLE 5-5: GENERAL PRIORITIES BY LOCATION**

Priority	Central McMinnville Area	Western McMinnville Area	Northern McMinnville Area	Eastern McMinnville Area
1	Reinvestment	Connections	Connections	Connections
2	Connections	Play and Gathering	Play and Gathering	Play and Gathering
3	Play and Gathering	Nature	Reinvestment	Nature

Source: Prioritization Survey and DEIAC, Planning Commission, and City Council Meetings



**TABLE 5-6: PARKS AND RECREATION CAPITAL PROJECTS SHORT-TERM ACTION PLAN**

Park	Location	Project	Cost	Primary Funding Source
<b>Neighborhood Parks</b>				
Chegwyn Farm	Northern McMinnville	Add accessible paved path to connect with Grandhaven Elementary School	\$50,000	SDCs
West Hills Park	Western McMinnville	Add off-leash dog area	\$300,000	SDCs, Grant, Donation
		Add restroom	\$600,000	SDCs
<b>Parklettes</b>				
Bend-O-River	Eastern McMinnville	Replace play structure with nature playground	\$595,000	Bond, Grant, Donation
Kingwood	Northern McMinnville	Replace play area and surface	\$725,000	Bond, Grant, Donation
North Evans	Northern McMinnville	Replace play area and surface	\$725,000	Bond, Grant, Donation
<b>Community Parks</b>				
City Park	Central McMinnville	Replace dragon play structure with destination play structure that is barrier free <sup>1</sup>	\$3,800,000	Grant, Donation, Bond
		New amphitheater for community events (flood-friendly)	\$325,000	SDCs, Donation
		Replace restrooms	\$510,000	Grant, Bond
		Complete ADA improvements identified in Public Works 5-year CIP	\$110,000	Bond, Grant, Donation
		Improve efficiency and coverage of lighting	\$25,000	Bond, Donation
Discovery Meadows	Western McMinnville	Renovate splash pad	\$350,000	Grant, Donation
		Replace playground	\$1,232,500	Bond, Grant, Donation
		Cover, improve, and renovate skatepark	\$425,000	Bond, Grant, Donation
Joe Dancer Park	Central McMinnville	Add restroom (following feasibility study)	\$600,000	SDCs
		Add lighting	\$50,000	SDCs
Wortman Park	Northern McMinnville	Replace west shelter as identified in Public Works 5-Year CIP	\$277,000	Bond, Grant
		Wayfinding/markers	\$17,000	Bond, Grant, Donation
		Add lighting	\$50,000	SDCs
<b>Linear/Trail Parks</b>				
West McMinnville Linear Park/James Addition	Western McMinnville	Replace play equipment	\$725,000	Bond, Grant, Donation

<sup>1</sup> Any future redesign or replacement of the wooden play structure in City Park (the Dragon play structure) will include community involvement to ensure that its unique history is carried forward into a future play structure.

**TABLE 5-6: PARKS AND RECREATION CAPITAL PROJECTS SHORT-TERM ACTION PLAN**

Park	Location	Project	Cost	Primary Funding Source
Natural Areas				
Airport Park	Eastern McMinnville	Install accessible pathway along west edge to connect to viewpoint	\$150,000	SDCs
		Replace wayfinding signage	\$17,000	Grant, Donation, Bond
Barber	Western McMinnville	Add soft surface trail connecting SW Old Sheridan Rd/SW Baker St.	\$32,000	SDCs
		Add signage for future trail connection	\$20,000	SDCs
		Add small parking lot potentially via an access or use agreement	\$250,000	SDCs
		Add pedestrian bridge across Cozine Creek	\$30,000	SDCs
Heather Hollow	Western McMinnville	Add signage for future trail connection	\$20,000	SDCs
Kiwanis Park	Central McMinnville	Replace boat launch/fishing pier (and preserve existing Camas plants)	\$250,000	Bond, Grant, Donation
Quarry	Western McMinnville	Access via property easement or acquisition from church	\$95,000	SDCs, Partnership
		Add bike skills course/pump track	\$500,000	SDCs, Grant, Donation
		Add soft surface loop trail	\$46,000	SDCs
Tice Woods - Rotary Nature Preserve	Northern McMinnville	Add lighting to parking lot	\$50,000	SDCs
		Add maintenance vehicle access	\$10,000	Bond
Tall Oaks Cozine	Western McMinnville	Add signage for future trail connection	\$20,000	SDCs
Proposed Neighborhood Parks				
Northeast Central	Northern McMinnville	Land acquisition for new neighborhood park	\$1,500,000	SDCs
Northwest Central	Northern McMinnville	Land acquisition for new neighborhood park	\$150,000	SDCs
Proposed Greenways (development only)				
Joe Dancer Park/Three Mile Lane Greenway	Eastern McMinnville	Greenway development	\$245,455	SDCs
Cozine to Dancer Park Greenway	Central McMinnville	Greenway development	\$1,006,364	SDCs
<b>TOTAL:</b>			<b>\$15,883,318</b>	

Source: MIG

Note: Planning level cost assumptions that do not include capital costs for parks currently under development.

All costs are in 2023 dollars not accounting for inflation.

## SHORT-TERM FUNDING PLAN

There are two primary funding sources that will be needed to implement the short-term (five-year) priority projects from the 20-year CIP. Most of the funding is proposed from a future bond measure, with park SDCs providing the second largest resource. SDC eligibility depends on the project type as listed in the CIP. Generally, projects that add park and recreation capacity are SDC eligible. The remaining resources include grants, donations, and other sources. Table 5-7 summarizes the funding resources and proposed amounts to support priority projects.

**TABLE 5-7: SHORT-TERM FUNDING PLAN**

Resource	Estimated Amount	Assumptions
<b>Park bond</b>	\$9,463,500	Assumes a percentage of total parks bond value.
<b>Park SDCs</b>	\$6,039,818	Assumes an increase in current rate and includes commercial development, based on current LOS. <sup>1</sup>
<b>Grants</b>	\$210,000	Assumes the same average annual revenues as seen between 2015 and 2024.
<b>Donations</b>	\$65,000	
<b>Interest &amp; other</b>	\$105,000	
<b>Total Estimated Resources</b>	\$15,883,318	

Source: MIG and CAI. Amount is based on SDC eligible projects. The total anticipated SDC revenue from the CIP is greater than the anticipated revenue from eligible projects in the short-term project list. However, the surplus is not transferable to non-SDC eligible projects in the short-term project list.

### PRIORITIZATION CRITERIA

Capitalizing on existing resources and maximizing efficiencies are not enough to build and maintain McMinnville’s future park and recreation system. Achieving the community’s expectations of a clean, safe, and welcoming park system will require substantial funding beyond the resources the City currently invests in parks, facilities, and programs. The planning team relied on feedback from the project prioritization activities taking place to help identify the short-term, 5-year project list.

To assist the City in focusing on future projects, partnership opportunities,

or community requests, the following presents a two-step evaluation process for prioritizing capital projects. Staff should use this to work collaboratively with elected and appointed officials and the community to finalize the prioritization and completion of park improvement projects paid for through available funding.

This evaluation framework may also be used to sequence capital projects in annual capital improvement planning and budgeting. Projects that are aligned with multiple goals are important. However, projects that meet multiple criteria in Step 2 should be implemented more quickly.

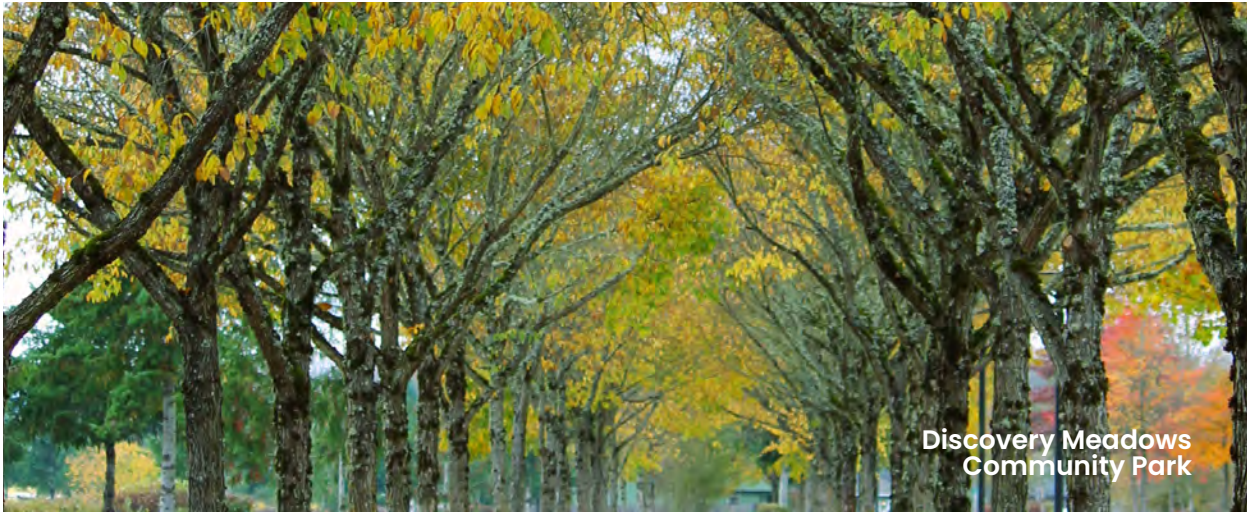


## **STEP 1: How well does a proposed project address the community identified PROS Plan goals?**

- **Ensure equitable park access:** Does the project serve underrepresented groups or underserved geographic areas to balance park access and provide equitable opportunities for all?
- **Support community cohesion:** Does the project provide opportunities for social gatherings, empower residents in decision-making, and build long-term support for the system by strengthening partnerships?
- **Provide a welcoming system:** Would the project serve to strengthen McMinnville's different age groups, incomes, and backgrounds?
- **Provide safe and clean parks:** Would the project result in an increase in user safety or provide an overall improvement to the look and feel of an existing park or facility?
- **Support diverse recreation opportunities:** Does the project provide something unique to the park system, or add an improvement that doesn't exist in a nearby park?
- **Create and preserve nature:** Does the project protect natural resources, wildlife habitats, and tree canopy while fostering environmental stewardship and expanded water access, educational opportunities, and ways to experience nature?
- **Create an interconnected trail and street system:** Does the project make a key connection or expand the greenway and trail system to ensure more residents have safe ways to get to parks and recreation facilities?

## STEP 2: How well does a proposed project address community values and maximize city resources?

- **Safety and Use:** Does the project improve safety or restore/enhance uses?
- **Resource Availability:** Does the project use or leverage available resources (staffing, funding, grants, partnerships, equipment)?
- **Cost Savings:** Does the project reduce costs, increase revenues, increase sustainability, or increase maintenance and operational efficiencies?
- **Critical Path:** Will the project be a key step towards bringing capital and needed partners to the table for additional improvements?
- **Ease of Implementation:** Can the project be done quickly and easily (e.g., advanced planning, feasibility studies, and permitting have been completed)?
- **Existing Opportunity:** Can the project be implemented using existing park space or available public space (e.g., property already acquired, vacant lands, existing rights of way)?
- **Value:** Does the project deliver high value for the cost or resources needed, relative to other projects?
- **City Priority:** Does the project coincide with or support another City project or City Council initiative?
- **Community Priority:** Does the project repair or renovate a high-use, popular park/facility or address top community needs?
- **Multiple Benefits:** Does the project benefit a large number of people and/or support multiple or flexible uses? Does it further climate action planning or natural disaster mitigation/awareness?



## IMPLEMENTATION STEPS

The City will need to pursue a multi-step strategy to fund the short-term project list, and eventually further prioritize and implement remaining projects and future parks and facilities identified in the CIP. Following updates to the park system development charge which will increase at some level above the current rate, the City should continue pursuing a strategy to build community support for future initiatives, notably a capital bond measure.

**1. Building community support:** Some new mechanisms to fund public improvements will require the will of voters. It will be important to employ public input, education, outreach, and polling before any specific funding mechanism is attempted. This Plan and the vision expressed by the community of McMinnville should be used as the basis for building support.

**2. Leveraging new and existing partnerships:** Partnerships and agreements between the City and other local serving agencies and private and institutional organizations increase the City's capacity to implement this Plan. Staff resources and technical expertise should be dedicated to continue

building and maintaining relationships, to coordinate with partners and volunteers, write grant applications, and cultivate sponsorships and donations to support the park and recreation system.

**3. Using equity as a lens to monitor and update the Plan:** It will be important to check in with the community and validate or adjust the Plan for any major shifts in priorities or project opportunities, focusing on progress towards identified gaps in the system. The five-year period defined by priority project list presents a good time for this check-in, with a recommended Plan update within about ten years. Following the adoption of this Plan, the City could develop a work plan. This work plan can be revisited biannually, ahead of the budgeting process, to reevaluate progress and priorities (making use of the prioritization criteria and other decision-making tools) and adjust for new opportunities.

**4. Pursuing a variety of funding sources for long-term implementation:** The City will need increased capital and operations funding based on the total cost to implement this Plan. The next page provides a summary of some of the most available and suitable options.



## CAPITAL FUNDING

- **General obligation bond:** McMinnville already passed a successful bond measure following adoption of the 1999 Plan. These are voter approved bonds paid off by an assessment placed on real property. The money may only be used for capital improvements. This property tax is levied for a specified period (typically 15–20 years) and requires a simple majority voter approval.
- **Oregon State Park Grants:** The largest funding source for park and recreation projects are competitive grants from Oregon State Parks. Two of the most popular sources include the Land and Water Conservation Fund and Local Government grant programs.
- **Community Development Block Grants (CDBG):** These grants from the Federal Department of Housing and Urban Development are available for a wide variety of projects. Most are used for projects in lower income areas of the community because of funding rules.
- **Private Grants and Foundations:** Private corporations and foundations provide money for a wide range of projects, targeted to the organizations’ mission. Some foundations do not provide grants to governments but will often grant to partner organizations. Private grants can be difficult to secure because of the open competition and the up-front investment in research and relationship building.
- **Donations:** The donation of labor, land, or cash by service agencies, private groups, or individuals is a popular way to raise small amounts of money for specific projects.



## OPERATIONS AND MAINTENANCE FUNDING

- Local-option Levy:** Decided by voters, a local-option levy raises funding for park operations, maintenance, and restoration through an increase in property taxes. At the time of development of this Plan, the City's current tax rate is nearly reached the maximum allowed under state law (assuming all full permanent rates are applied). Therefore, a local option levy is not practically available to aid in parks operations, maintenance, restoration, parks related education, volunteer programs, or other similar activities without structural changes to Oregon's property tax limits.
- Service Fees:** Parks and recreation generate some revenue through charges for services. The City may consider increasing parks and recreation facility use fees to generate additional revenue to support parks operations and maintenance. The City could consider implementing an annual index to increase parks fees or may adopt an appropriate increase consistent with facility use fees in other surrounding cities and market rates.
- Utility Fee for Parks:** A park utility fee creates dedicated funds to help offset the cost of park maintenance. Most City residents pay water and sewer utility fees. Park utility fees apply the same concepts to city parks, and a fee can be assessed to all businesses and households.
- Concession Fees:** As the City develops parks and facilities, the City may consider forming public-private partnerships with vendors to provide services within these parks, including selling concessions or renting equipment. The City may enter into these agreements and include a concession fee for vendors. The revenue generated by these concession fees depends on the number of concessionaires that the City works with as well as demand for these concessions as parks are developed.



Airport Park

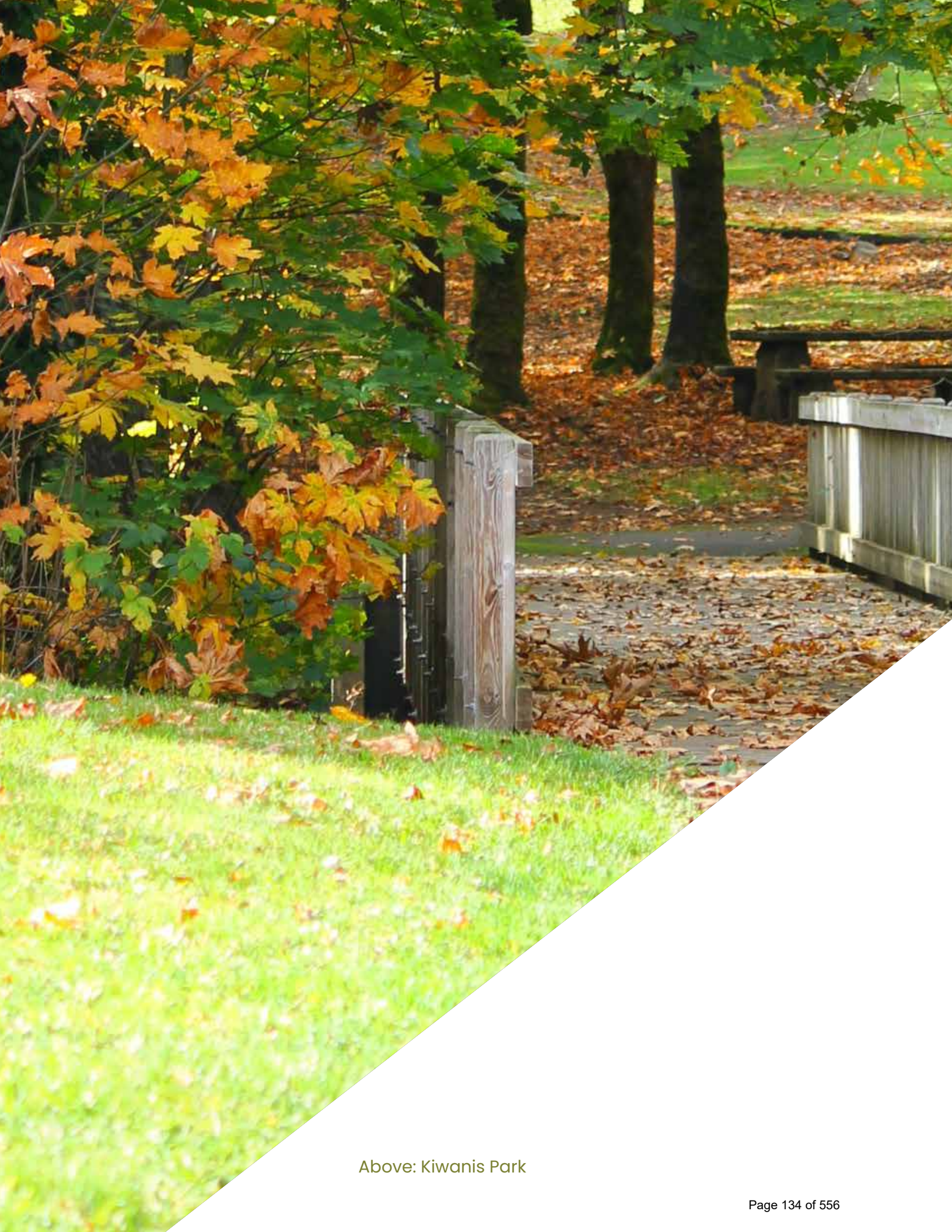


# City of McMinnville

PARKS & RECREATION







Above: Kiwanis Park





# **APPENDIX A**

## **PARK AND RECREATION FACILITY INVENTORY**

Parks	Acres	Bathrooms	Playgrounds	Paved Path (miles)	Soft Trail (miles)	Benches	Picnic Tables	Group Picnic Area	Cook Shelter	Drinking Fountains	Softball/Baseball/T-ball Field	Soccer Field	Basketball Hoop	Tennis Court	Pickleball Court	Skateboard Park	Dog Waste Stations	Pole Lights	Bollards	Trash Cans	Parking Lot Spaces	Irrigation System (Zones)	Other	
<b>Neighborhood Parks</b>																								
Chegwyn Farms	3.9	1	1	0.5		7	9	1		1			1				4		3	6		27		
Jay Pearson Park	2.9	1	1	0.3		3	6	1		1									1	3		23	Barrier Free Playground	
Thompson Park	2.3	1	1	0.3		6	7	1		1		2						1	1	4	4	15	Horseshoe Courts	
West Hills Park	7.8		1	0.9		10	3			1							5			4	6	63	Detention pond	
<b>Subtotal</b>	<b>16.9</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>10</b>	<b>128</b>		
<b>Parkettes</b>																								
Bend-o-River	0.3		1	0.1		3							1								2		7	
Greenbriar	0.2																						1	
Kingwood	0.6		1	0.0									1								1		1	
North Evans	0.3		1	0.0		2											1				1		3	
Taylor	0.3		1	0.0		1	1														2		3	Chess/Checkers Tables
Village Mill	0.5																							
<b>Subtotal</b>	<b>2.3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>15</b>		
<b>Community Parks</b>																								
City Park	16.2	1	2	0.8	0.3	10	20	1	1	3				2	6			45	1	25	76	39	Creek, Fountain, Bridge	
Joe Dancer Park	104.7		1	1.0	1.2	30	6			5	11	12	1			1	2	11	4	42	538	181	Wetlands, Soccer Kicking Wall	
Discovery Meadows	21.4	1	1	1.0	1.0	67	26	2	1	4	1		4			1	5	43	6	20	82	119	Splash Pad, Wetlands	
Wortman Park	21.5	2	2	2.0		10	25	4	1	4	1						3	5	1	26	93	8	Disk Golf, Creek, Bridge	
<b>Subtotal</b>	<b>163.7</b>	<b>4</b>	<b>6</b>	<b>4.8</b>	<b>2.5</b>	<b>117</b>	<b>77</b>	<b>7</b>	<b>3</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>10</b>	<b>104</b>	<b>12</b>	<b>113</b>	<b>789</b>	<b>347</b>		
<b>Special Use Parks</b>																								
Riverside Drive Dog Park	3.6			0.3		2															20	20		
<b>Subtotal</b>	<b>3.6</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>		
<b>Linear/Trail Parks</b>																								
<b>West McMinnville Linear Path</b>																								
Ash Meadows	1.3			0.1		1												6		1		6	Creek	
Goucher St. Pathway	1.7			0.4		2											2	11		4		12		
James Addition	1.3		1	0.1		3											1	5		2		9	Creek	
Jandina	2.6			0.2		2						1					1	4		1		3		
Jandina III	2.1			0.1		2											1	7		2		17	Creek	
West McMinnville Linear Park	0.2																							
Westvale	4.5			0.3		3											1	6		2		11		
<b>BPA Path (paved)</b>																								
BPA Pathway I (2nd Street to Wallace)	2.8			0.6		5											4	20	8	6		25		
BPA Pathway II (Wallace to 23rd)	4.1			0.5		6											7	28	7	7		31	Bridge	
Roma Sitton (23rd to Baker Creek Road)	1.7			0.1		2											1		1	1		9		
BPA North (Baker Creek Road to chip path)	1.3																							
<b>North McMinnville Trail</b>																								
Baker Creek North - Parcel D	14.9			0.2	0.4																			
Oak Ridge Meadows	5.4				0.4																			
<b>Subtotal</b>	<b>43.8</b>	<b>0</b>	<b>1</b>	<b>2.7</b>	<b>0.8</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>16</b>	<b>26</b>	<b>0</b>	<b>123</b>		
<b>Total Developed</b>	<b>230.3</b>	<b>7</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>175</b>	<b>103</b>	<b>10</b>	<b>3</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>38</b>	<b>192</b>	<b>33</b>	<b>162</b>	<b>799</b>	<b>613</b>		



<b>Natural Areas</b>																						
<b>Developed Natural Area</b>																						
Airport Park	12.1				1.5	4	11									1	1		6	12		Creek, 3 Bridges, Mushroom House
Kiwanis Park	4.7			0.3			2								1	1	1	2	12	8		Bridge
Tice Woods - Rotary Nature Preserve	32.8	1		0.2	1.0	2												1	16	7		Pond, 2 Kiosks, Boardwalks, Bridges
<b>Undeveloped Natural Area</b>																						
Angela Court	2.3																					
Ashwood Derby	0.3																					
Barber	11.8																					
Bennette Addition	0.2																					
Carlson	3.3																					
Creekside Cozine	3.9																					
Creekside Meadows	15.3																					
Crestwood	1.7																					
Dayton	6.8																					
Fir Ridge	0.7																					
Heather Hollow	3.2																				6	
Quarry	11.9																					
Tall Oaks Cozine	12.6																					
<b>Subtotal</b>	<b>123.4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>40</b>	<b>21</b>
<b>Undeveloped</b>																						
Brookview	0.7																					
Davis Dip	1.6																					
Jay Pearson Park - east side	1.2																					Detention pond
Meadowridge	0.7																					
<b>Subtotal</b>	<b>4.2</b>																					
<b>Combined Total</b>	<b>358.0</b>																					





Above: Thompson Park





# **APPENDIX B**

## **ONLINE VALUES AND NEEDS SURVEY SUMMARY**



# Online Values and Needs Survey Summary

McMinnville PROS  
Plan Update

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Survey Period: Dec 16, 2022 – Feb 5, 2023



# Purpose

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In Summer 2022, the City of McMinnville began updating its Parks, Recreation, and Open Space Plan to identify community priorities, needs, and recommendations to improve and enhance parks, recreation facilities, trails, programs, events and related services. As part of the planning process the City launched an online survey and invited community members to provide input on their values, parks visitation needs, needed improvements, new park locations, and recreation program usage and desires.

The online survey was available online from December 16, 2022 to February 5, 2023. The survey was promoted by the City of McMinnville through several channels including social media, email newsletters, on the project website, and more (see next page).

The findings are from a broad enough sample that they can help the City identify common themes and needs. All questions were optional. Some questions allowed participants to select two or more answer choices resulting in total counts greater than the number of respondents and total percentages greater than 100%. This summary provides results of the survey.

# Promotion

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The online survey was shared with the community through several methods in both English and Spanish including:

- Traditional methods:
  - News Register Ads
  - Posted signs, flyers or yard signs at all city facilities (including parks)
  - Sent direct postcards
  - Social media platforms
  - Emails to Parks & Rec patron list
  - Emails to school district households through peachjar
  - Community outreach software iheartmac
  - Radio promotion on MCM Channel 11 and KYLC
  - \$400 visa gift card as an incentive to take the survey
- Promotion through partner and community groups such as:
  - Non-profits
  - Chamber of Commerce, Downtown Association, Visit McMinnville
  - School District, higher education, PTA's
  - Providers that work with or serve community members who have a physical, mental or social disability
  - Sports clubs and groups
  - Service clubs
  - Interest Groups
  - Churches
  - Hispanic/Latinx focused businesses
  - Larger employers
  - Facebook groups
- Events/Meetings and Canvasing:
  - Chamber Greeters event
  - Unidos Resource fairs
  - High school focus group session
  - Dia de los Ninos event
  - Apartment complexes or mobile home parks
  - Businesses along 3rd street and Highway 99



# Online Survey Summary: Contents

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1. WHO  
RESPONDED?

---

2. VALUES AND  
PARK VISITATION

---

3. PARK  
IMPROVEMENTS  
AND NEEDS

---

4. RECREATION  
PROGRAMS

# 1. WHO RESPONDED?



**2,338 respondents**  
**In 1.5 months**

## **Residents and Students**

People who live in all parts of McMinnville (57% of respondents) and students off all grades/higher education in McMinnville (6% of respondents).

## **Employees**

25% of respondents work in Downtown, at schools, eastern McMinnville businesses, and more.

## **Mostly Adults Representing Families**

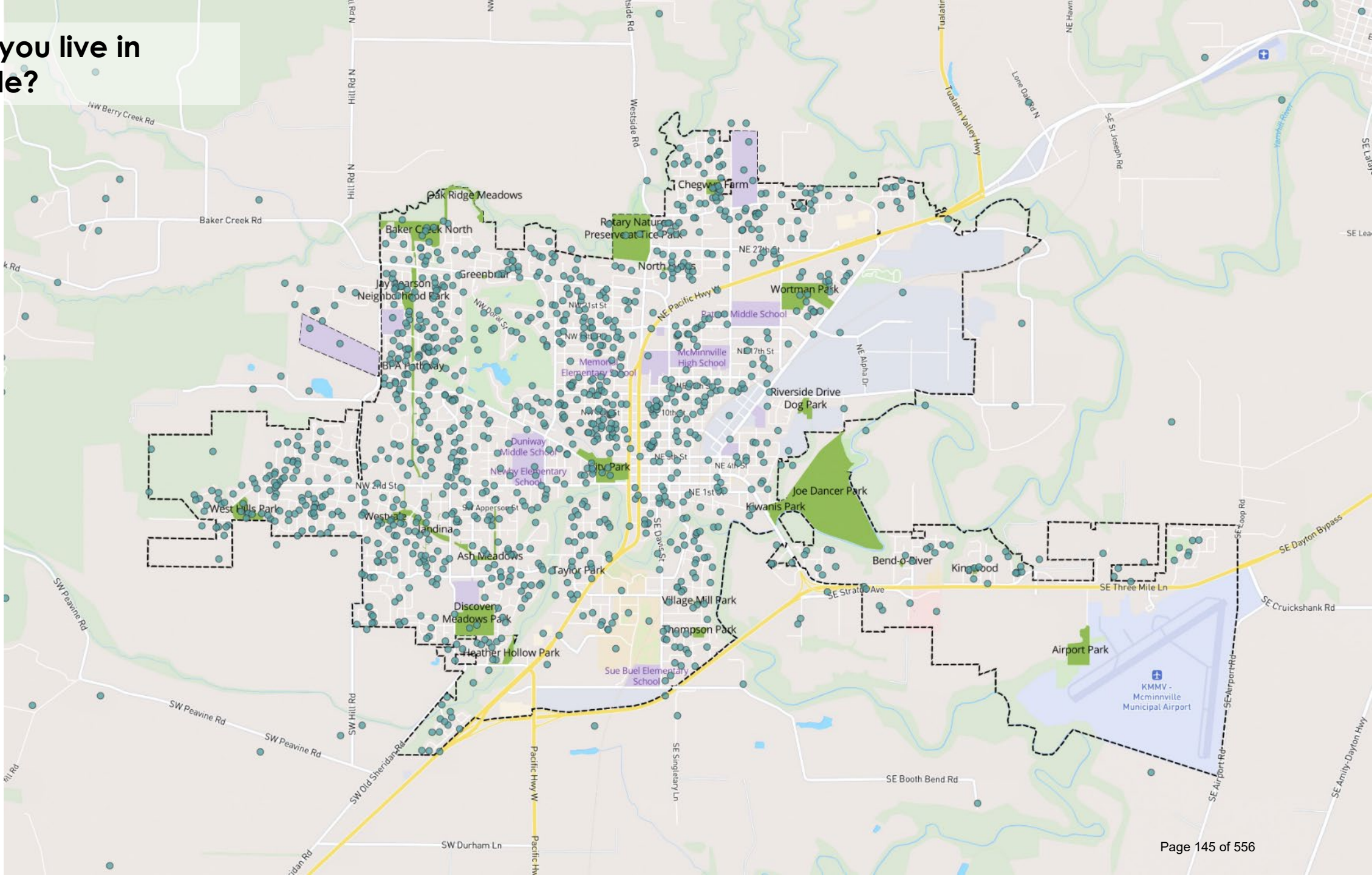
Most participants live with children, teens/tween, and older adults (65+).

## **Mixed Backgrounds, Languages, Abilities**

- About 20% of respondents self-identify as non-White/Caucasian, in alignment with the City as a whole.
- 31 respondents took the survey in Spanish.
- 15% represented someone who has a condition or disability that influences their participation in or access to parks and recreation activities.

# Where do you live in McMinnville?

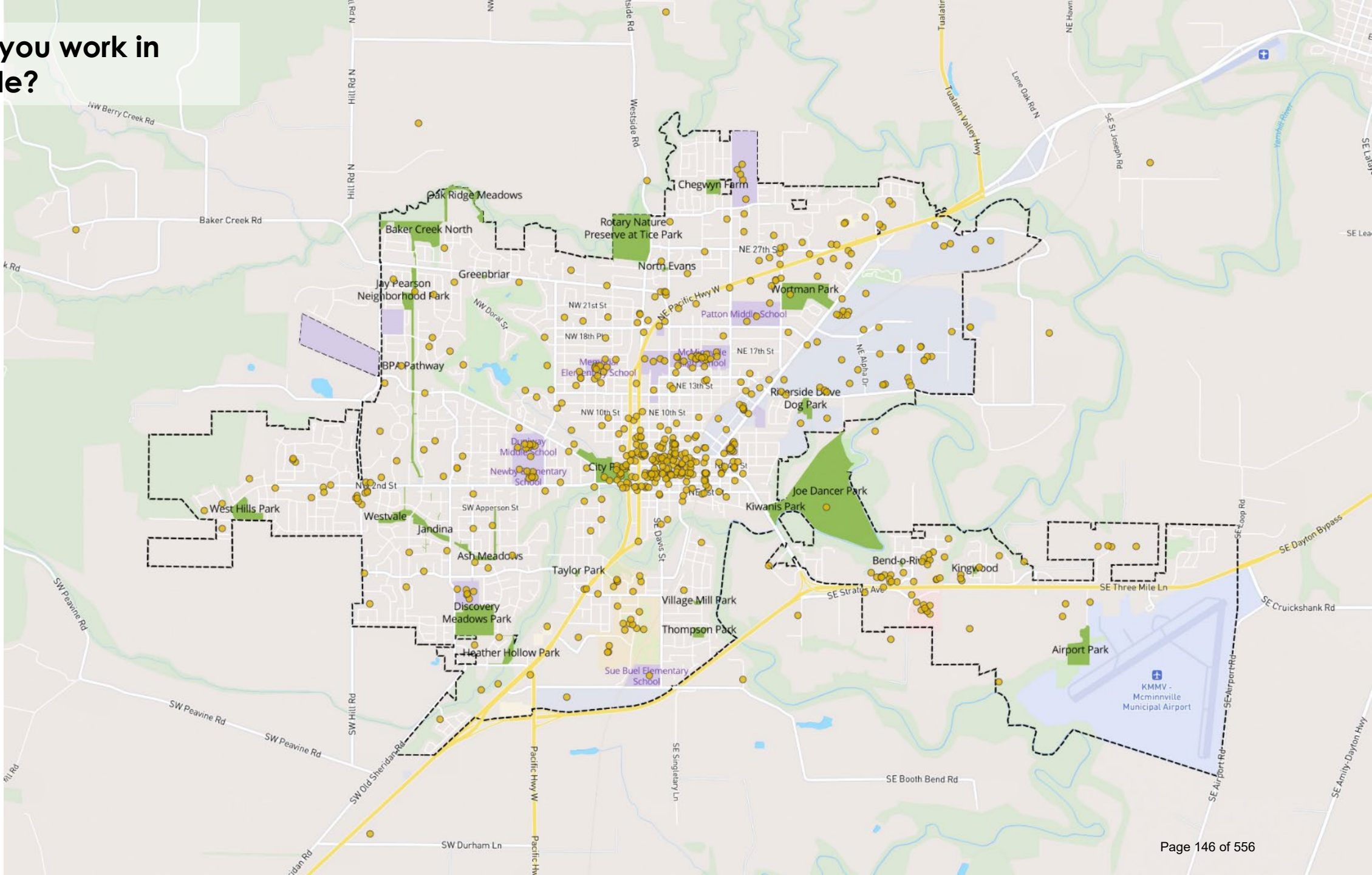
Responses  
1,287



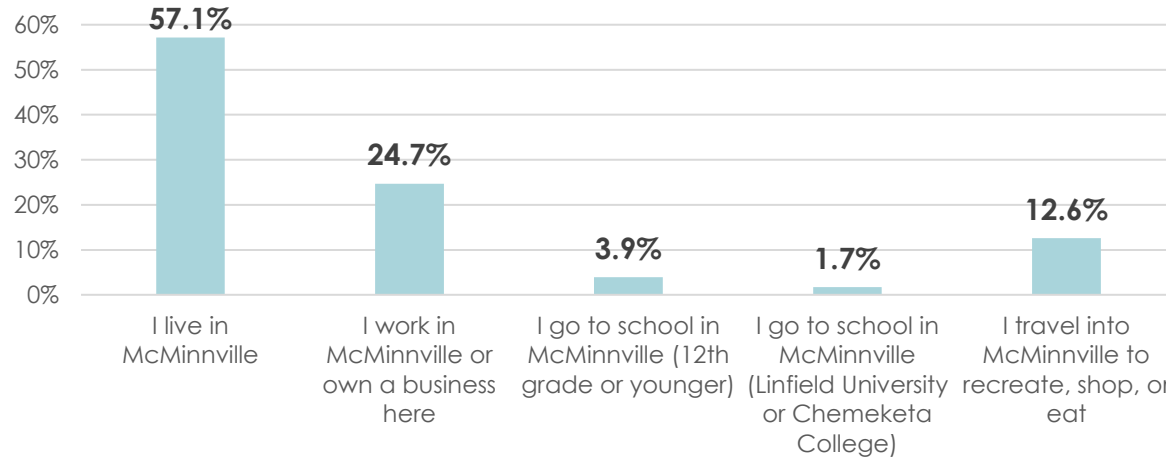


# Where do you work in McMinnville?

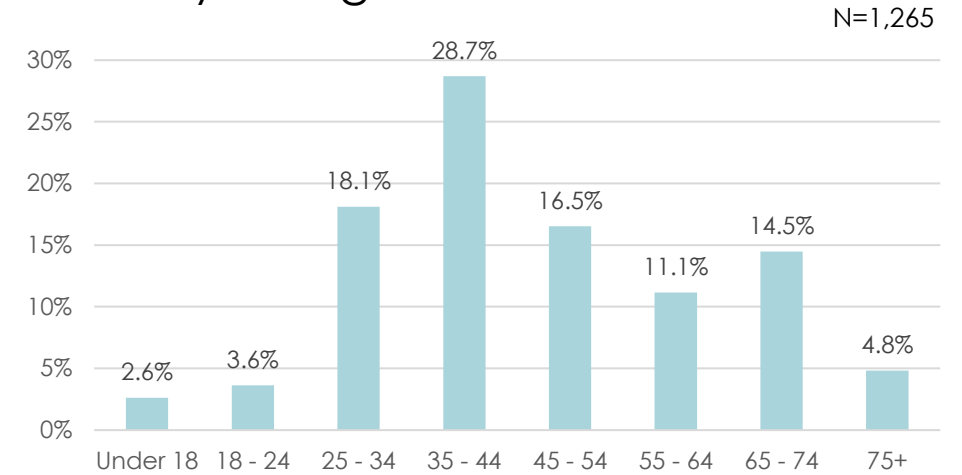
Responses  
597



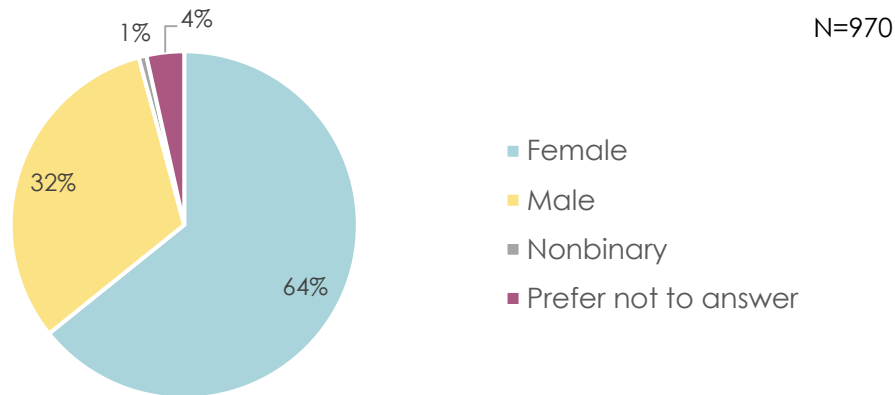
## How are you connected to McMinnville?



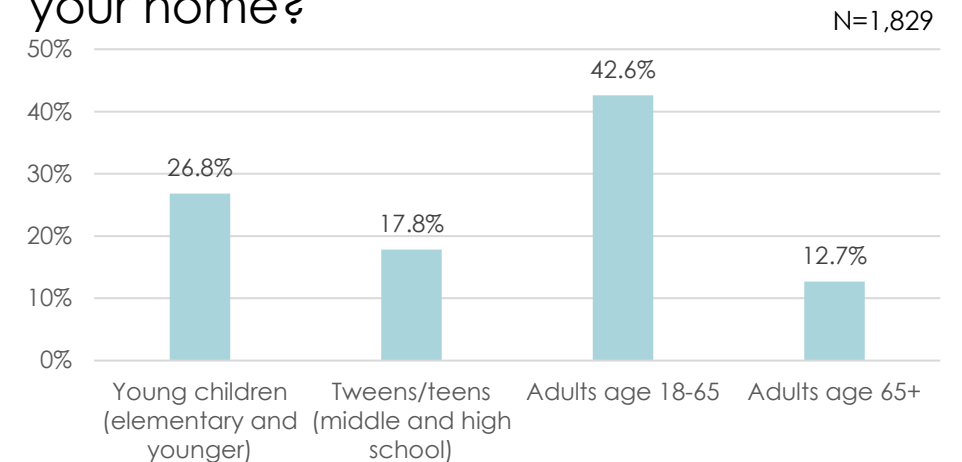
## What is your age?



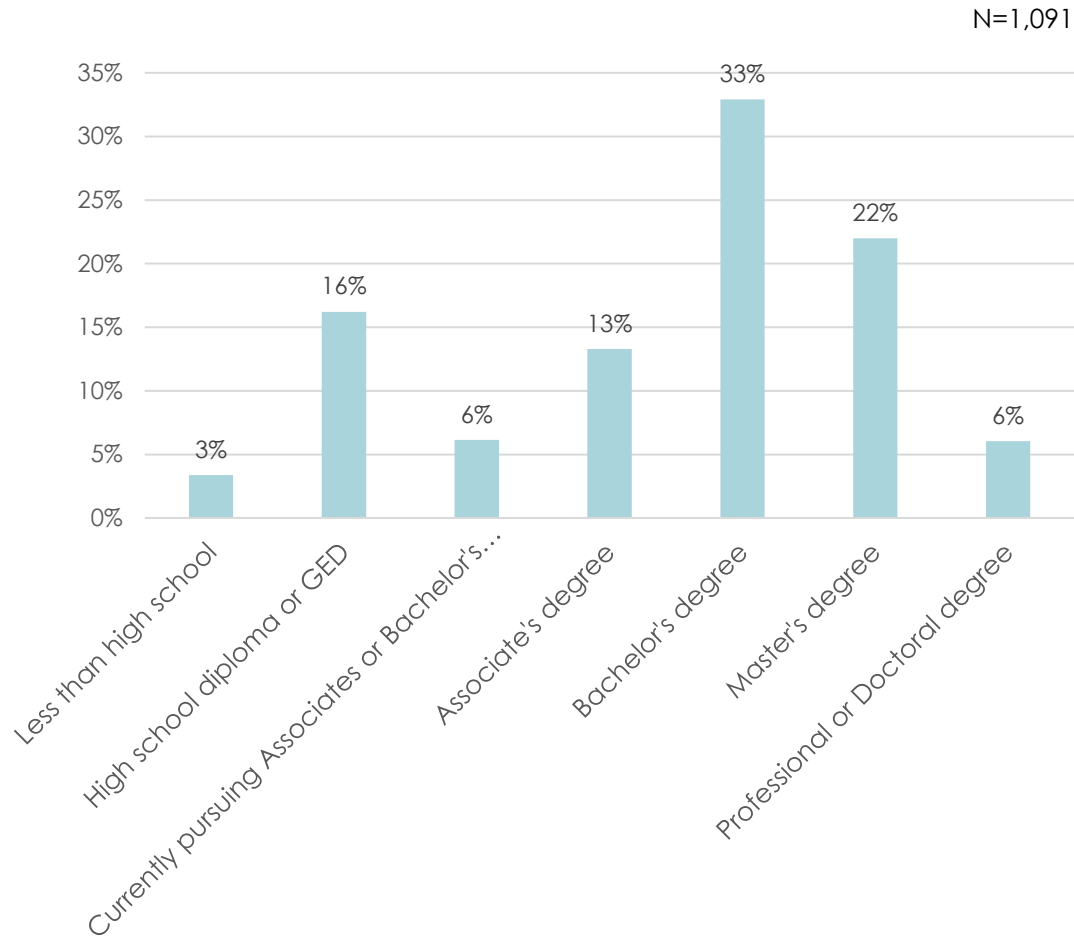
## What best describes your gender identity?



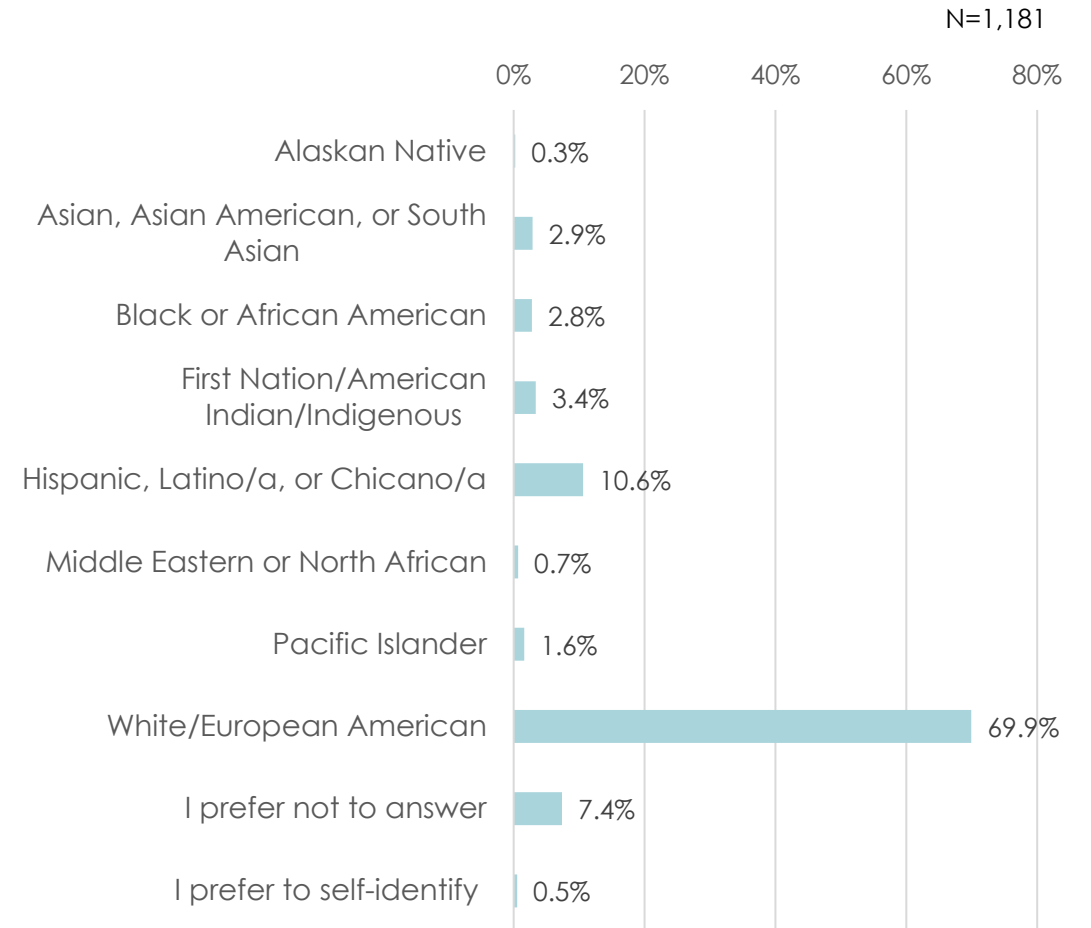
## What age are the people who live in your home?



## What is the highest degree or level of school you have completed?

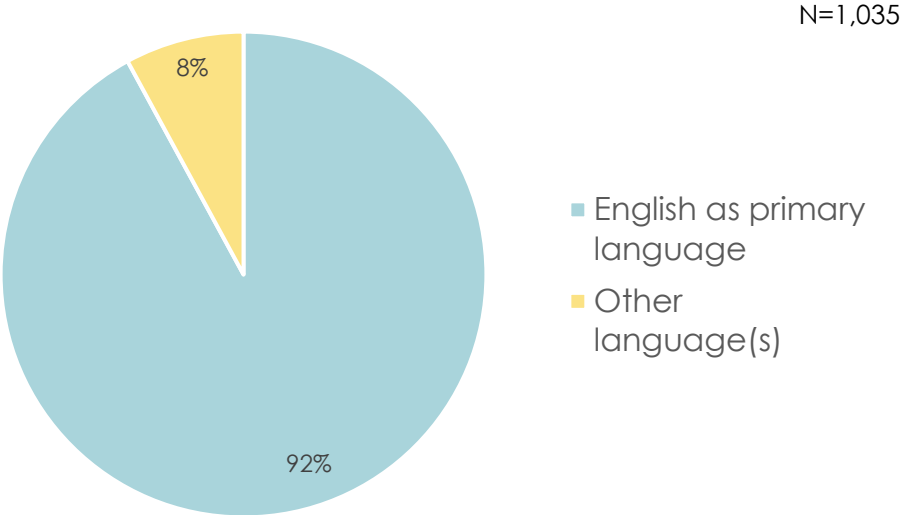


## Which of the following most accurately describes your race and ethnic identities?

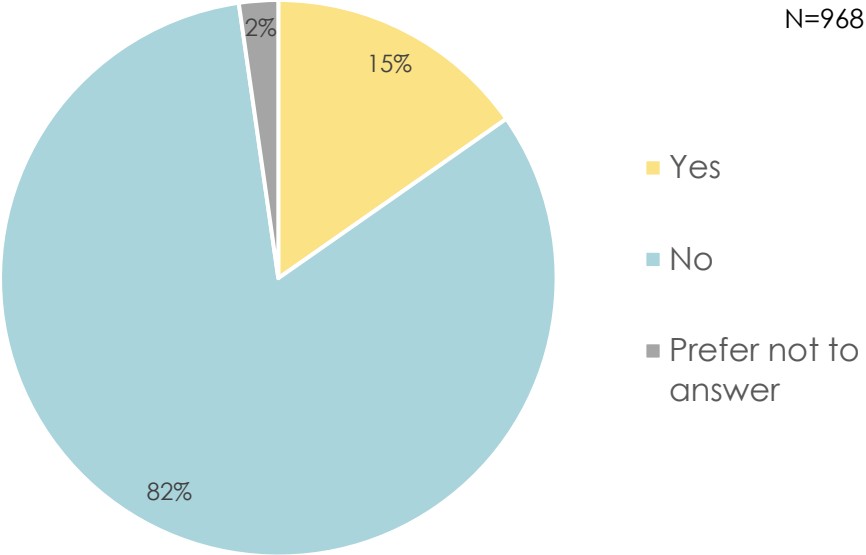




What language(s) do you speak in your household?



Do you or anyone in your family have a condition or disability that influences your participation in or access to parks and recreation activities?



# 2. VALUES AND PARK VISITATION

## Parks are extremely important

Over 95% of people who chose to take the survey rated parks as important or extremely important.

## Parks provide enjoyment

People often visit parks to gather with friends, family, and community; enjoy the outdoors/nature; and to play.

## Parks contribute to physical health

People often visit parks to be active/exercise and most like trails for walking/biking.

## Parks are a big part of daily life

Over 70% of respondents visit parks weekly or more frequently.

## Why do people go to different parks?



### Fun or Play

- City Park, Discovery Meadows



### Sports or Fitness

- Joe Dancer, City Park



### Relaxation

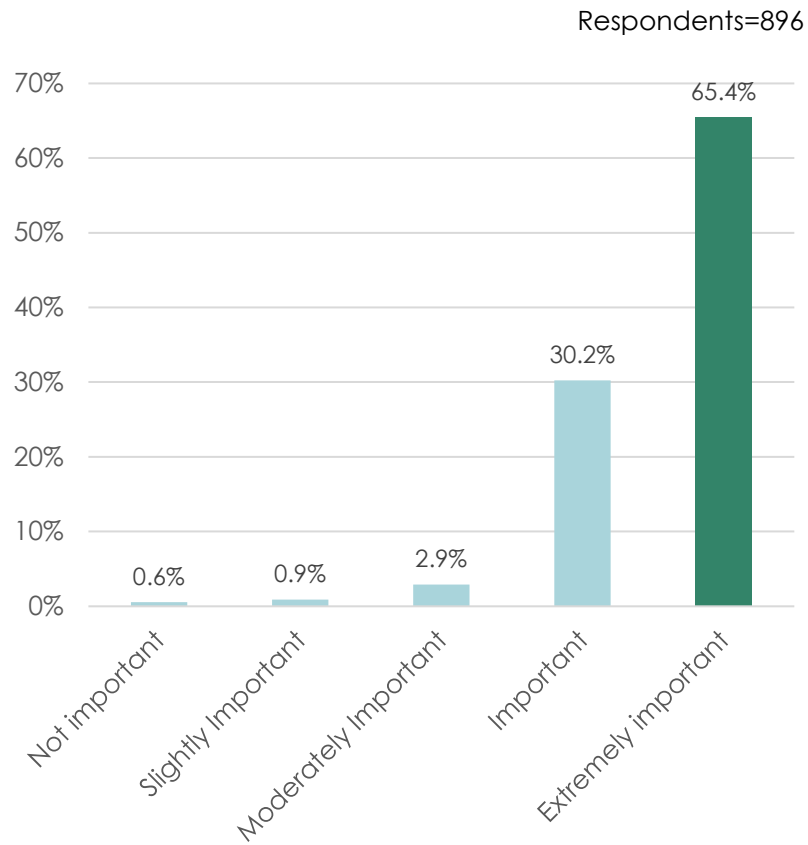
- Rotary Nature Preserve at Tice Park



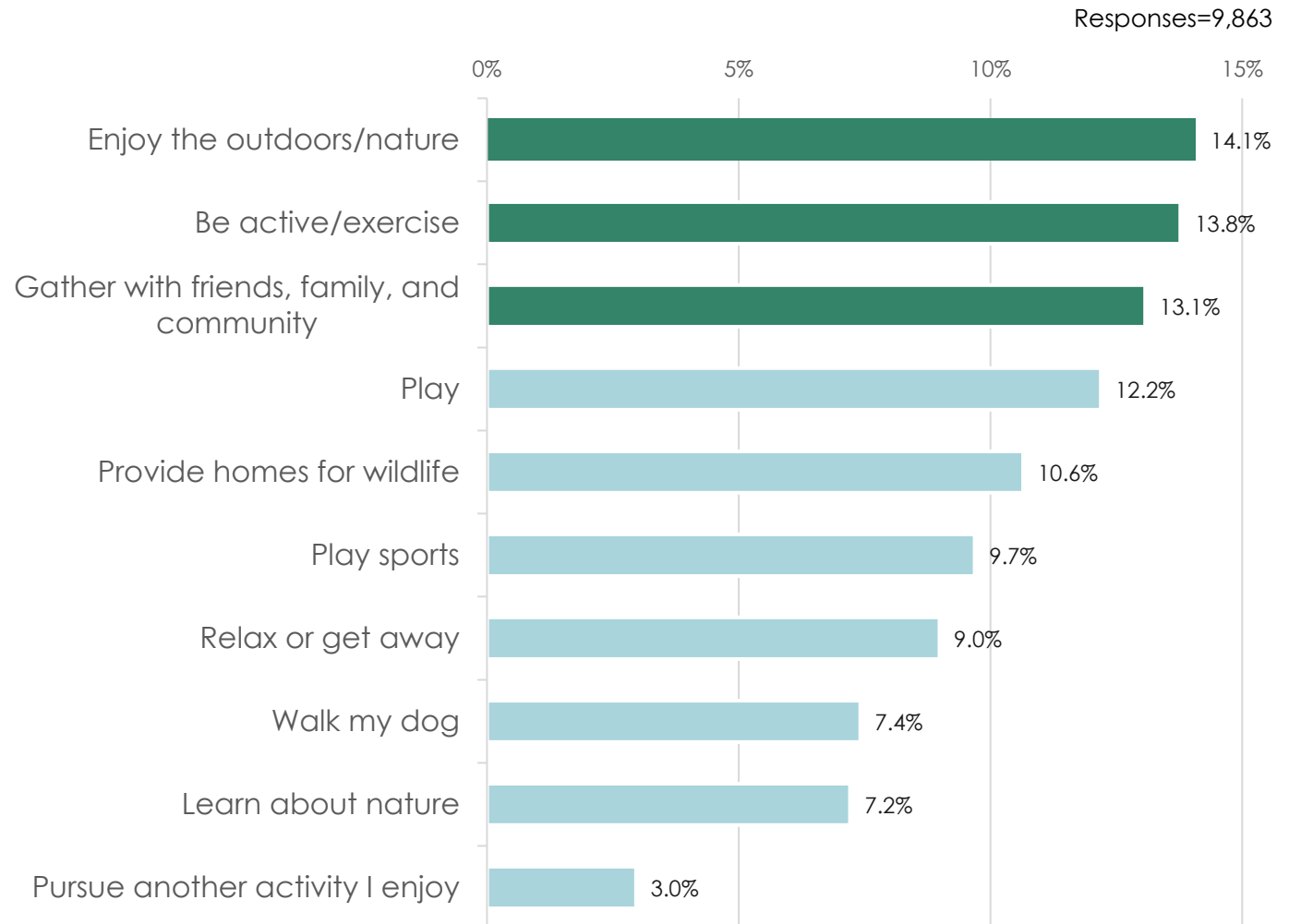
### Programs or Events

- City Park, Joe Dancer

## How important are parks and open spaces in your life?



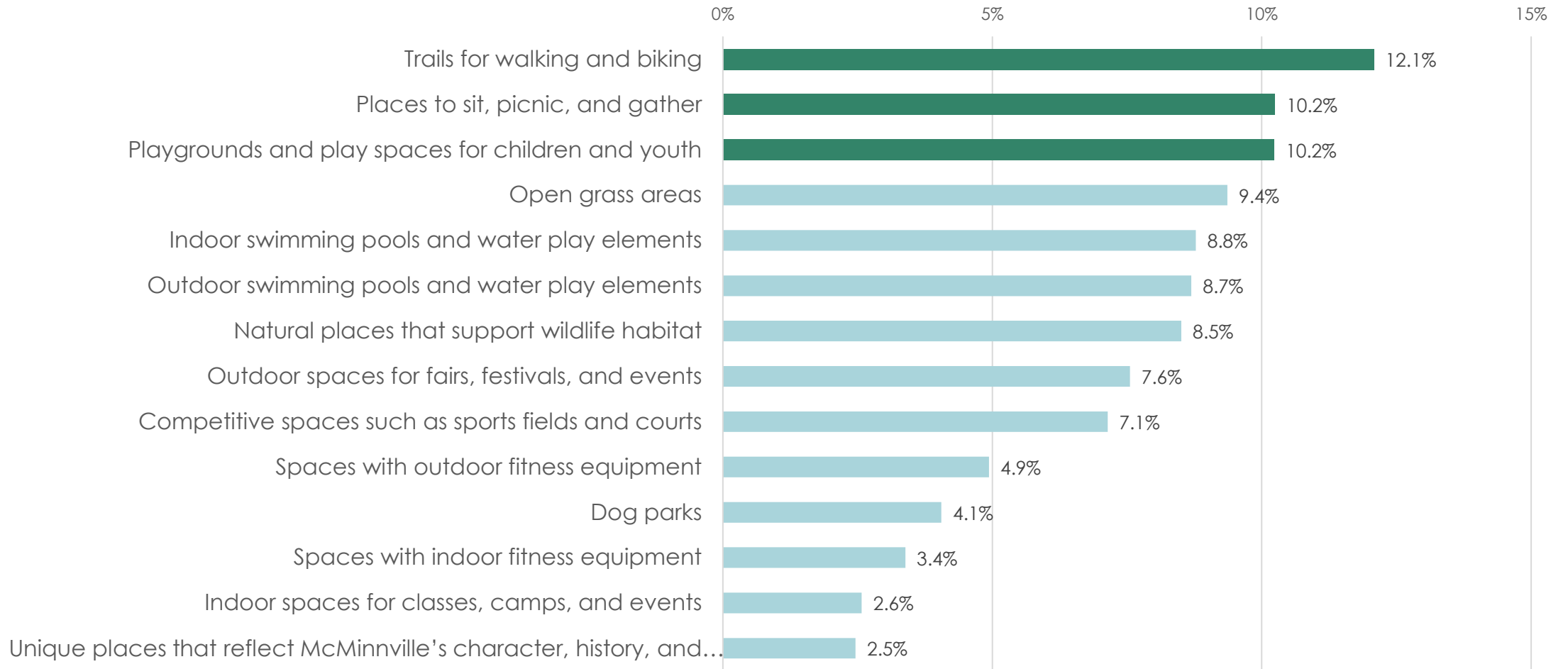
## Why are parks and recreation important to you?





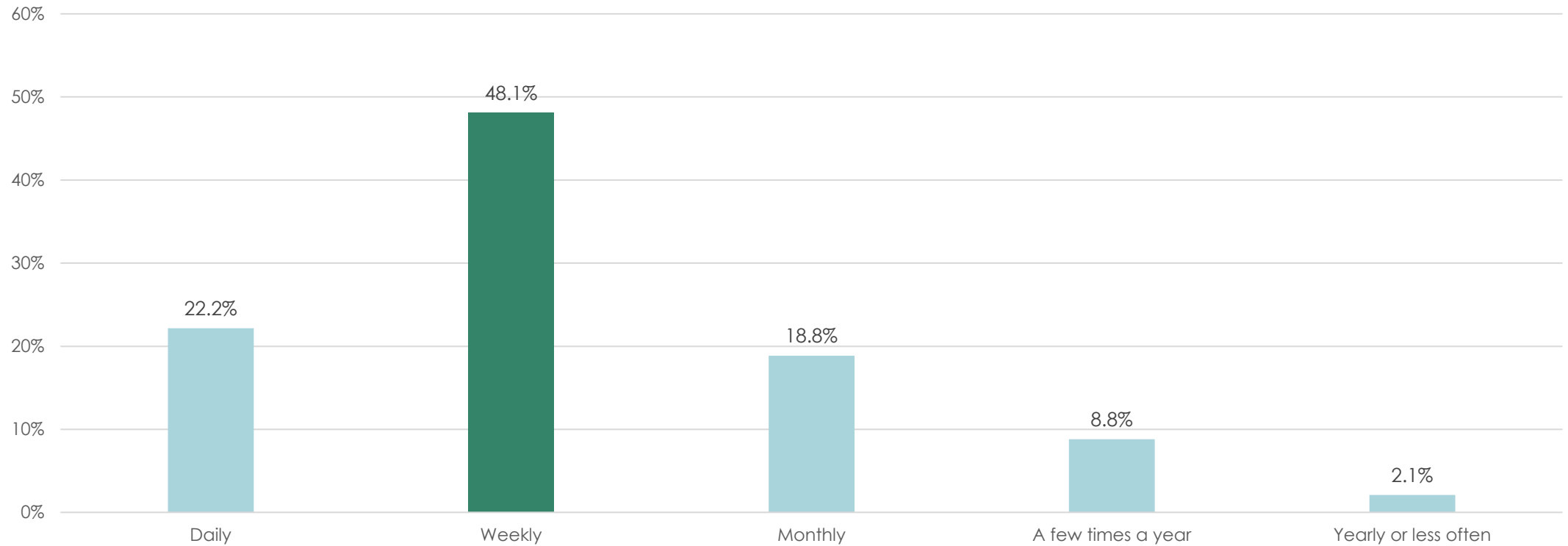
# In McMinnville or elsewhere, what do you like most in parks?

Responses=7,029



# How often do you or your family visit parks or recreational areas in McMinnville?

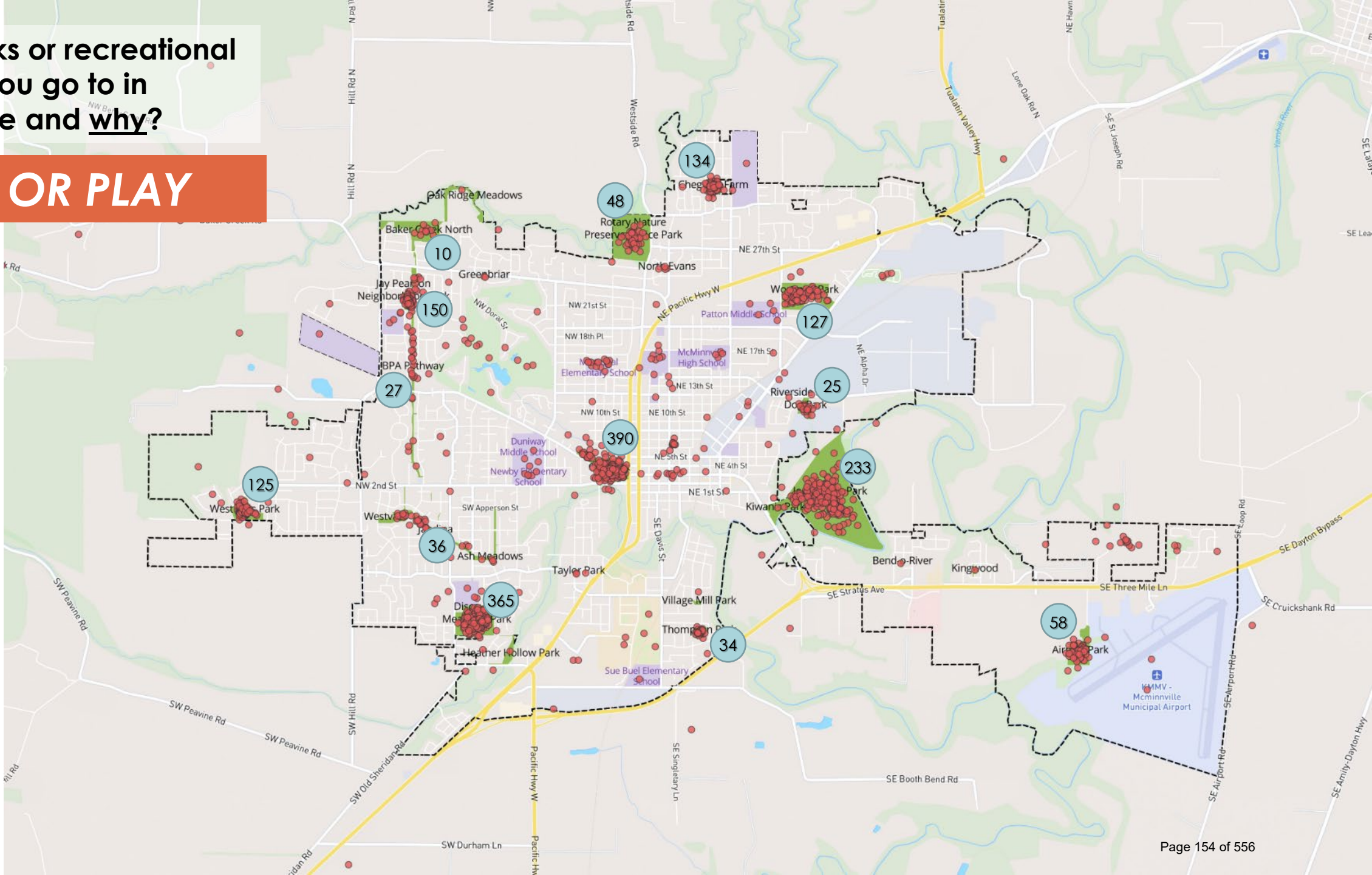
Respondents=1,385



Which parks or recreational areas do you go to in McMinnville and why?

# FUN OR PLAY

Responses  
1,991

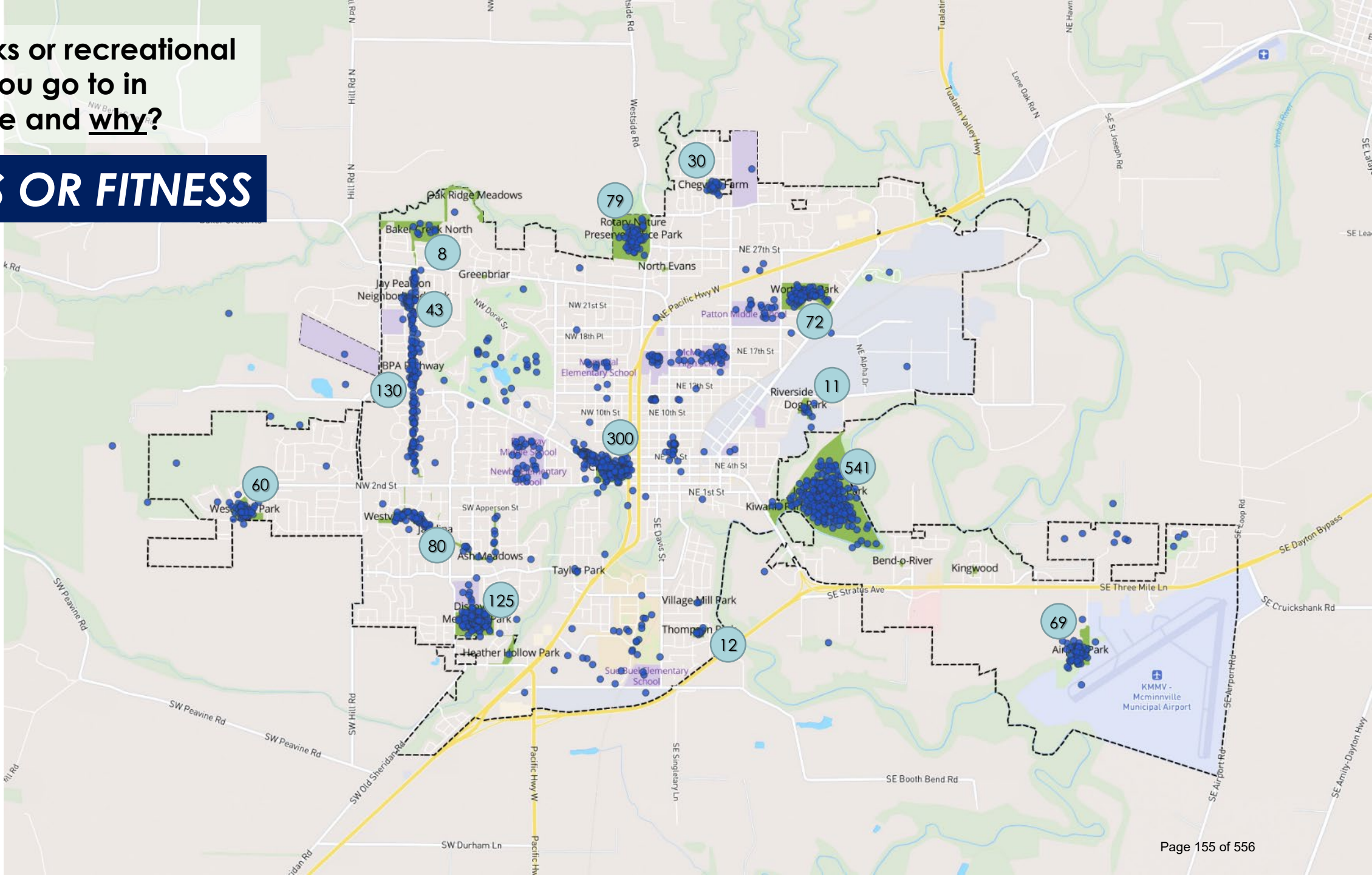




Which parks or recreational areas do you go to in McMinnville and why?

# SPORTS OR FITNESS

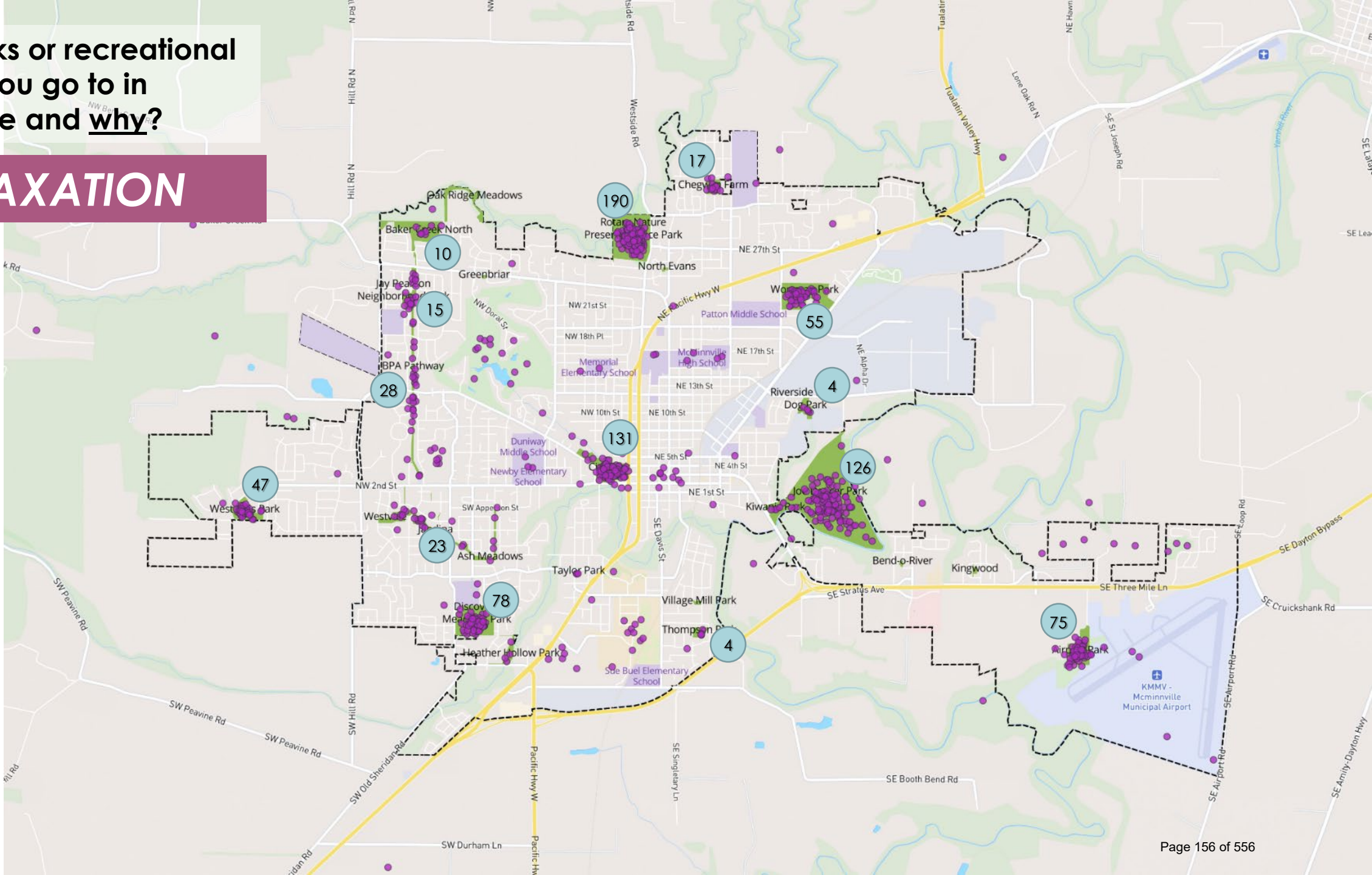
Responses  
1,881



Which parks or recreational areas do you go to in McMinnville and why?

# RELAXATION

Responses  
953

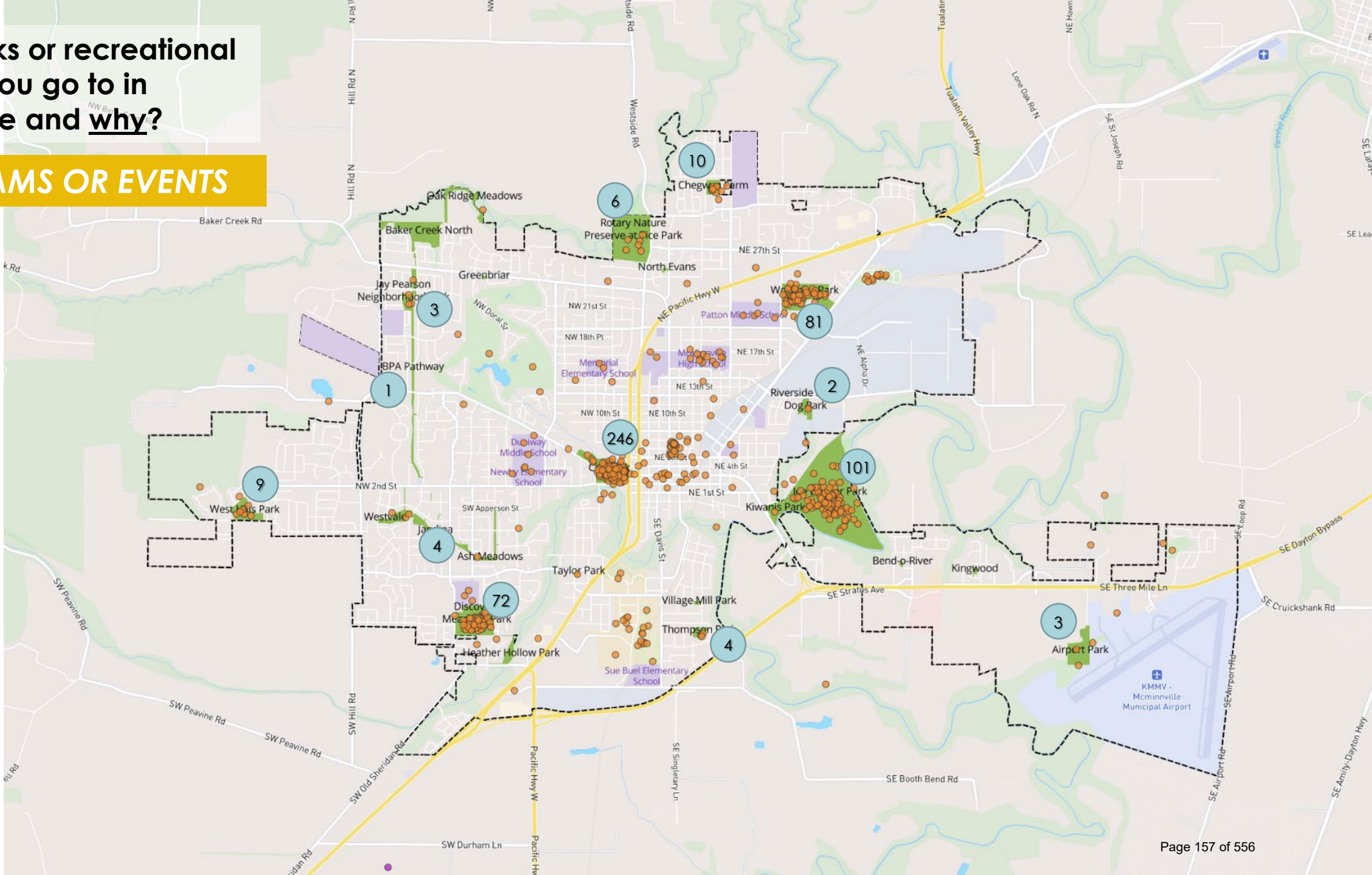




# Which parks or recreational areas do you go to in McMinnville and why?

## PROGRAMS OR EVENTS

Responses  
718





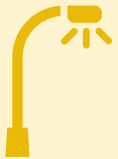


# 3. PARK IMPROVEMENTS AND NEEDS



## Popular parks need the most improvements

City Park and Joe Dancer Park are two which need the most improvements and are also most visited. Wortman Park is less visited but also needs improvements.



## Safety and cleanliness are biggest concerns

The open-ended comments can tell use more about what these mean specifically. These are more important than repairs, beautification, and programming.

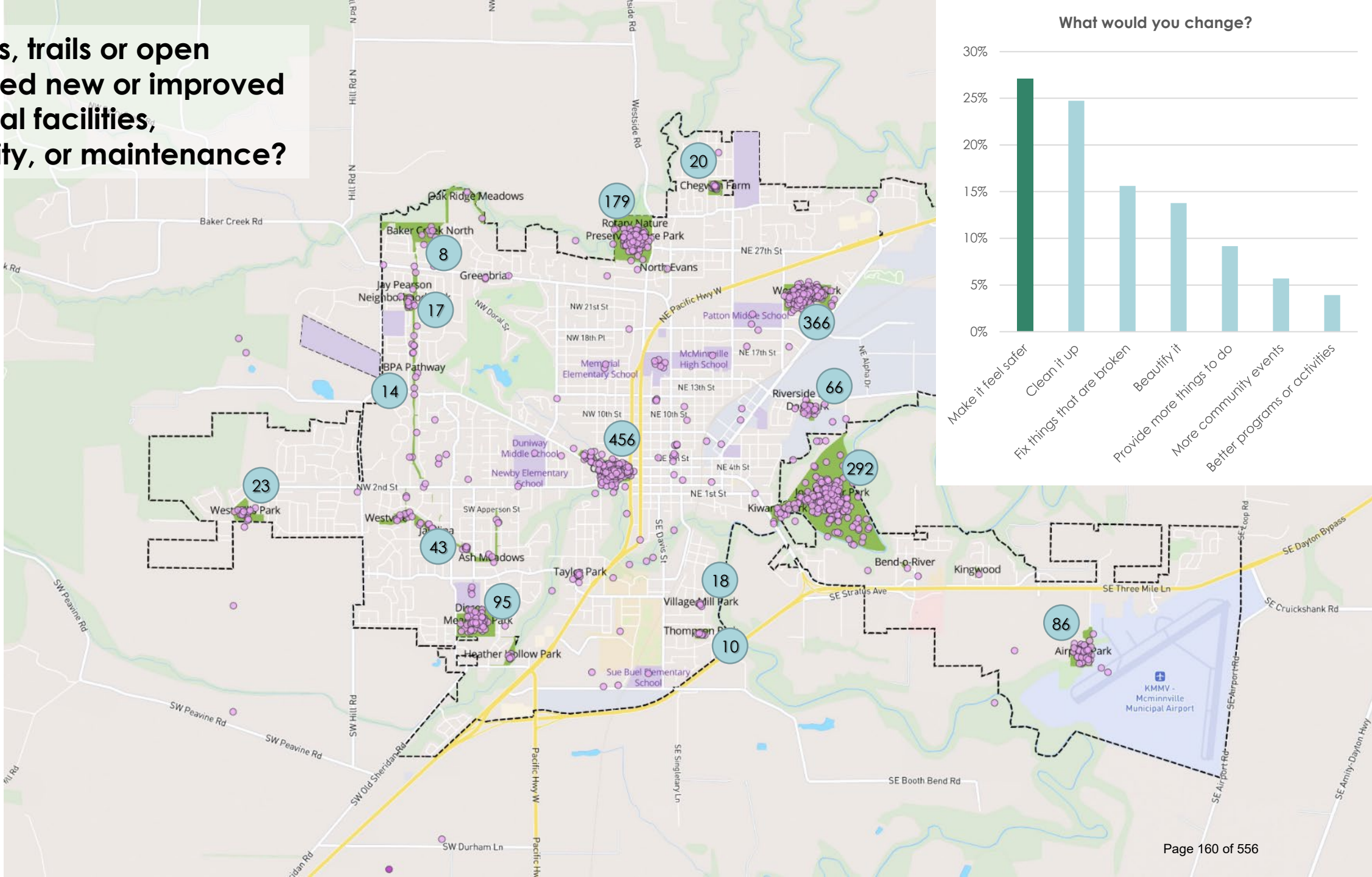


## New Parks

Desires for new parks are spread throughout McMinnville and will need to be prioritized based on existing park access gaps.

# What parks, trails or open spaces need new or improved recreational facilities, accessibility, or maintenance?

Respondents  
1,796



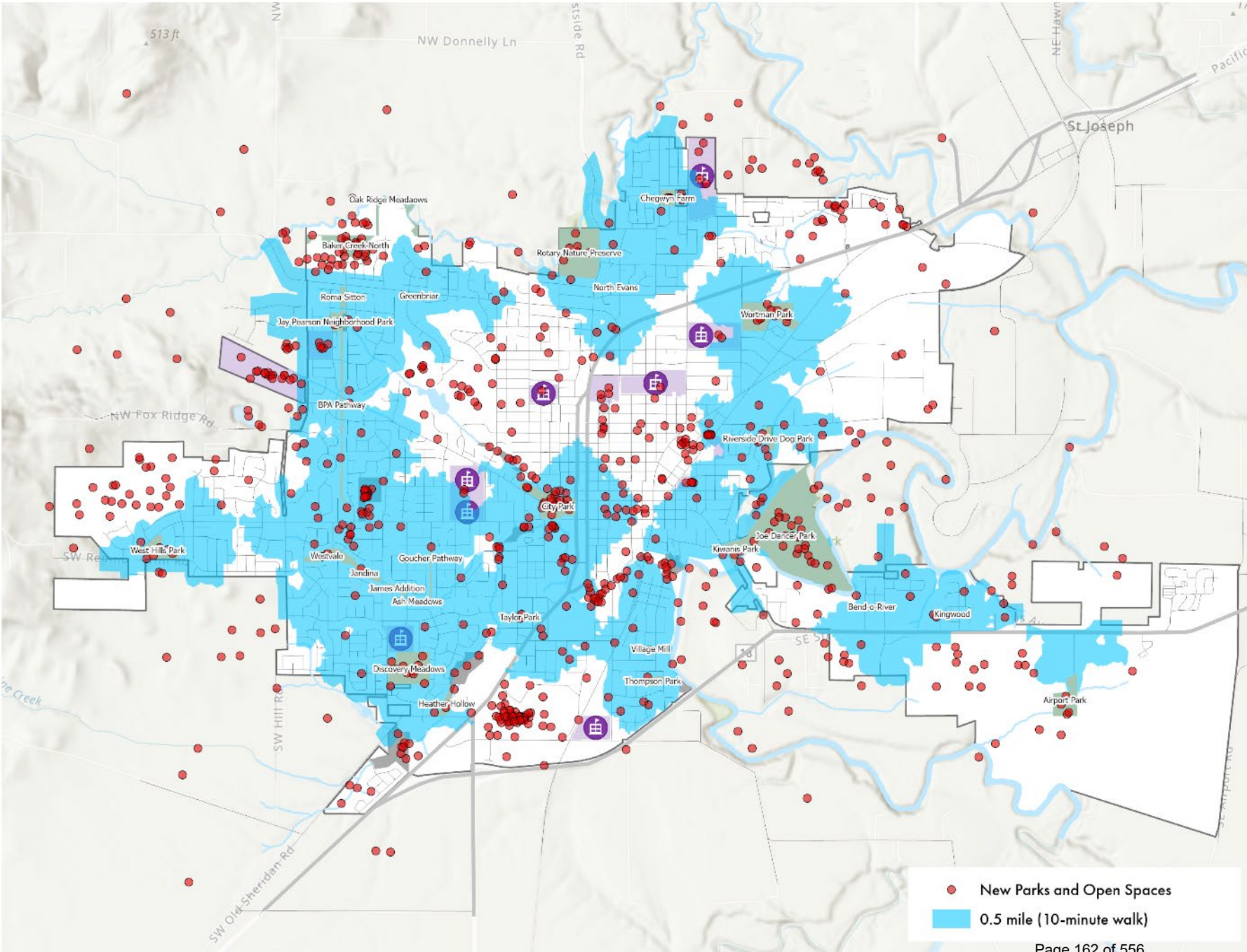


# Top Need by Park

Park Name	Clean it up	Provide more things to do	Make it feel safer	Fix things that are broken	Beautify it
Airport Park	<b>X</b>				
BPA Pathway, Roma Sitton		<b>X</b>			
Chegwyn Farms		<b>X</b>			
City Park			<b>X</b>		
Discovery Meadows				<b>X</b>	
Goucher Pathway, Jandina, West McMinnville Linear Park	<b>X</b>			<b>X</b>	
Joe Dancer Park			<b>X</b>		
North Baker		<b>X</b>			<b>X</b>
Riverside Drive Dog Park	<b>X</b>				
Thompson Park		<b>X</b>			
Tice Park			<b>X</b>		
Village Mill Park		<b>X</b>			
West Hills Park		<b>X</b>			
Wortman Park			<b>X</b>		

# Where would you like to see new parks and open spaces in McMinnville?

Responses  
736



# 4. RECREATION PROGRAMS

## High participation rates

Over 80% of people who chose to take the survey (or their families) participate in recreation programs often or occasionally.

## Awareness of offerings

Those who rarely or don't participate cite not knowing about programs, or not knowing about them in time, as the most common reason. Most people hear about programs through the recreation program guide and the City's website.

## Interest in different/more programs

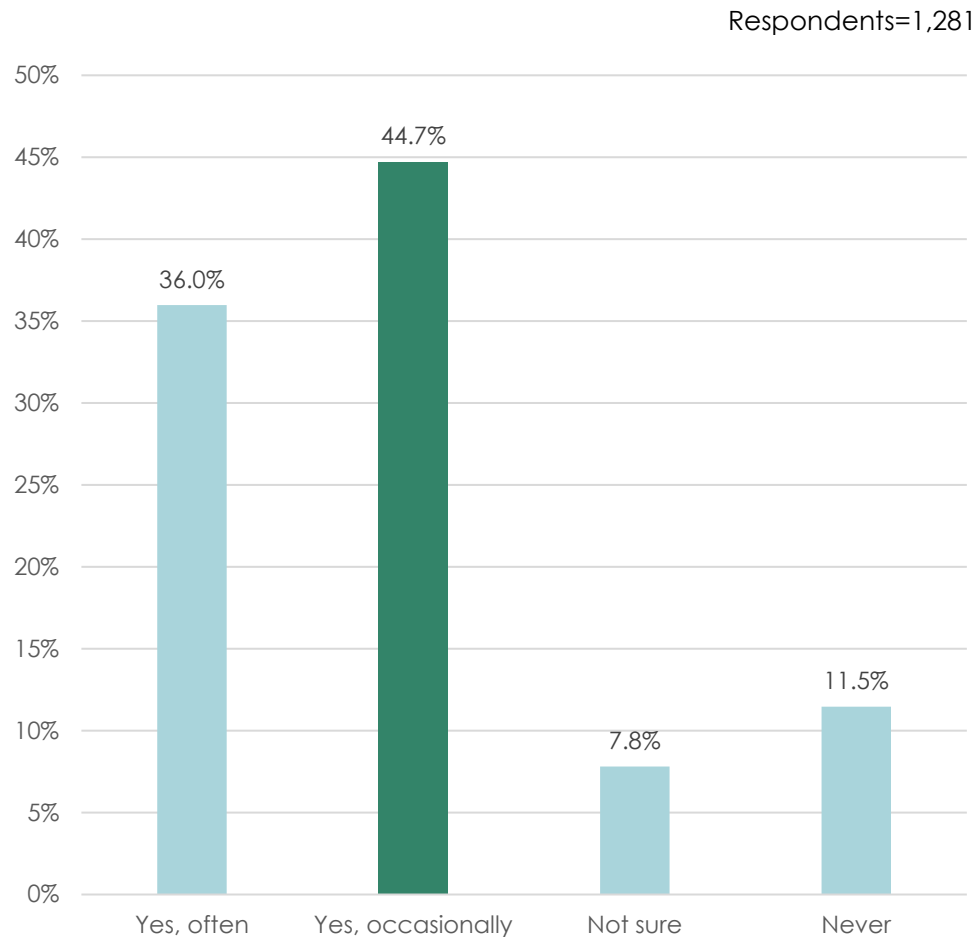
People would like to see more aquatics programs, adult fitness classes, and community events.



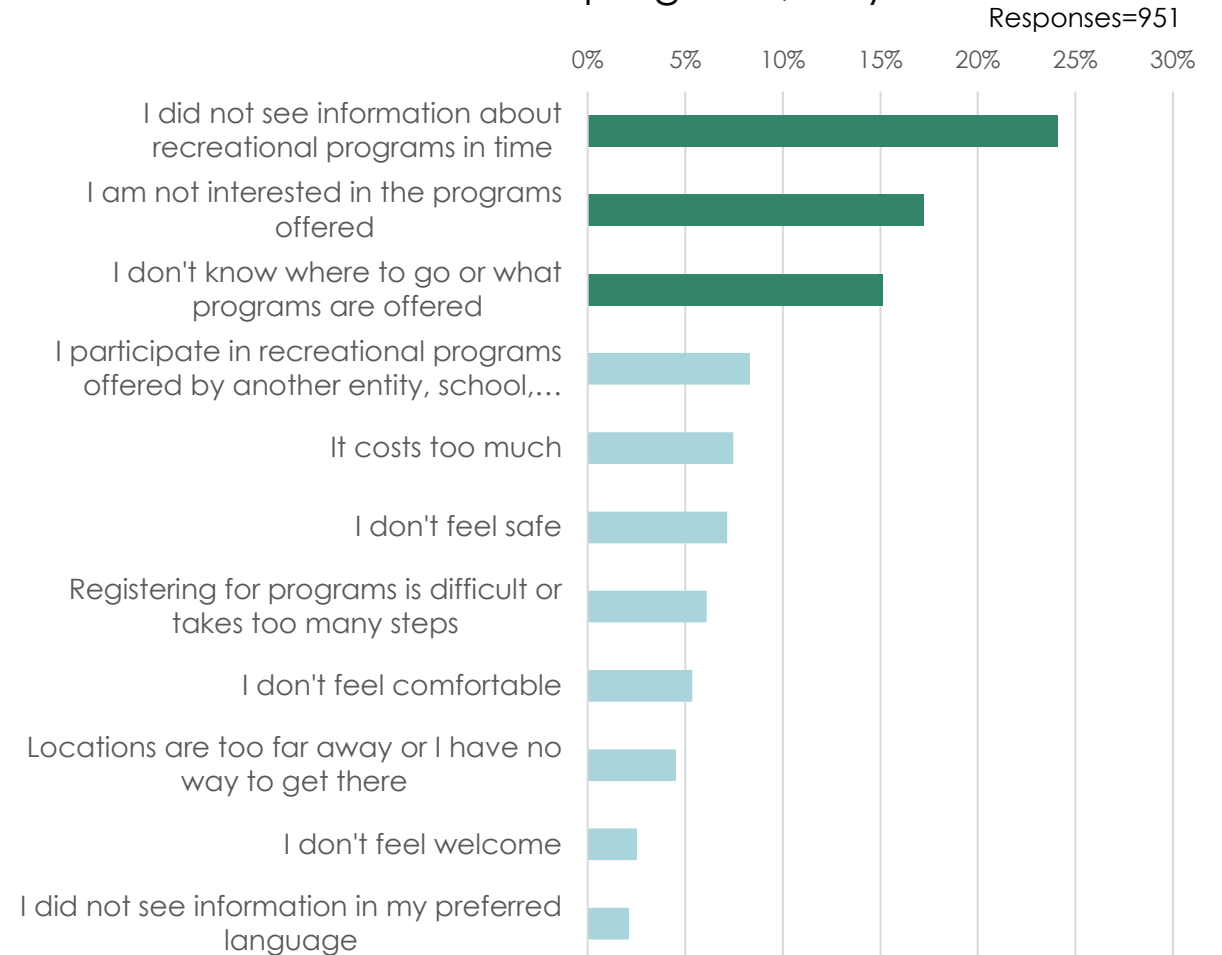


# RECREATION PROGRAMS

Have you or your family participated in recreation programs offered by the City of McMinnville before?

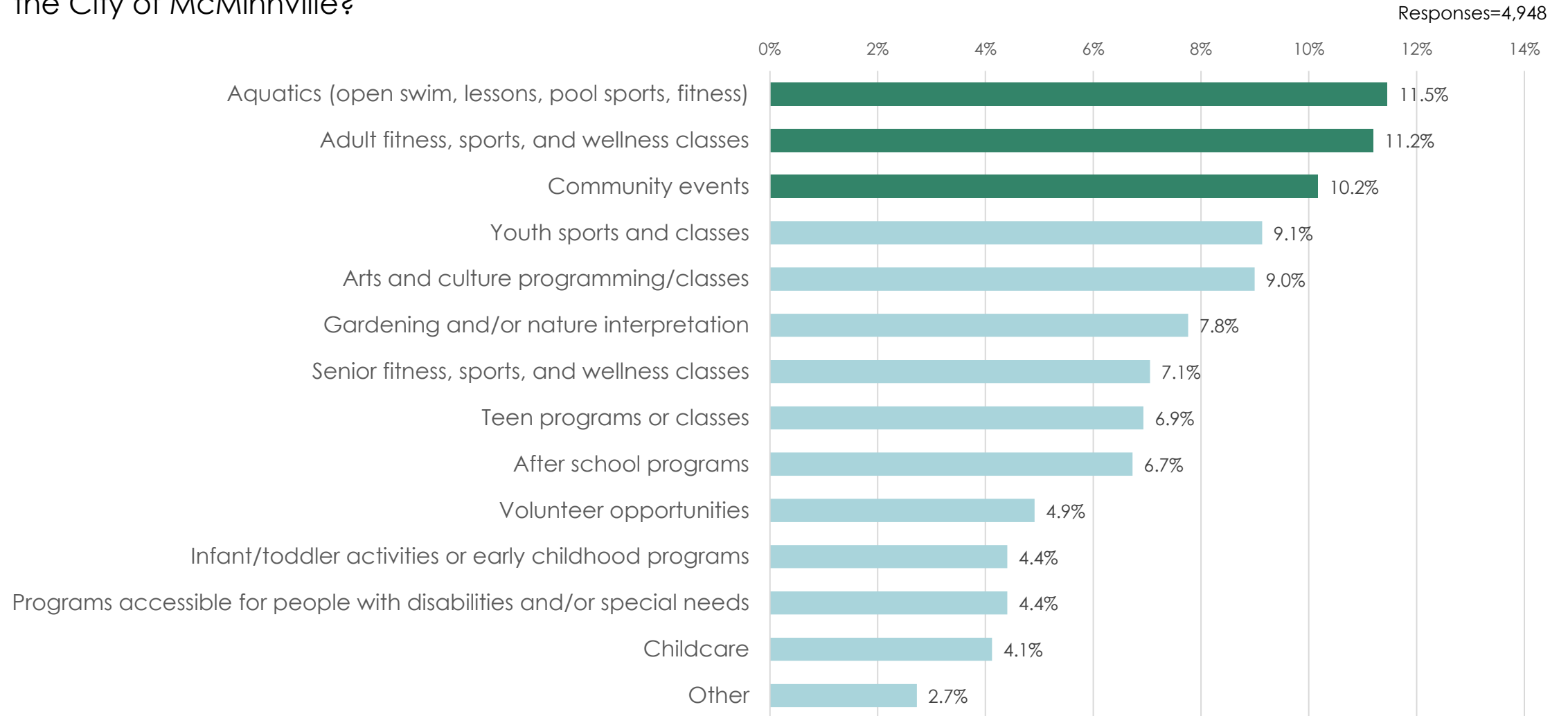


If you don't (or rarely) participate in City of McMinnville recreation programs, why?



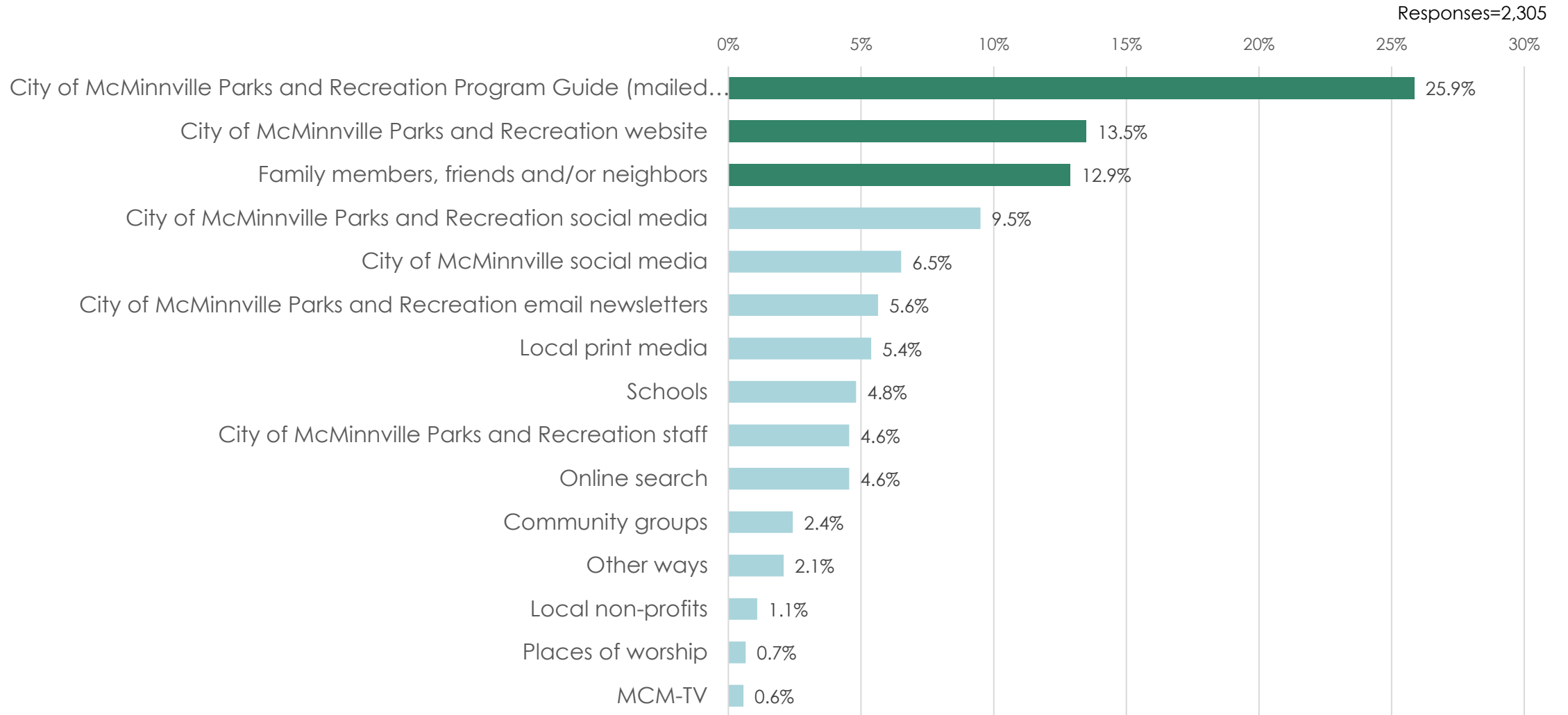
# RECREATION PROGRAMS

What types of recreation programs and activities would you like to see more of offered by the City of McMinnville?



# RECREATION PROGRAMS

How do you find out about City of McMinnville recreation programs, events, and activities?





# Online Values and Needs Survey Summary

McMinnville PROS  
Plan Update

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survey Period: Dec 16, 2022 – Feb 5, 2023





Above: Tice Park





# **APPENDIX C**

## **20+ YEAR CAPITAL PROJECT & OPERATIONS COSTS**



**Appendix C: McMinnville Parks, Recreation and Open Space Plan: 20+ Year Project and Operations Costs**

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
<b>Neighborhood Parks</b>									
<b>Chegwyn Farm</b>	3.9					100%	2	\$20,000	\$50,000
Add accessible paved path to connect with Grandhaven Elementary School		0.1	•						\$50,000
<b>Jay Pearson Park</b>	4.1					100%	2	\$21,000	\$500,000
Develop east side as off-leash dog area			•						\$500,000
<b>Thompson Park</b>	2.3					100%	2	\$12,000	\$760,000
Replace restroom				•					\$510,000
Add outdoor fitness equipment			•						\$250,000
<b>West Hills Park</b>	7.8					100%	2	\$39,000	\$1,000,000
Add basketball court			•						\$100,000
Add off-leash dog area			•						\$300,000
Add restroom			•						\$600,000
<b>Subtotal</b>	<b>18.1</b>	<b>0.1</b>						<b>\$92,000</b>	<b>\$ 2,310,000</b>
<b>Parklettes</b>									
<b>Bend-o-River</b>	0.3					100%	2	\$2,000	\$595,000
Replace play structure with nature playground		0.04		•					\$595,000
<b>Greenbriar</b>	0.2					100%	2	\$2,000	\$500,000
Park development (fence, small shelter/ benches, small play element, pollinator garden)			•						\$500,000
<b>Kingwood</b>	0.6					100%	2	\$3,000	\$731,900
Accessible interior paved paths		0.04			•				\$4,000
Replace play area and surface					•				\$725,000
Update irrigation					•				\$2,900
<b>North Evans</b>	0.3					100%	2	\$2,000	\$725,000
Replace play area and surface					•				\$725,000
<b>Taylor</b>	0.3					100%	2	\$2,000	\$977,000
Replace play area and surface					•				\$725,000

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
Add small neighborhood garden with deer fencing			•						\$250,000
Add landscape buffer along site boundary of adjacent homes			•						\$2,000
<b>Village Mill</b>	0.5					100%	2	\$3,000	\$400,000
Park development (small shelter/ benches, small play element)			•						\$400,000
<b>Subtotal</b>	<b>2.3</b>	<b>0.1</b>						<b>\$14,000</b>	<b>\$ 3,928,900</b>
<b>Community Parks</b>									
<b>City Park</b>	16.2					75%	1	\$91,000	\$7,955,000
Replace dragon play structure with destination play structure that is barrier free				•					\$3,800,000
Add public art and historic interpretive elements			•						\$50,000
Add wayfinding signage			•						\$20,000
New amphitheater for community events (flood-friendly)			•						\$325,000
Replace 3rd Street entrance with gateway, open plaza, and add splash pad			•						\$2,500,000
Replace restrooms				•					\$510,000
Resurface upper and lower parking lots				•					\$250,000
Replace lower (larger) shelter				•					\$340,000
Complete ADA improvements identified in Public Works 5-year CIP				•					\$110,000
Complete creek restoration projects identified in Public Works 5-year CIP					•				\$25,000
Improve efficiency and coverage of lighting					•				\$25,000
<b>Joe Dancer Park</b>	104.7					75%	1	\$589,000	\$5,253,500
Skatepark improvements and renovation					•				\$250,000
Add shade trees and landscape enhancements				•					\$334,000
Resurface parking lot					•				\$287,000
Add bike skills area/pump track			•						\$500,000
Improve, enhance, and expand ADA compliant trails throughout park		1.7			•				\$1,700,000
Fenced off-leash dog area			•						\$300,000
Add lighting			•						\$50,000
Add restroom (following feasibility study)			•						\$600,000
Replace playground				•					\$1,232,500

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
<b>Discovery Meadows</b>	21.4					75%	1	\$121,000	\$3,207,500
Replace playground				•					\$1,232,500
Renovate splash pad				•					\$350,000
Cover, improve, and renovate skatepark				•					\$425,000
Pickleball courts (4)			•						\$350,000
Add fenced dog park to south end of park			•						\$300,000
Add covered basketball court structure (full court)			•						\$500,000
Resurface basketball courts					•				\$50,000
<b>Wortman Park</b>	21.5					75%	2	\$121,000	\$5,654,000
Replace west shelter as identified in Public Works 5-Year CIP				•					\$277,000
Renovate east shelter for safety and visibility				•					\$277,000
Fitness area with equipment			•						\$250,000
Improvements to disc golf course					•				\$250,000
Replace play area with new accessible play equipment (west)				•					\$3,230,000
Replace play area east play area with nature play area				•					\$595,000
Resurface parking lots (east and west)				•					\$150,000
Wayfinding/markers				•					\$17,000
Replace restrooms		0.09		•					\$510,000
ADA routes to picnic area and repave asphalt with lighting		0.09			•				\$48,000
Add lighting			•						\$50,000
<b>Subtotal</b>	<b>163.7</b>	<b>1.9</b>						<b>\$922,000</b>	<b>\$ 22,070,000</b>
<b>Special Use Parks</b>									
<b>Riverside Drive Dog Park</b>	3.6					50%	3	\$10,000	\$435,000
Conduct general drainage improvements					•				\$110,000
Add small gathering space and covered picnic shelter			•						\$325,000
<b>Subtotal</b>	<b>3.6</b>	<b>0.0</b>						<b>\$10,000</b>	<b>\$ 435,000</b>
<b>Linear/Trail Parks</b>									
<b>West McMinnville Linear Park</b>									
<b>Ash Meadows</b>	1.3					75%	3	\$5,000	\$13,450
Landscape and Maintenance - irrigation and repairs					•				\$6,450



Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$7,000
<b>Goucher St. Pathway</b>	1.7					75%	3	\$7,000	\$17,400
Landscape and Maintenance - irrigation and repairs					•				\$8,400
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$9,000
<b>James Addition</b>	1.3					75%	3	\$5,000	\$738,600
Replace play equipment				•					\$725,000
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$7,000
Landscape and Maintenance - irrigation and repairs					•				\$6,600
<b>Jandina</b>	2.6					75%	3	\$10,000	\$203,850
Landscape and Maintenance - irrigation and repairs					•				\$12,850
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$13,000
Paved trail improvements					•				\$128,000
Renovate basketball court					•				\$50,000
<b>Jandina III</b>	2.1					75%	3	\$8,000	\$21,500
Landscape and Maintenance - irrigation and repairs					•				\$10,500
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$11,000
<b>West McMinnville Linear Park</b>	0.2					75%	3	\$1,000	\$1,850
Landscape and Maintenance - irrigation and repairs					•				\$850
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$1,000
<b>Westvale</b>	4.5					75%	3	\$17,000	\$45,550
Landscape and Maintenance - irrigation and repairs					•				\$22,550
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$23,000
<b>BPA Path (paved)</b>									
<b>BPA Pathway I (2nd Street to Wallace)</b>	2.8					75%	3	\$11,000	\$266,500
Landscape and Maintenance - irrigation and repairs					•				\$2,500
Fitness equipment along trail			•						\$250,000
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$14,000
<b>BPA Pathway II (Wallace to 23rd)</b>	4.1					75%	3	\$16,000	\$23,500
Landscape and Maintenance - irrigation and repairs					•				\$2,500
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$21,000

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
<b>Roma Sitton (23rd to Baker Creek Road)</b>	1.7					75%	3	\$7,000	\$11,500
Landscape and Maintenance - irrigation and repairs					•				\$2,500
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$9,000
<b>BPA North (Baker Creek Road to chip path)</b>	1.3					50%	2	\$4,000	\$1,102,500
Landscape and Maintenance - irrigation and repairs					•				\$2,500
Add small gathering space and covered picnic shelter			•						\$400,000
Add play area			•						\$700,000
<b>North McMinnville Trail</b>									
<b>Baker Creek North-Parcel D</b>	14.9					75%	3	\$56,000	\$77,500
Beautification - landscaping and maintenance					•				\$2,500
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$75,000
<b>Oak Ridge Meadows</b>	5.4					75%	3	\$21,000	\$29,500
Beautification - landscaping and maintenance					•				\$2,500
Convert portions of lawn to ecolawn or nativescape to reduce mowing				•					\$27,000
<b>Subtotal</b>	<b>43.8</b>	<b>0.0</b>						<b>\$168,000</b>	<b>\$ 2,553,200</b>
<b>Subtotal Developed</b>	<b>231.5</b>							<b>\$1,206,000</b>	<b>\$ 31,297,100</b>
<b>Natural Areas</b>									
<b>Developed Natural Area</b>									
<b>Airport Park</b>	12.1					50%	3	\$31,000	\$709,500
Install accessible pathway along west edge to connect to view point		0.2	•						\$150,000
Replace wayfinding signage				•					\$17,000
Add accessible picnic area			•						\$400,000
Replace bridges (3)				•					\$90,000
Remove and replace aging picnic tables				•					\$42,500
Resurface parking lot				•					\$10,000
<b>Kiwanis Park</b>	4.7	0.3				25%	3	\$6,000	\$313,250
Replace boat launch/fishing pier (and preserve existing Camas plants)			•						\$250,000
Replace pedestrian bridge				•					\$30,000
Replace irrigation					•				\$23,250
Repave path (acreage and cost included with Joe Dancer Park)					•				\$0

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
Resurface parking lot									\$10,000
<b>Tice Woods - Rotary Nature Preserve</b>	32.8					25%	3	\$41,000	\$800,000
Add lighting to parking lot			•						\$50,000
Replace wood bridge and boardwalk as identified in Public Works 5-year CIP				•					\$40,000
Add maintenance vehicle access			•						\$10,000
Add small nature playground			•						\$700,000
<b>Undeveloped Natural Area</b>									
<b>Angela Court</b>	2.3						4	\$6,000	\$0
<b>Ashwood Derby</b>	0.3						3	\$2,000	\$0
<b>Barber</b>	11.8						3	\$59,000	\$332,000
Add soft surface trail connecting SW Old Sheridan Rd/SW Baker St.		0.2	•						\$32,000
Add signage for future trail connection			•						\$20,000
Add small parking lot potentially via an access or use agreement			•						\$250,000
Add pedestrian bridge across Cozine Creek			•						\$30,000
<b>Bennette Addition</b>	0.2						4	\$1,000	\$0
<b>Carlson</b>	3.3						3	\$17,000	\$0
<b>Creekside Cozine</b>	3.9						3	\$20,000	\$0
<b>Creekside Meadows</b>	15.3						3	\$77,000	\$0
<b>Crestwood</b>	1.7						4	\$5,000	\$0
<b>Dayton</b>	6.8						4	\$17,000	\$0
<b>Fir Ridge</b>	0.7						4	\$2,000	\$0
<b>Heather Hollow</b>	3.2					25%	3	\$17,000	\$20,000
Add signage for future trail connection			•						\$20,000
<b>Quarry</b>	11.9						3	\$60,000	\$1,341,000
Access via property easement or acquisition from church	0.3	0.1	•						\$95,000
Add nature playground			•						\$700,000
Add soft surface loop trail		0.3	•						\$46,000
Add bike skills course/pump track			•						\$500,000
<b>Tall Oaks Cozine</b>	12.6						3	\$64,000	\$20,000



Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
Add signage for future trail connection			•						\$20,000
<b>Subtotal</b>	<b>123.4</b>	<b>1.0</b>						<b>\$ 425,000</b>	<b>\$ 3,535,750</b>
<b>Undeveloped</b>									
<b>Brookview</b>	0.7						4	\$2,000	\$0
<b>Davis Dip</b>	1.6						4	\$4,000	\$0
<b>Meadowridge</b>	0.7						4	\$2,000	\$0
<b>Subtotal</b>	<b>3.0</b>	<b>0.0</b>						<b>\$8,000</b>	<b>\$ -</b>
<b>Total Existing Parks</b>	<b>357.9</b>	<b>3.0</b>						<b>\$1,639,000</b>	<b>\$ 34,832,850</b>
<b>Proposed Neighborhood Parks</b>									
<b>Fox Ridge Park</b>	8.7		•			100%	2	\$44,000	\$10,005,000
Land acquisition			•						\$2,610,000
Park development			•						\$7,395,000
<b>Riverside South Park</b>	5.0		•			100%	2	\$25,000	\$5,750,000
Land acquisition			•						\$1,500,000
Park development			•						\$4,250,000
<b>Southwest Park</b>	5.0		•			100%	2	\$25,000	\$5,750,000
Land acquisition			•						\$1,500,000
Park development			•						\$4,250,000
<b>Three Mile Lane Park</b>	5.0		•			100%	2	\$25,000	\$5,750,000
Land acquisition			•						\$1,500,000
Park development			•						\$4,250,000
<b>Northeast Central Park</b>	5.0		•			100%	2	\$25,000	\$5,750,000
Land acquisition			•						\$1,500,000
Park development			•						\$4,250,000
<b>Northwest Central Park</b>	0.50		•			100%	2	\$3,000	\$575,000
Land acquisition			•						\$150,000
Park development			•						\$425,000
<b>Subtotal</b>	<b>29.2</b>	<b>0.0</b>						<b>\$147,000</b>	<b>\$ 33,580,000</b>
<b>Proposed Community Parks</b>									

Park Name/ Project Description	Size/Length		Project Type**			Estimated Maintenance Ongoing Costs			Estimated One Time 20-Plus-Year Capital Costs
	Acres	Miles	Build/Add	Renovate/Replace	Improve Existing	% Maintained	Maintenance Tiers	Average Annual Maintenance Cost	Estimated Capital Cost
<b>Southwest Community Park</b>	20.0		•			75%	1	\$113,000	\$26,000,000
Land acquisition			•						\$6,000,000
Park development			•						\$20,000,000
<b>Subtotal</b>	<b>20.0</b>	<b>0.0</b>						<b>\$113,000</b>	<b>\$ 26,000,000</b>
<b>Proposed Greenways (development only)</b>									
<b>Airport Park Greenway</b>	5.5	1.5	•			75%	3	\$21,000	\$1,227,273
<b>Cozine to City Park Greenway</b>	4.7	1.3	•			75%	3	\$18,000	\$1,063,636
<b>Cozine to Dancer Park Greenway</b>	4.5	1.2	•			75%	3	\$17,000	\$1,006,364
<b>Joe Dancer Park/Three Mile Lane Greenway</b>	1.1	0.3	•			75%	3	\$5,000	\$245,455
<b>Oak Ridge Meadows/Rotary Nature Preserve Greenway</b>	3.6	1.0	•			75%	3	\$14,000	\$818,182
<b>Ridge Trail Greenway</b>	42.1	3.0	•			75%	3	\$158,000	\$9,472,500
<b>Southwest Greenway</b>	18.2	5.0	•			75%	3	\$69,000	\$4,090,909
<b>Three Mile Lane/Evergreen Greenway</b>	5.5	1.5	•			75%	3	\$21,000	\$1,227,273
<b>Yamhill River Greenway</b>	7.3	2.0	•			75%	3	\$28,000	\$1,636,364
<b>Subtotal</b>	<b>92.4</b>	<b>16.8</b>						<b>\$351,000</b>	<b>\$ 20,787,955</b>
<b>Total Proposed Parks/Greenway Trails</b>	<b>141.6</b>	<b>16.8</b>						<b>\$ 611,000</b>	<b>\$ 80,367,955</b>

\*Costs are planning-level estimates in 2023 dollars, not accounting for inflation. All costs are rounded. Actual costs should be determined through site master planning, maintenance planning and construction documents. Actual costs may be higher or lower depending on site needs, the scale of the facility, and changing market prices for materials.

\*\*Build/add projects are potentially SDC eligible. Renovate/replace projects are SDC eligible on a case-by-case basis. Improve Existing projects are not SDC eligible.

**Appendix C: Planning Level Capital Cost Estimates and Assumptions**

Feature	Unit	Planning Level Cost*			Assumptions
		Build/Add**	Renovate/Replace**	Improve Existing**	
<b>PARKLAND AND OPEN LANDS</b>					
Parkland Acquisition	per acre	\$300,000			Unimproved land with access to municipal utilities
Open Lands Acquisition	per acre	\$200,000			Unimproved land
Community Park Development	per developed acre	\$1,000,000			Fully loaded costs to account for the development of all or a portion of the site. Includes site grading, circulation, utilities, facilities, amenities, and landscaping. (This does not include major facility development, such as a recreation center or swimming pool.)
Neighborhood Park Development	per developed acre	\$850,000			Fully loaded costs to account for the development of all or a portion of the site. Includes site grading, circulation, utilities, facilities, amenities, and landscaping.
Linear/Trail Park Development	per developed acre	\$300,000			Fully loaded costs to account for the development of a portion of the site for trails and related recreation uses. Includes site grading, circulation, utilities, facilities, amenities, and landscaping.
Open Space Development	per developed acre	\$500,000			Fully loaded costs to account for the development of all or a portion of the site. Includes site grading, circulation, utilities, facilities, amenities, and landscaping. (This does not include major facility development, such as a nature center.)
<b>SPORTS FIELDS</b>					
Baseball/Softball Field (Grass)	each	\$1,250,000	\$1,062,500	\$625,000	-Regulation-size diamond turf field designed for baseball, softball, T-ball, and kickball -Field lighting -Amenities such as bleachers, dugouts, concessions, and shade
Multi-purpose Field (Grass)	each	\$850,000	\$722,500	\$425,000	-Regulation-size rectangular turf field painted for soccer and other sports -Field lighting -Amenities such as bleachers, concessions, and shade
Artificial Turf Sports Field	each	\$3,000,000	\$2,550,000	\$1,500,000	Regulation-size field, artificial turf, and amenities such as bleachers, dugouts, concessions, shade, and lighting
Basketball Court	each	\$100,000	\$85,000	\$50,000	3/4 of full HS basketball = 75 x 50 (63' x 37.5' plus 6' run-out all sides) with two goals and surfacing
Pickleball Court	per four	\$350,000	\$297,500	\$175,000	Four side-by-side pickleball courts (70' x 130') with fencing, nets, surfacing, and lighting.
Tennis Court	per two	\$400,000	\$340,000	\$200,000	Two side-by-side tennis courts (120' x 120') with fencing, nets, surfacing, and lighting
Multi-use Sports Court	allowance	\$350,000	\$297,500	\$175,000	Full-size courts; lighting where warranted. Actual cost will depend on type
<b>PLAY EQUIPMENT AND AREAS</b>					



Feature	Unit	Planning Level Cost*			Assumptions
		Build/Add**	Renovate/Replace**	Improve Existing**	
Playground/Play Equipment (Thematic or Traditional)	each	\$1,450,000	\$1,232,500	\$725,000	-Play equipment for ages 2-5 and 5-12 scaled for neighborhood park w/ poured-in-place surfacing -Actual cost will depend on type and size
Inclusive Play Area	per acre	\$3,800,000	\$3,230,000	\$1,900,000	-New or replaced play area that is universally designed and inclusive to all children.
Nature Playground (Small)	each	\$700,000	\$595,000	\$350,000	-Nature play features, topography, landscaping, safety surfacing and seating
Destination Play Area	per acre	\$3,800,000	\$3,230,000	\$1,900,000	-Large play areas with unique play elements and multiple play settings that support imaginative, creative and active play. May include interactive water play, sand play, and universal play elements. Includes safety surfacing, seating, and shade
<b>SOCAL GATHERING</b>					
Shade Elements	each	\$200,000	\$170,000	\$100,000	-Seating with shade structures; small shelter, pergola or gazebo; sails and umbrellas; plantings
Picnic Area - Medium	each	\$400,000	\$340,000	\$200,000	-Medium group area with shade to support amenities such as barbecues and food prep areas -Long tables or mixed table sizes
Picnic Area - Large	each	\$600,000	\$510,000	\$300,000	-Large group area with shade to support amenities such as barbecues, sinks, and food prep areas -Long tables or mixed table sizes
Dog Park/Off-leash Dog Area	each	\$300,000	\$255,000	\$150,000	-Full size dog park with different fenced areas for small and large dogs, landscaping, amenities, shelter and utilities
Small Outdoor Event Space	each	\$325,000	\$276,250	\$162,500	-Plaza, small amphitheater, outdoor stage, pavilion or outdoor classroom, with utilities and support amenities
<b>TRAILS</b>					
Hard-Surfaced Trail	per mile	\$1,000,000	\$850,000	\$500,000	-Multi-use trails for biking, walking and jogging -\$12 per square foot. Includes allowance for minor grading and drainage improvements -Support amenities along trails, such as benches and small shade features
Soft-Surfaced Trail	per mile	\$160,000	\$136,000	\$80,000	-Nature trails, jogging trails parallel to multi-use paved trails -\$6 per square foot. Includes allowance for minor grading and drainage improvements -Support amenities along trails, such as benches and small shade features
<b>OTHER FACILITIES AND ELEMENTS</b>					

Feature	Unit	Planning Level Cost*			Assumptions
		Build/Add**	Renovate/Replace**	Improve Existing**	
Nature Based Recreation - Specialized Facilities	allowance per each	\$1,500,000	\$1,275,000	\$750,000	Elements such as: outdoor classroom or nature interpretation center or signage
Water-Based Recreation	allowance per each	\$250,000	\$212,500	\$125,000	Elements such as non-motorized boat launch or fishing pier
Outdoor Recreation Variety	allowance per each	\$500,000	\$425,000	\$250,000	Elements such as: skate spots, disc golf, small bike skills area/pump track, parkour obstacle course, climbing spire, zip line and other unique play elements, sound garden, self-directed hike/app stations
Comfort Amenities and Art	allowance per each	\$50,000	\$42,500	\$25,000	Elements such as: seating, bottle-filler stations/dog drinking dishes, Trash/recycling receptacles, bike racks, docking stations, art (playable, integrated, stand-alone, and/or temporary displays), information kiosks, and coworking stations/outdoor work space
Restroom (permanent)	each	\$600,000	\$510,000	\$300,000	2 unit single-occupant each (24'x12')
Community or Demonstration Garden	each	\$250,000	\$212,500	\$125,000	Combination of in-ground, raised beds, and accessible planting areas, with fencing, water, composting/green waste recycling, seating, shade
Natural and Interpretive Elements	allowance for each	\$150,000	\$127,500	\$75,000	Elements such as: Native plantings, designated natural areas/features, bioswales and rain gardens, arboretums, pollinator patches, gardens and corridors, bird habitat, baths and houses
Fitness Equipment	per 5 stations	\$250,000	\$212,500	\$125,000	Stations that combine cardio, strength training, or cross training
Signage - Wayfinding and Identity	per site	\$20,000	\$17,000	\$10,000	Assumes monument sign, directional signage, and other informational signage
Ecolawn	per acre	\$6,000	\$5,000	\$1,500	Ecolawn or similar product to reduce maintenance needs
Irrigation and Landscaping	per acre			\$5,000	Replacement of irrigation and/or landscape maintenance.
Shade tree planting	per maintained acres	\$5,000	\$4,250	\$2,500	Shade tree specific from City approved tree list
Park Lighting	allowance	\$50,000	\$42,500	\$25,000	Pedestrian scale lighting fixtures
New Trail Pedestrian Bridge	allowance each	\$30,000			"forest service style"
New Major Pedestrian Bridge	allowance each	\$600,000			Prefabricated, 12' wide, 100' long = 1,200 sq/ft \$475 sq/ft (single span bridge) = \$570,000 cost estimate for bridge only *does not include ROW work, construction costs, engineering, permitting, or contingencies

Feature	Unit	Planning Level Cost*			Assumptions
		Build/Add**	Renovate/Replace**	Improve Existing**	

\*Costs are planning-level estimates in 2023 dollars, not accounting for inflation. All costs are rounded. Actual costs should be determined through site master planning, maintenance planning and construction documents. Actual costs may be higher or lower depending on site needs, the scale of the facility, and changing market prices for materials.

\*\*Build/add projects are potentially SDC eligible. Renovate/replace projects are SDC eligible on a case-by-case basis. Improve Existing projects are not SDC eligible.



**Appendix C: Planning Level Maintenance Cost Assumptions**

Maintenance Tier/Type	Unit	Cost Estimate*	Notes
1. Enhanced	per developed acre	\$7,500	Enhanced maintenance costs represent a 50% increase of standard maintenance costs. Enhanced maintenance is needed at highly-visible, heavily-used sites that include specialized assets. Does not include major capital projects or asset renewal.
2. Standard	per developed acre	\$5,000	The standard level of maintenance includes routine monitoring, inspection and care of recreation facilities, natural areas and landscaping. Costs are calculated for 100% of every acre, reflecting maintenance needs after sites are developed or improved. These are estimated based on McMinnville expenditures for average park maintenance costs. Does not include major capital projects or asset renewal.
3. Basic	per acre	\$2,500	Most natural areas and underdeveloped parks should receive a basic level of maintenance. The basic level of maintenance includes routine monitoring, inspection and care of recreation facilities, natural areas, and landscaping. At a basic level of maintenance, the City provides routine maintenance for health and safety, but no specialized care for asset protection. A sub-category for undeveloped land is part of this maintenance type and would include limited responsibilities, except for emergency needs.
4. Undeveloped Land (limited public access)	per acre	\$500	Undeveloped land maintenance costs are based on sites with limited to no public access, or little to no natural resources present. Costs represent 10% of standard maintenance costs.

\*Costs are planning-level estimates in 2023 dollars, not accounting for inflation.



Above: West Hills  
Neighborhood Park





# **APPENDIX D**

## **ONLINE PRIORITY PROJECTS**

### **SURVEY SUMMARY**





**City of  
McMinnville**

# Online Priority Projects Survey Summary

McMinnville PROS Plan

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Survey Period: October 12, 2023 – November 19, 2023



# Purpose

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In Summer 2022, the City of McMinnville began updating its Parks, Recreation, and Open Space Plan to identify community priorities, needs, and recommendations to improve and enhance parks, recreation facilities, trails, programs, events and related services. As part of the planning process the City launched its first online survey in Winter 2023 to gather community input about park and recreation needs, locations and programming. Since then, the City and project team have been analyzing existing parks and programs to identify key issues and needs, including where parks are, who they serve, and who might be missing out. As a next step in the planning process, the City launched a second online survey in October 2023 to identify community priorities and understand where to focus resources and energy first.

The second online survey was available online from October 12, 2023, to November 19, 2023. The questionnaire was promoted by the City of McMinnville through several channels including social media, email newsletters, on the project website, and more (see next page).

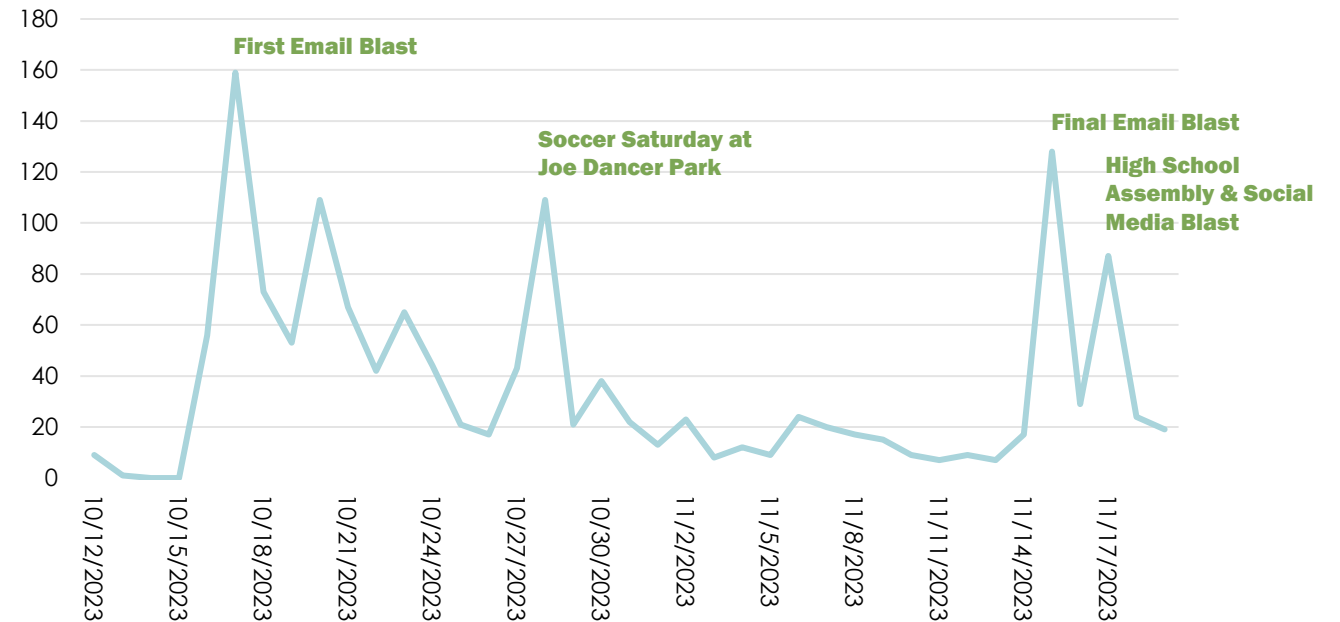
The findings are from a broad enough sample that they can help the City identify community priorities. All questions were optional. Some questions allowed participants to select two or more answer choices resulting in total counts greater than the number of respondents and total percentages greater than 100%. This summary provides results of the survey.

# Promotion

The online survey was shared with the community through several methods in both English and Spanish including:

- **Traditional methods:**
  - Posted signs, flyers or yard signs at all city facilities (including parks)
  - Social media platforms
  - Paper surveys at the Senior Center
  - Flyers given to high school students
  - Emails to Parks & Rec patron list
  - Community outreach software iheartmac
  - \$400 visa gift card as an incentive to take the survey
  - Worked with partner agencies and community groups to help spread the word
- **Giveaways** (tote bags and dollar bills):
  - Parks and Recreation gatherings such as Soccer Saturday at Joe Dancer Park

Survey Visitors Over Time





# Summary Contents

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1. WHO  
RESPONDED?

---

2. PROJECT  
PRIORITIES

---

3. GEOGRAPHIC  
PRIORITIES

---

4. ADDITIONAL  
COMMENTS



# 1. WHO RESPONDED?



**1,395 respondents**  
**In 5.5 weeks**

## **Residents, Students and Visitors**

People who live in all parts of McMinnville (56% of respondents), students of all grades/higher education in McMinnville (4% of respondents), and visitors (12% of respondents). This is similar to responses from the first survey.

## **Employees**

27% of respondents work in Downtown, at schools, eastern McMinnville businesses, and more.

## **Many Adults Representing Families**

Many participants live with children, teens/tween, and older adults (65+).

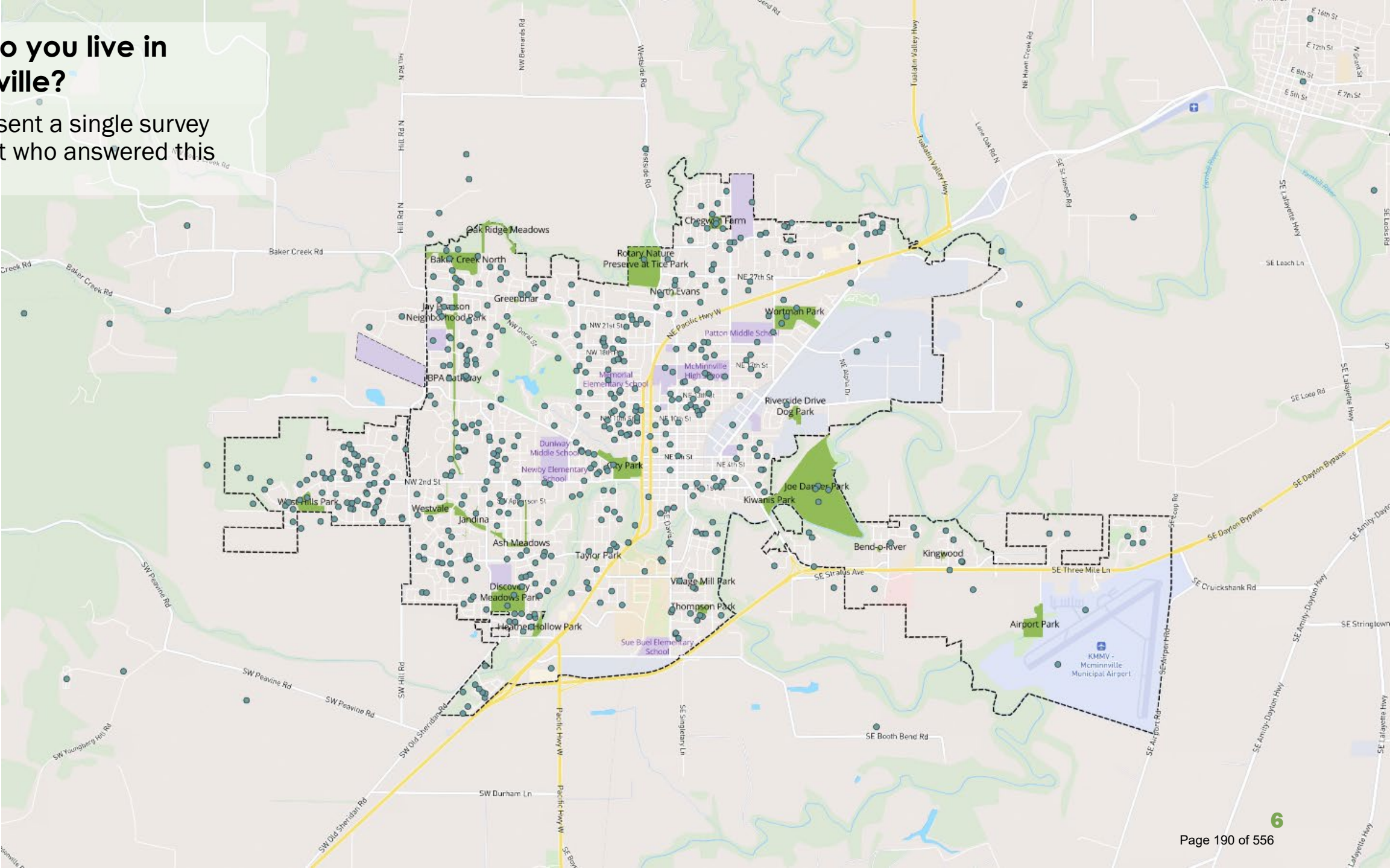
## **Mixed Backgrounds, Languages, Abilities**

- About 16% of respondents self-identify as non-White/Caucasian.
- 60 respondents took the questionnaire in Spanish.
- 12% represented someone who has a condition or disability that influences their participation in or access to parks and recreation activities.

# Where do you live in McMinnville?

Dots represent a single survey respondent who answered this question.

Responses  
556

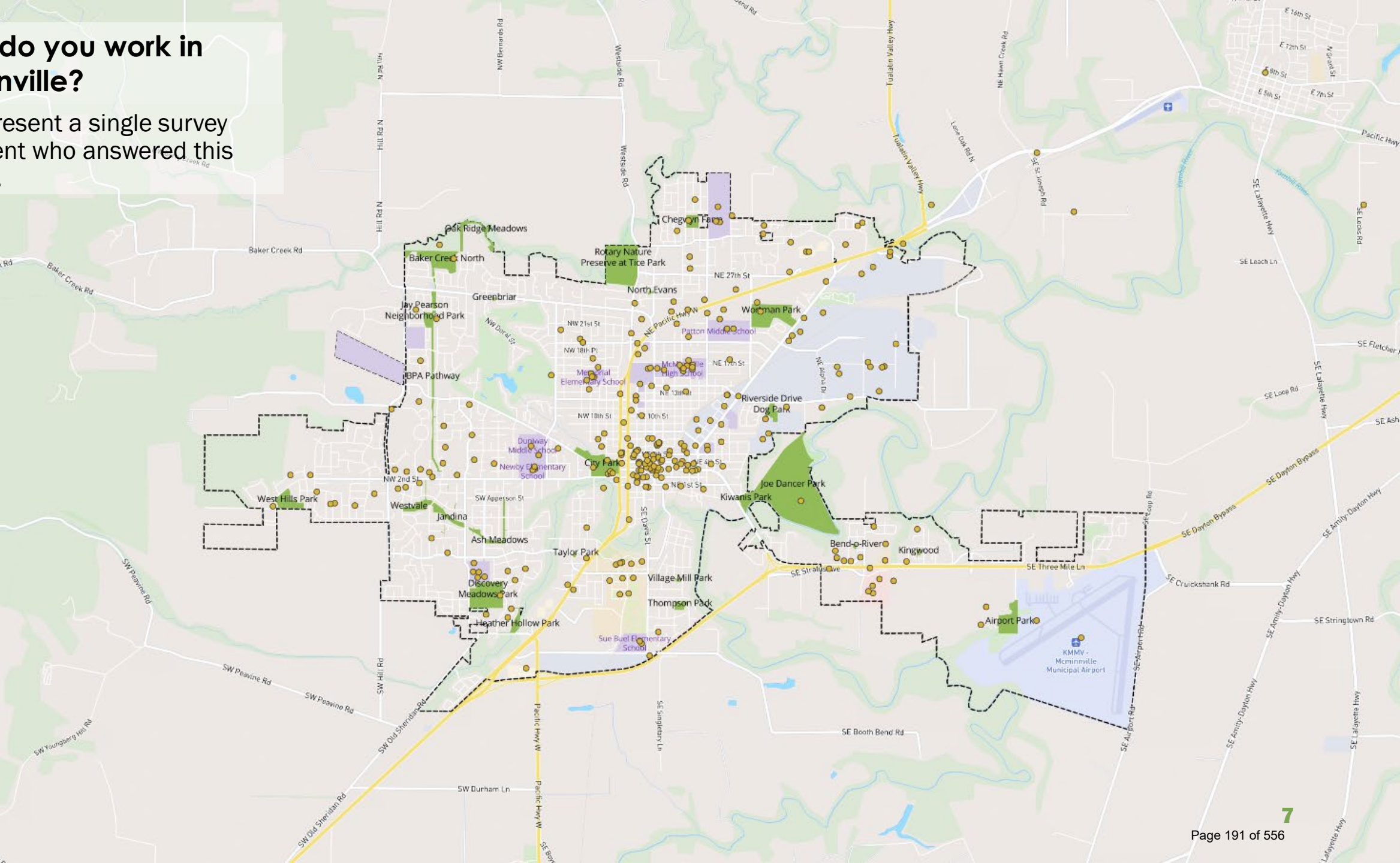




# Where do you work in McMinnville?

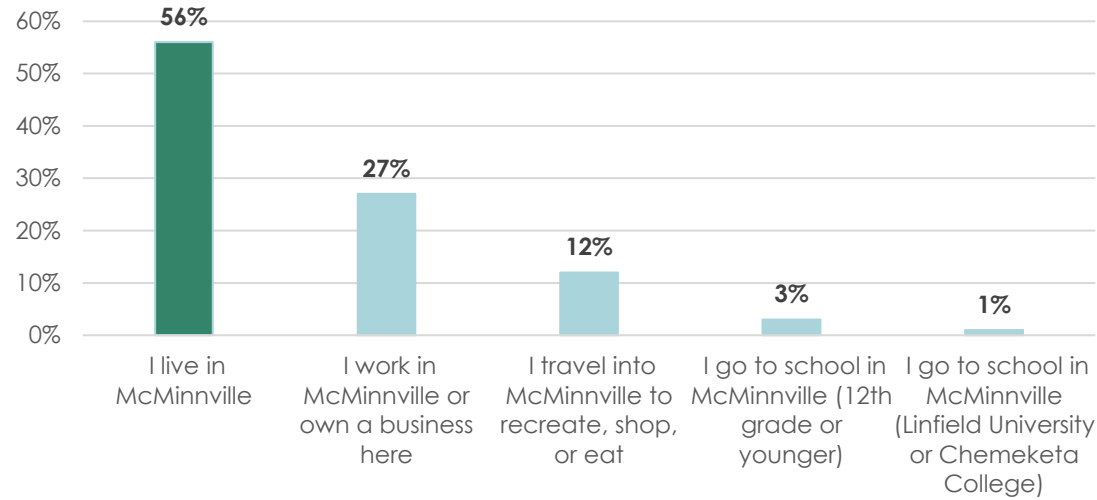
Dots represent a single survey respondent who answered this question.

Responses  
302



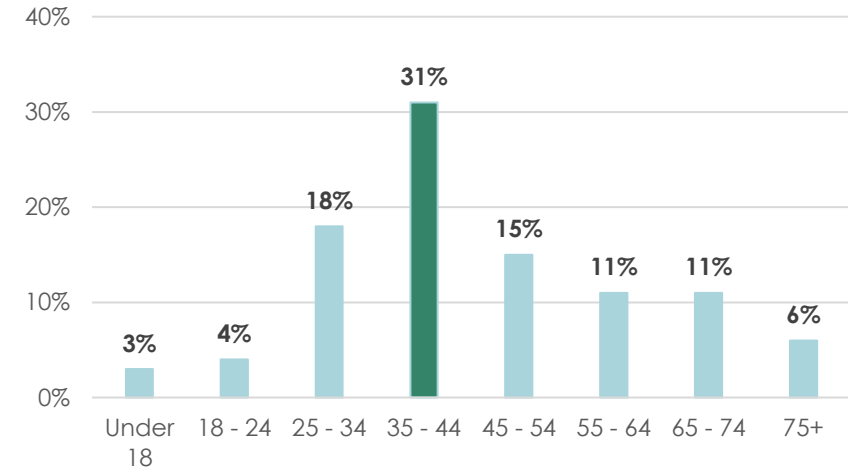
## How are you connected to McMinnville?

N=780



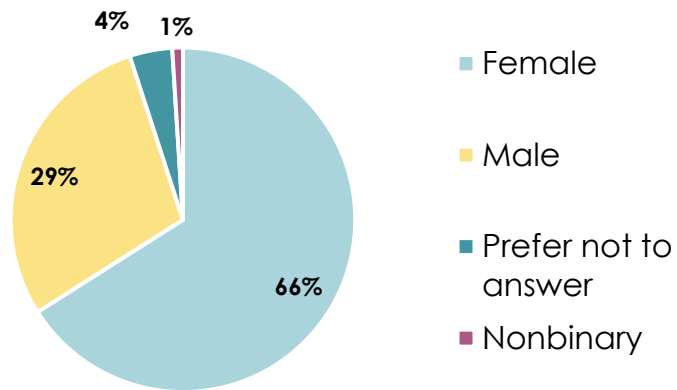
## What is your age?

N=675



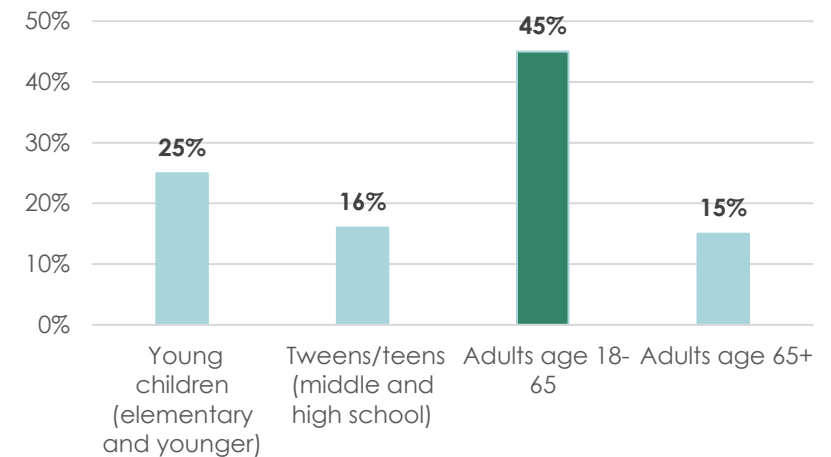
## What best describes your gender identity?

N=588



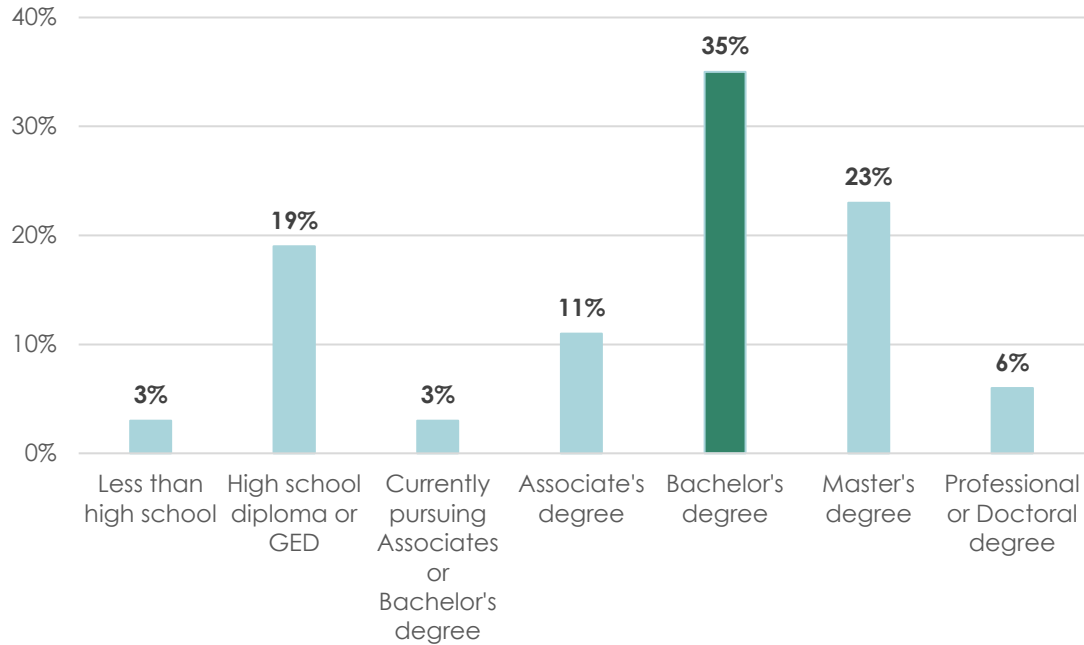
## What age are the people who live in your home?

N=760



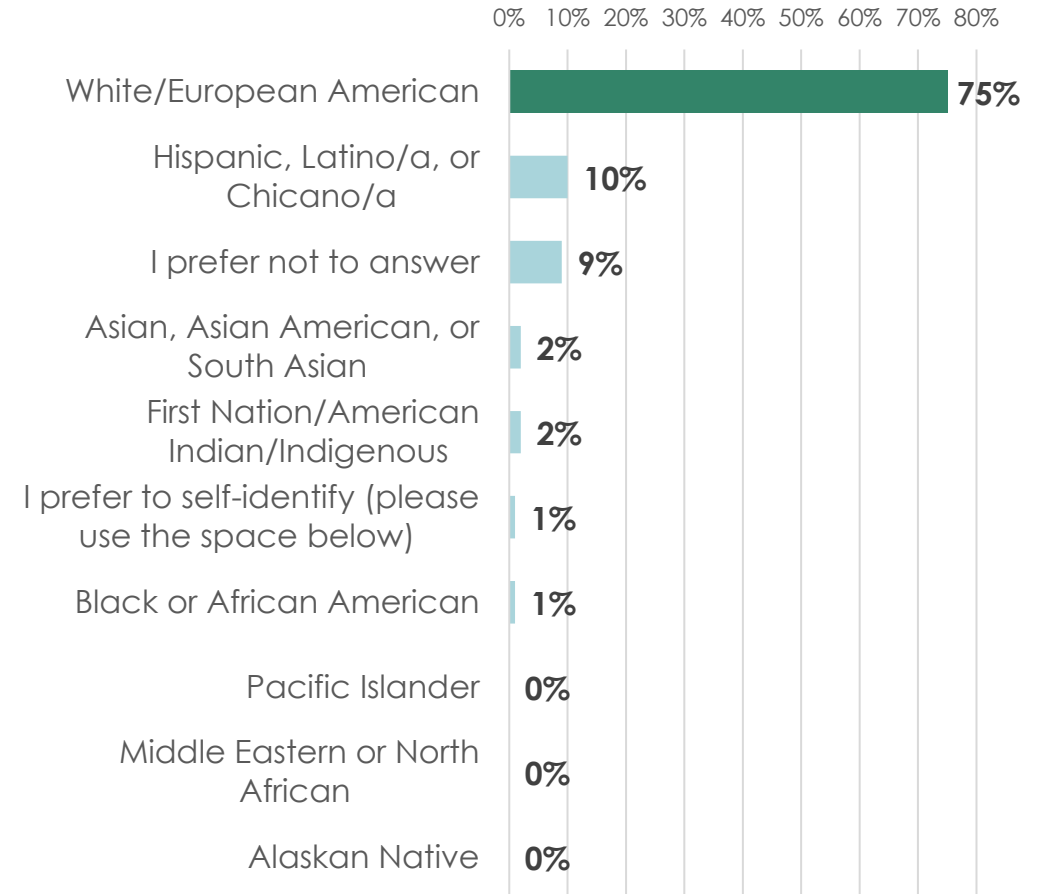
## What is the highest degree or level of school you have completed?

N=725



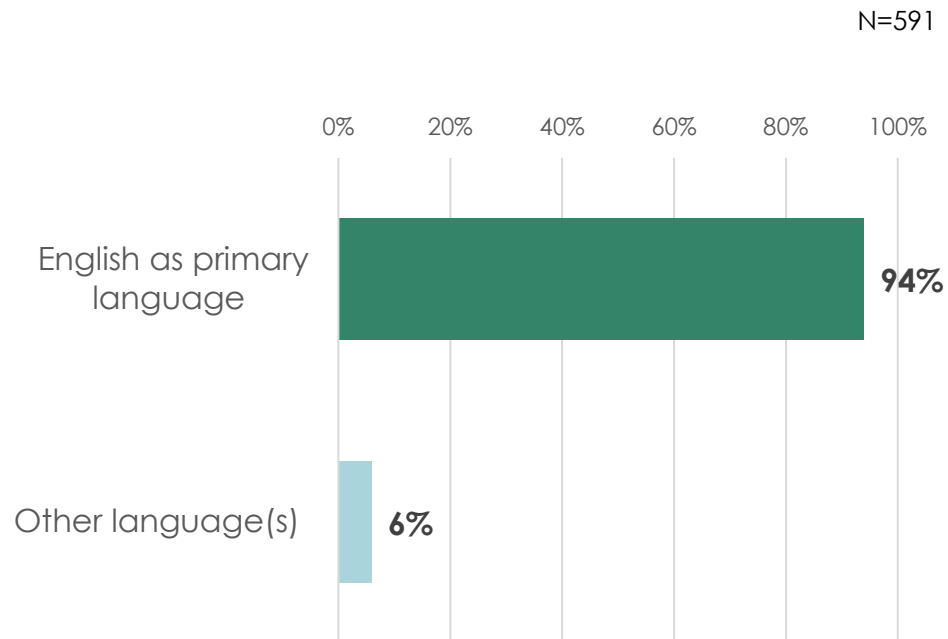
## Which of the following most accurately describes your race and ethnic identities?

N=677

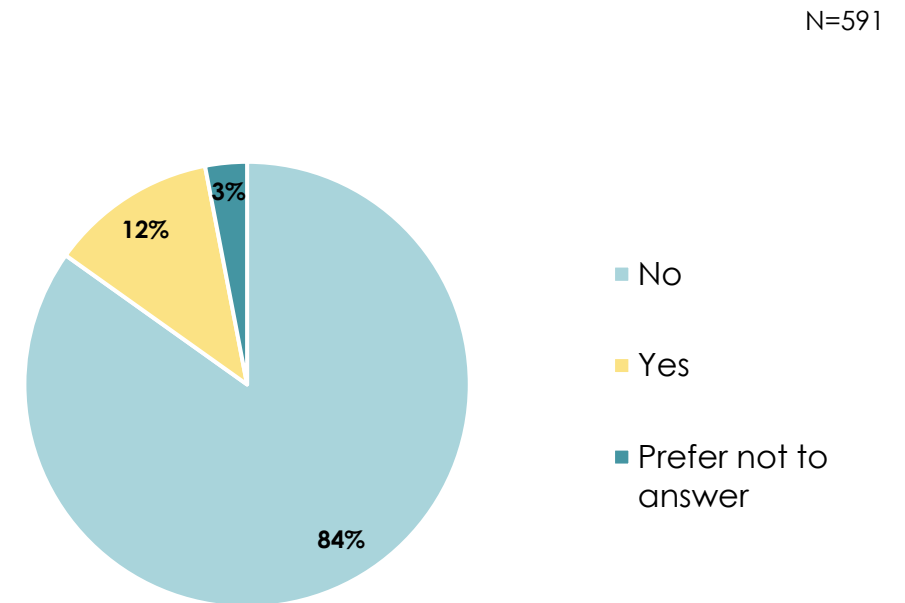




What language(s) do you speak in your household?



Do you or anyone in your family have a condition or disability that influences your participation in or access to parks and recreation activities?



## 2. PROJECT PRIORITIES

The survey posed questions about priorities for different types of projects or improvements to the park and recreation system using four cost categories.



### Low Cost Projects

Trail amenities and wayfinding (16% of respondents) and lighting improvements (16% of respondents) were the top two low cost priority projects in McMinnville.



### Moderate Cost Projects

Safe routes to parks (22% of respondents) and restrooms (21% of respondents) were the top two moderate cost priority projects in McMinnville.



### High Cost Projects

A loop trail (18% of respondents) and a riverfront trail (18% of respondents) were the top two high cost priority projects in McMinnville.

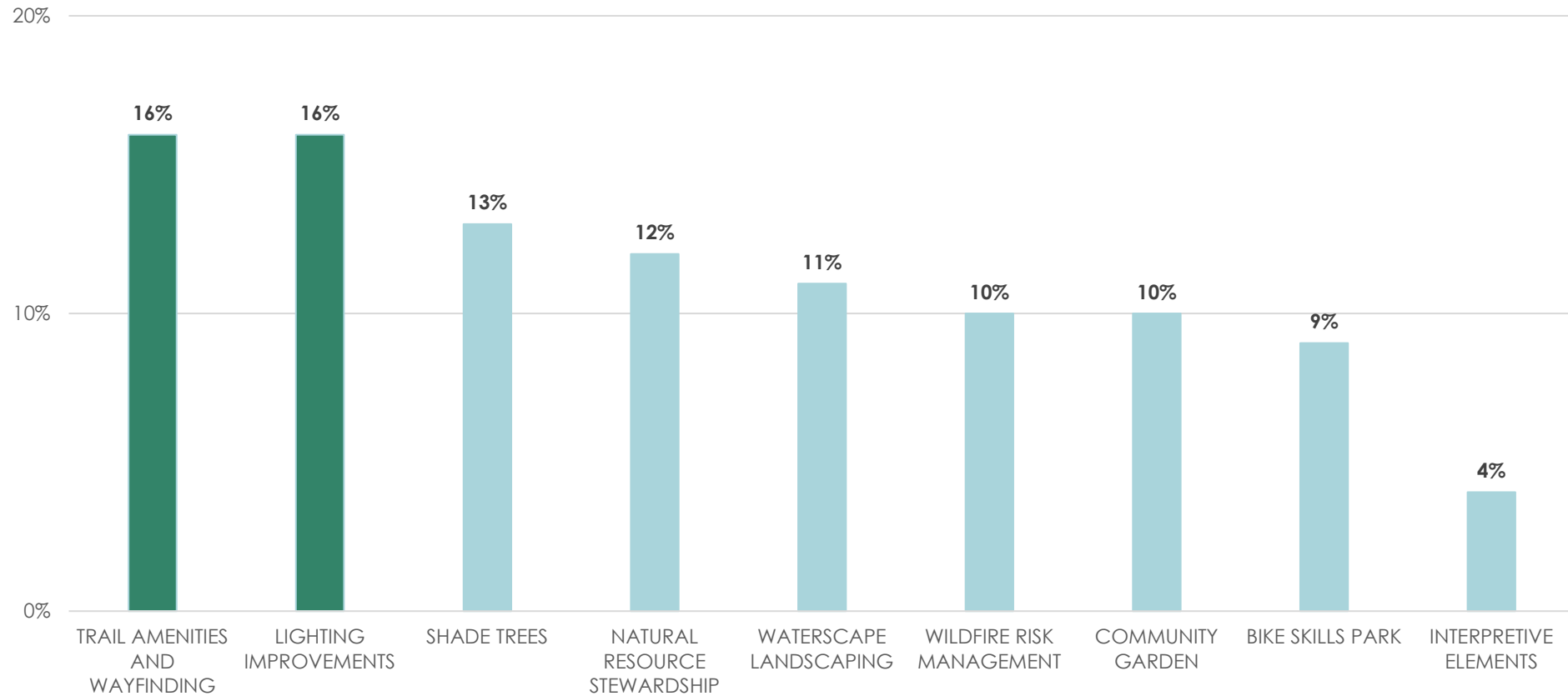


### Highest Cost Projects

A new community park (36% of respondents) was the top highest cost priority project in McMinnville.

Choose up to four low cost (less than \$50,000) project types that you think should be the highest priority for McMinnville.

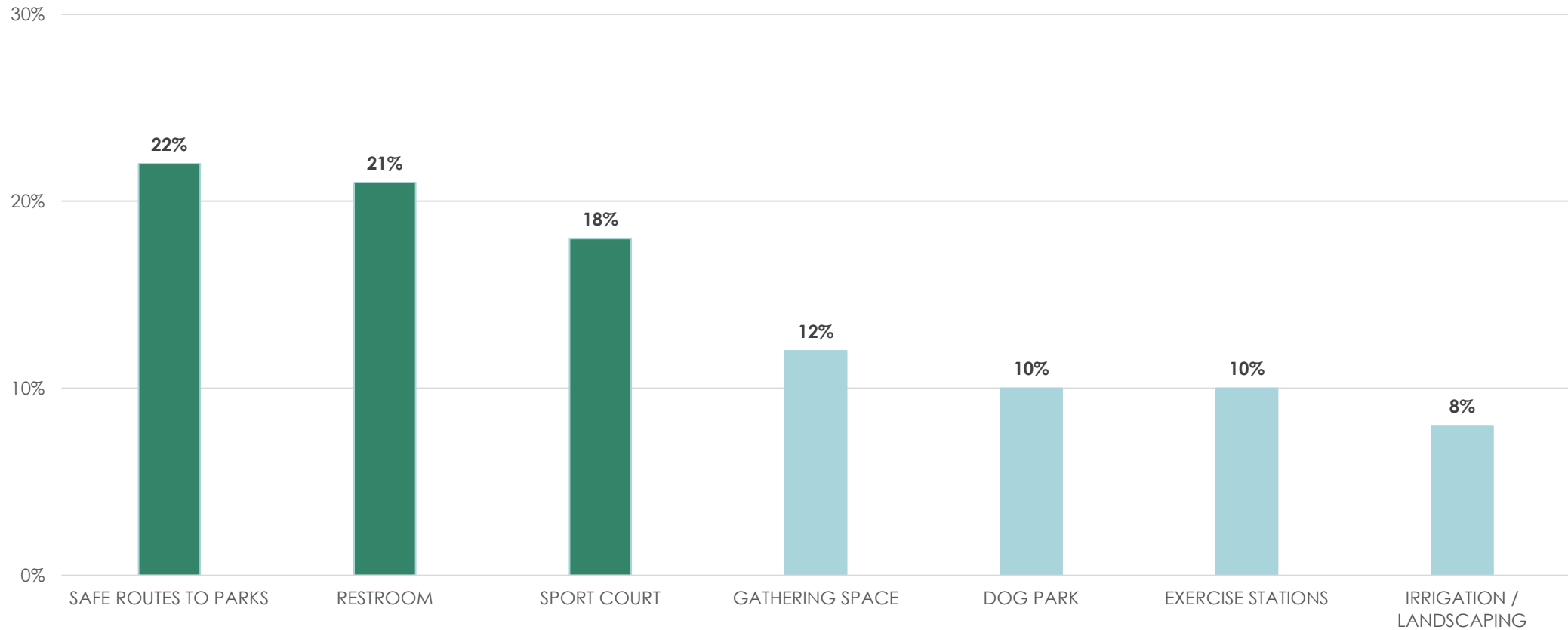
Responses=967





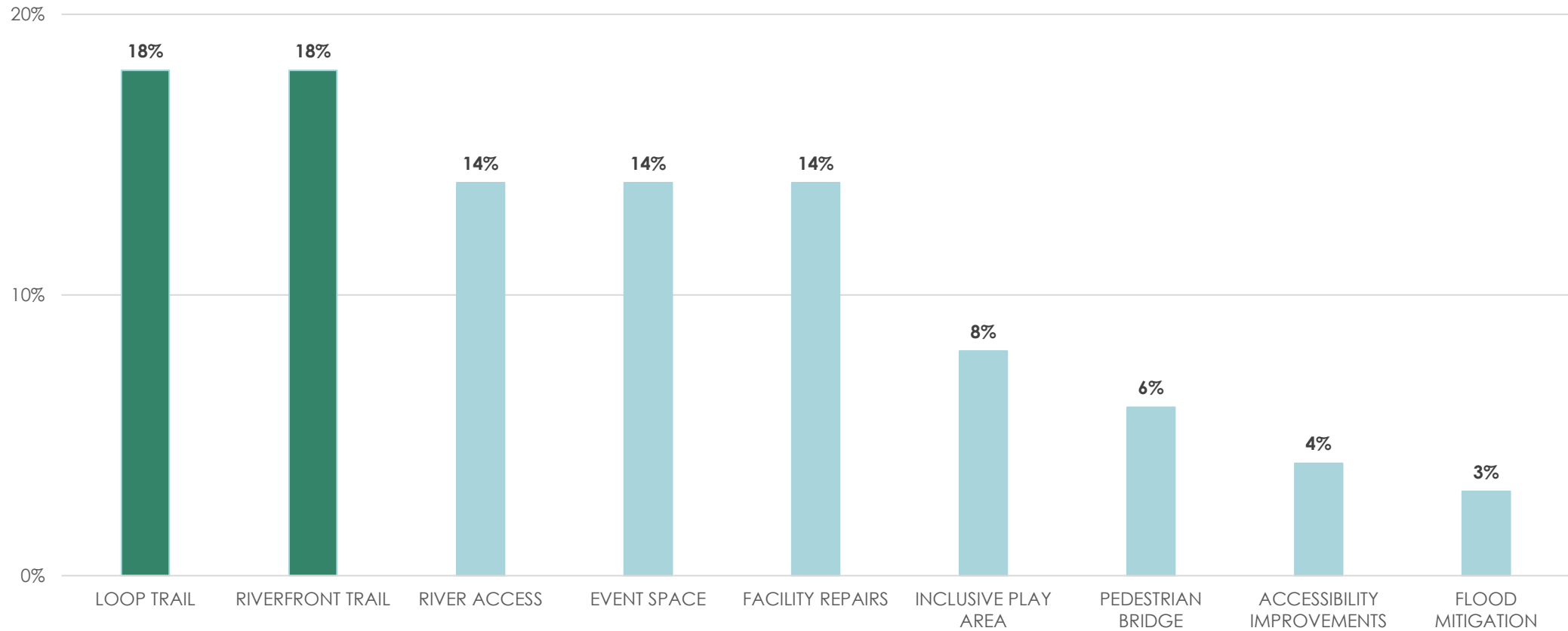
Choose up to three moderate cost (\$50,000-\$250,000) project types that you think should be the highest priority for McMinnville.

Responses=957



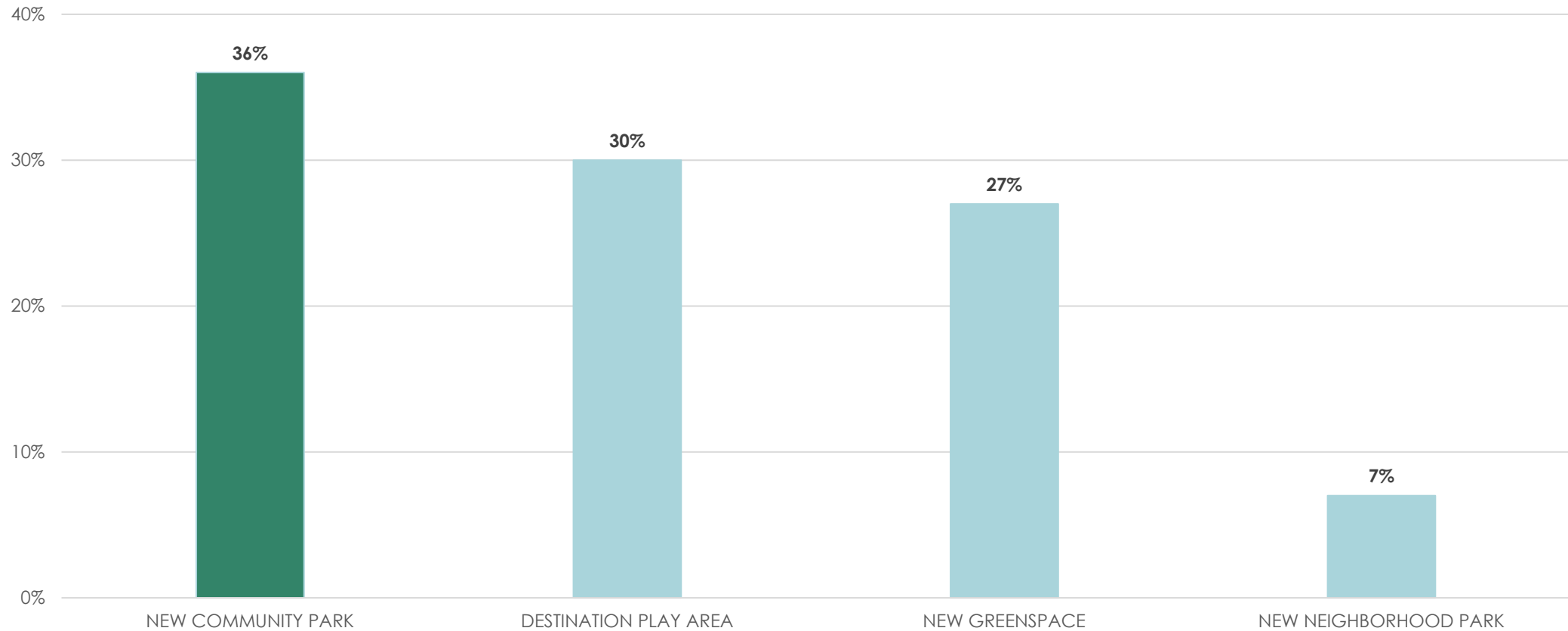
Choose up to two high cost (\$250,000-\$1,000,000) project types that you think should be the highest priority for McMinnville.

Responses=937



Choose one highest cost (greater than \$1,000,000) project type that you think should be the highest priority for McMinnville.

Responses=914





# 3. GEOGRAPHIC PRIORITIES

The survey then posed questions about prioritizing the key needs identified by the community for different parts of the city.



### Connections

Connections, such as trails or access improvements, were within the top two priority project types for all four geographic areas in McMinnville.



### Play and Gathering

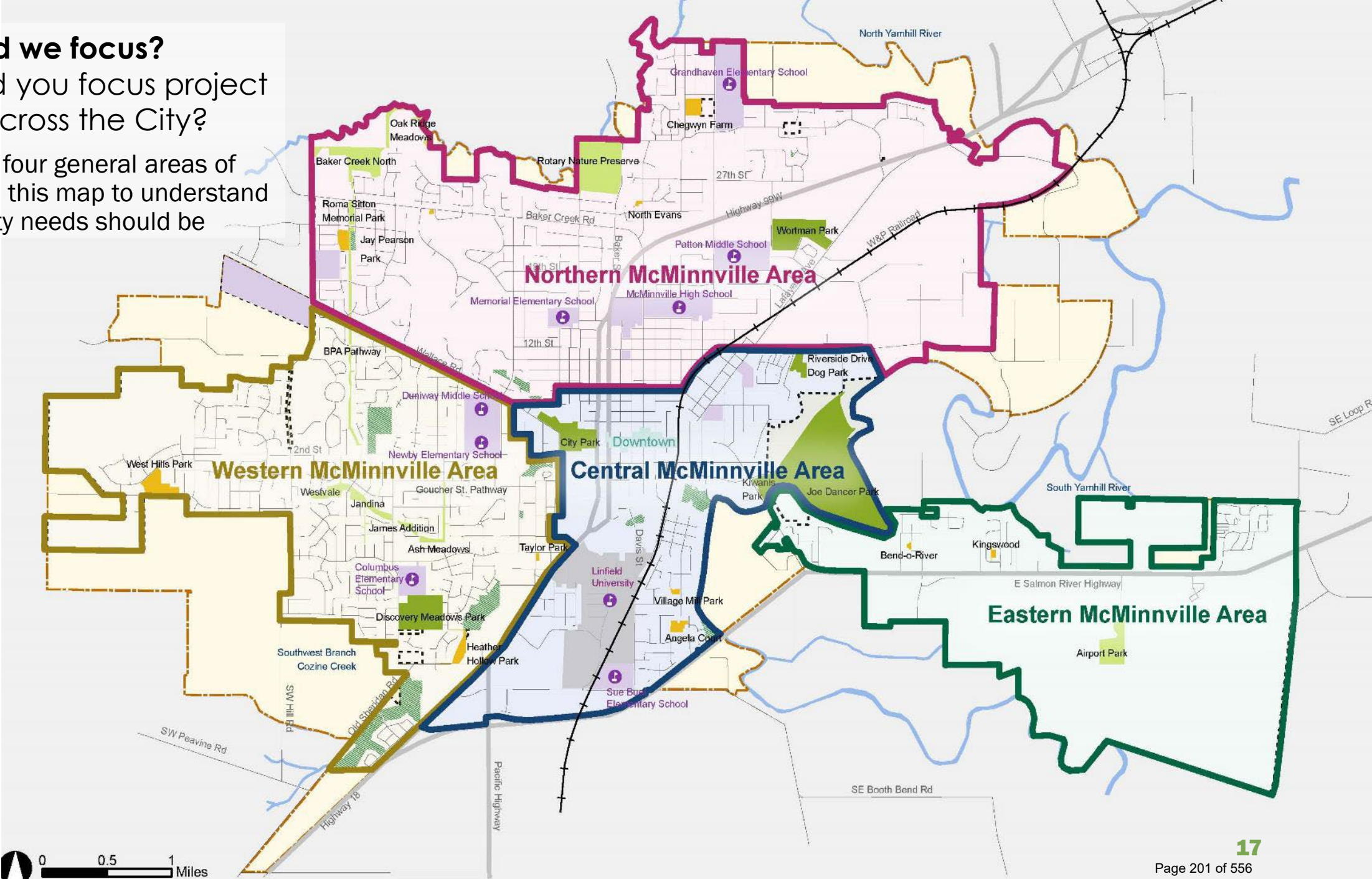
Play and Gathering, such as play areas, sports facilities, or community spaces, were also within the top two priority project types for all four geographic areas in McMinnville.

Geographic Location	Connections	Play and Gathering	Reinvestment	Nature
Central McMinnville Area	<b>X</b>	<b>X</b>	<b>X</b>	
Western McMinnville Area	<b>X</b>	<b>X</b>		
Northern McMinnville Area	<b>X</b>	<b>X</b>		
Eastern McMinnville Area	<b>X</b>	<b>X</b>		

# Where should we focus?

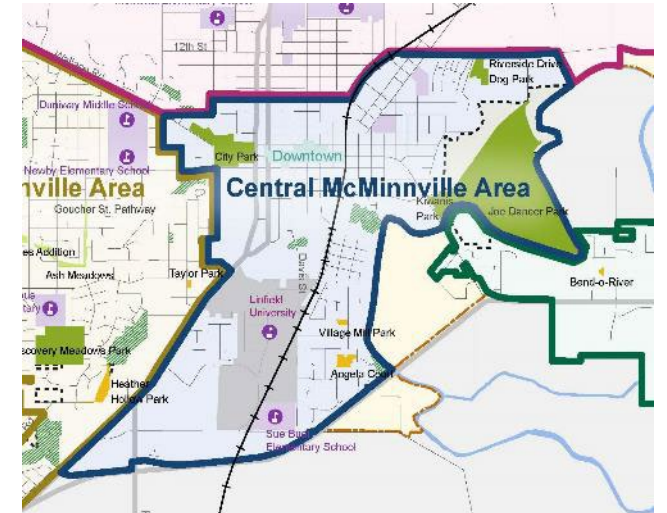
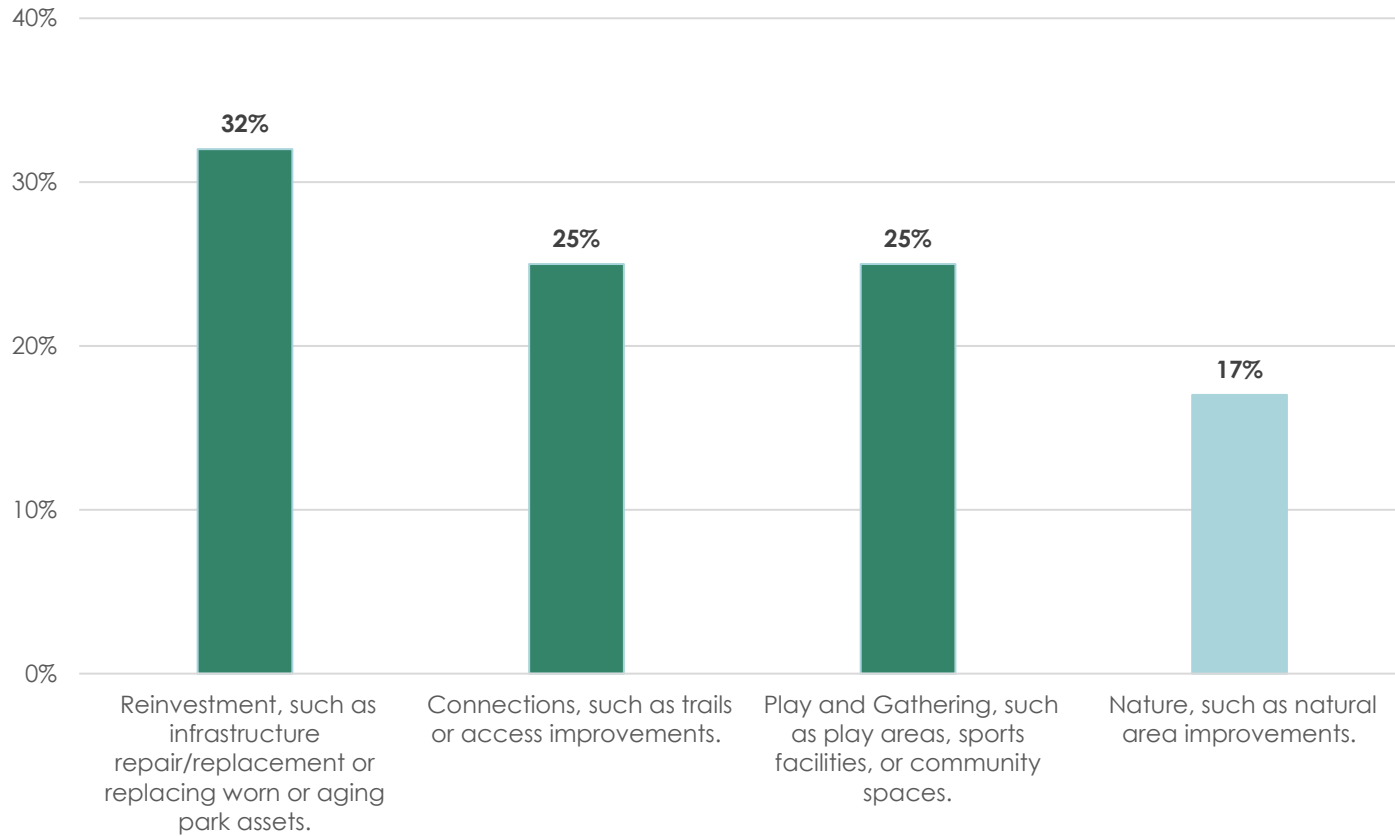
Where would you focus project categories across the City?

The survey used four general areas of the city shown in this map to understand where community needs should be prioritized.



In the Central McMinnville Area, what two project types are the highest priority?

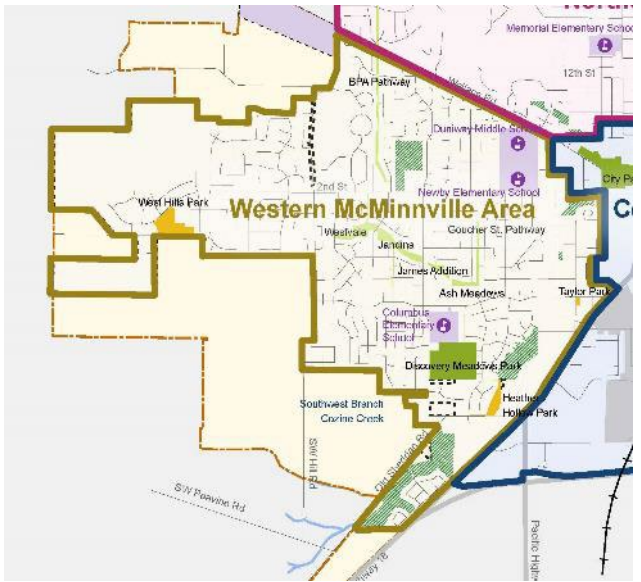
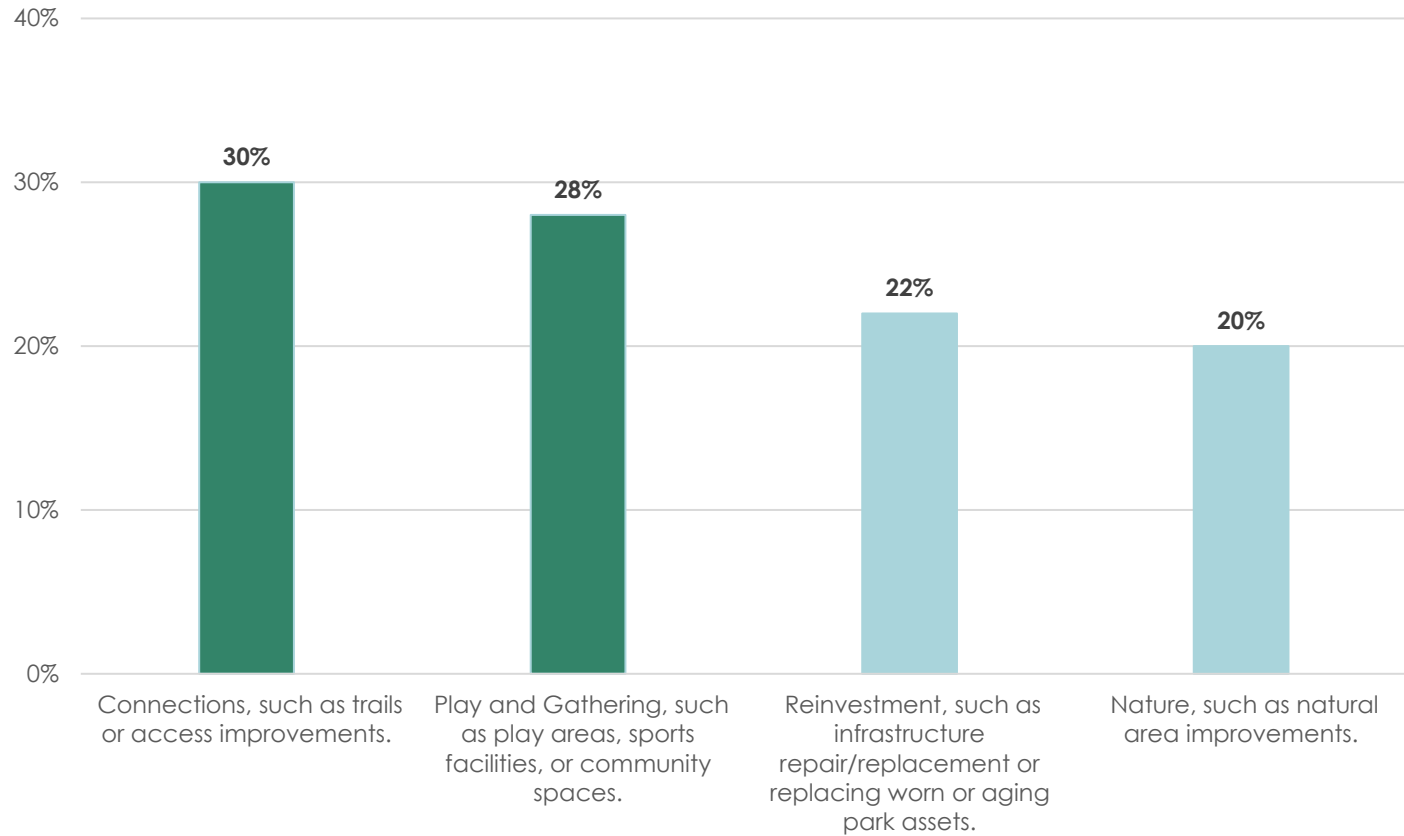
Responses=667





In the Western McMinnville Area, what two project types are the highest priority?

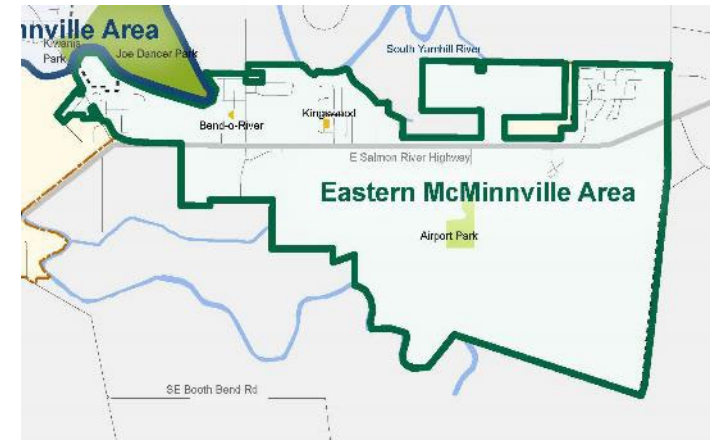
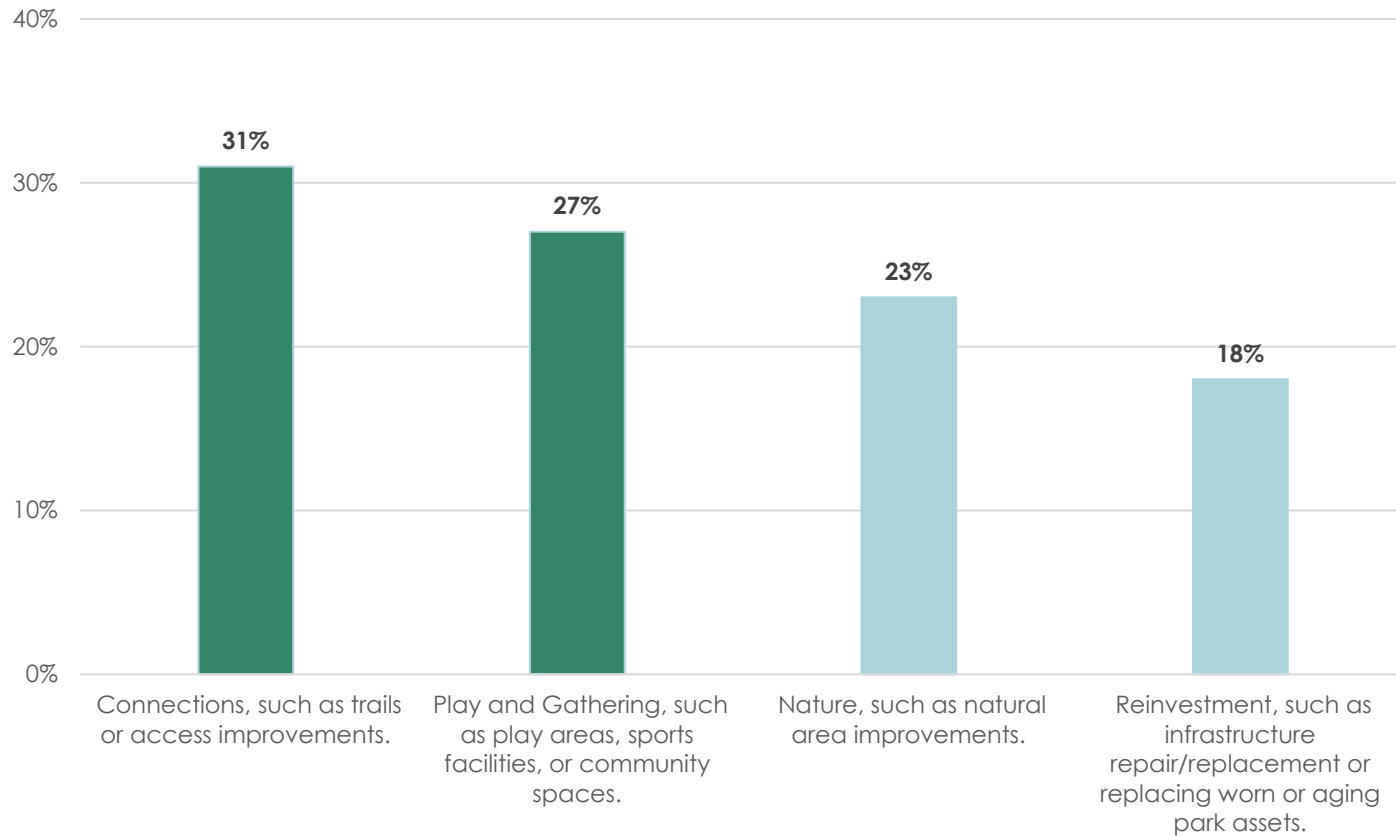
Responses=647





In the Eastern McMinnville Area, what two project types are the highest priority?

Responses=578





# 4. ADDITIONAL COMMENTS

The survey also allowed respondents to provide any additional comments or ideas through an open-ended question. The appendix provides all open-ended comments received from survey respondents.



Write-in comments  
from 293 respondents



## Park Safety and Cleanliness

Park safety and cleanliness (trash, drug paraphernalia, restrooms, etc.) is a top priority of write-in respondents.



## Accessible Trails and Safe Connections

Additional trails and connections that provide safe and accessible multi-modal access to parks, facilities, schools, and other key destinations is a top priority.



## Improve Existing Parks and Facilities

Prioritizing maintenance, improvements and additional amenities in existing parks prior to developing new parks and facilities is a top priority.



## Exhibit B

# PROPOSED COMPREHENSIVE PLAN AMENDMENTS VOLUME I – BACKGROUND INFORMATION

## PARKS AND RECREATION, OPEN SPACES, NATURAL AREAS, SCENIC AREAS

McMinnville is blessed with a large number of varied parks and recreation facilities, open spaces, natural areas, and scenic areas. The provision of these amenities is a product of both public and private agencies and groups, and the continued protection and provisions of these resources and facilities is of vital concern to the city. This section of Chapter VII inventories and identifies the aforementioned resources and facilities, examines concerns peculiar to each area, and assesses the adequacy of these resources and facilities when measured against established standards.

*The following section of Volume I of the McMinnville Comprehensive Plan and the 1999 Parks, Recreation and Open Space Master Plan will be replaced by the June 2024 Parks, Recreation and Open Space Plan.*

### PARKS AND RECREATION FACILITIES

~~McMinnville has an extensive parks system and an active recreational and leisure time program operated by the Parks and Recreation Department. The parklands range from the picnic and light recreational-type park (City Park and Wortman Park) to the recreational-oriented Riverside Drive Park, and also include neighborhood tot lots. Airport Park has been retained for the most part, in its natural state, but does have a system of trails that makes it a jogger's haven. The recently acquired Tice Property will if developed under the guidelines established in the park's master plan, become a natural refuge, unique to our urban area. It will allow the unobtrusive entrance of people into the natural beauty of a marshland habitat. This treasure, located within the city limits, will offer many opportunities for the education of both young and old to nature's wonders.~~

~~The existing recreational and leisure time programs, which utilize school district facilities, for the most part, are expected to add new dimensions and services with the advent of the new Community Center. This center will be the base for a multitude of youth, senior citizens, community, recreational, and leisure time activities.~~

~~The existing parks and recreation facilities within the community are identified in Figure VII-8, and the parks are mapped in Figure VII-9. The inventory of recreational facilities includes the school district grounds and facilities.~~

### PARKS AND RECREATION FACILITIES – ASSESSMENT

~~Various measures have been developed by agencies concerned with Parks and Recreation to determine the "adequacy" of lands and facilities. These measures are usually designed for larger cities; if used, they must be carefully applied since they do not account for many factors affecting local situations. They can, however, serve as a very general measure of the adequacy of our parklands and recreational facilities.~~

~~The Parks and Recreation Branch of the State Department of Transportation has provided us with guidelines (taken from the Statewide Comprehensive Outdoor Recreation Plan, 1977) for~~



assessing the adequacy of our parklands and recreational facilities. These guidelines set minimum local recreation standards (minimum acres for facilities per 1,000 people) for various types of facilities. Figure VII-10 contains the minimum standards for the types of facilities available in McMinnville and the number of acres and /or facilities the city currently has.

Examination of McMinnville's situation in relation to the state's standards shows that the city meets or exceeds most requirements. The only glaring deficiency is in the number of play lots (tot lots). This deficiency, however, must be qualified by two factors. First, land will be acquired through the subdivision ordinance for possible future development of tot lots. The amount of land acquired (one acre per 400 people) exceeds the requirement for tot lots of one acre per 5,000 people. The number of tot lots developed will depend on the size and location of the subdivision and the type of land acquired. Second, the development and maintenance of the tot lots involves a proportionately higher expenditure of money and manpower than larger parks. For this reason money, in lieu of land, will be taken from some subdivisions in order to fully develop the land which is acquired.

Figure VII-10

**MINIMUM LOCAL RECREATION STANDARDS**

Facility	Minimum Acres of Facilities per Thousand People	McMinnville: Minimum Requirements	McMinnville: Existing Facilities
Play Lot (Tot Lot)	1 lot per 800 people	13 lots	7 lots
Neighborhood Playgrounds	1 ½ acres per 1,000 people 1 facility per 3,000 people	19.8 acres 4 facilities	19 acres (approximately) 5 (school playgrounds)
City Parks	1 facility per 20,000	1 facility	3 facilities (Airport Park, Tice Property, Riverside Drive Property)
Playfields	1 ½ acres per 1,000 people	9.8 acres	30 acres (approximately) (Riverside Drive Property, Jr. & Sr. High Schools)
Baseball Softball	1 field per 6,000 people 1 field per 3,000 people	2 fields 4 fields	3 existing (1 proposed)
Swimming Pools			
Indoor Outdoor	1 pool per 10,000 people 1 pool per 40,000 people	1 --	1 pool 1 pool
Tennis Courts	1 court per 2,000 people	6 or 7	14 (2 private, 4 at Linfield)

SOURCE: Statewide Outdoor Comprehensive Plan, 1977, City of McMinnville Inventory.

Another important aspect of the criteria for evaluating the adequacy of our parks and recreational

facilities is the location of those facilities in relation to the existing residential neighborhoods. Most residential areas in the city are within one quarter to one half mile of a park or playground. The major parks are distributed throughout the developed portions of the city. The future siting of small parks and playgrounds (as well as some larger parks in larger subdivisions) will be assured through the subdivision ordinance. The location of parks in specific areas of the city will be more fully discussed in the next chapter of the report.

Future expansion of recreational programs will take place in the new Community Center. Recreational activities, which will take place, include general exercise classes, basketball, volleyball, racquetball, handball, table tennis, and jogging. Cultural and social leisure time activities will also be provided for all age groups within the community. The development of the Community Center should relieve some of the problems of scheduling caused by the limited facilities now available in the city and should allow for development of some new recreational programs.

Providing recreational opportunities to all segments of the population is an important element in Statewide Goal #8. The City Parks and Recreation Department currently provides several programs for handicapped children including Special Olympics and backpacking excursions. The new Community Center will provide additional leisure activities for the elderly and youthful segments of the community.

Assessment of the "adequacy" of existing facilities and programs and the "needs" in these areas for future populations is a difficult task. Statewide goals and guidelines suggest the use of the Statewide Comprehensive Outdoor Recreation Plan. Examination of this document (and the Outdoor Recreational Demands Bulletin) has not proven especially useful for the city since most data is collected on a county wide basis. In addition, the city provides more than its share of the facilities identified as highest priority within the county.

Based on the general guidelines contained in the Statewide Comprehensive Outdoor Recreation Plan, the city has an adequate amount of parkland. Geographically, the parks and playgrounds (including schools) are generally distributed throughout all sections of the city. By these guidelines, we have adequate recreational facilities—ballfields, swimming pools, tennis courts. The addition of the Community Center and the construction of new ballfields on Riverside Drive will add to our recreational opportunities. Private construction of a racket (tennis and racquetball) facility is expected, and Linfield College plans to build a new athletic complex.

Community Attitude Survey responses show that the improvement of existing parks and the development of small neighborhood parks are the highest priorities among citizens of McMinnville. A question concerning the perception of recreational facilities in the city found only 50 percent of the respondents stating that the existing facilities created a good impression.

These general guidelines and survey answers do not fully address the desires of the community and the needs of the population to the year 2000. The determination of future recreational facilities, the location of desirable parklands, and the creation of economically feasible methods to finance acquisition, development, and maintenance of those lands and facilities should be accomplished through development of a parks and recreation master plan

## SPECIAL AREAS

The comprehensive plan map adopted with this plan shall not designate future proposed parklands, but instead the plan text will identify site specific future park sites and identify methods

~~of acquiring or developing park sites. Existing parks, too, shall no longer be designated as such on the comprehensive plan map; protection of these areas will be insured, however, by public ownership.~~

~~The city feels that the determination of future parklands should be part of a parks master plan. Given the provisions of the subdivision ordinance, residential areas will contribute a great deal of land and/or money for development of future parks. This section of the report will identify and examine parks and open space possibilities within future residential growth area.~~

### Residential Areas:

~~The city has examined the topography and vegetation of residential growth areas north, west, and southwest of the city. Much of the land in these areas is flat and treeless in character. There are, however, some distinguishable areas that come to attention. Several potential parks and open spaces were studied and are identified below and mapped in Figure VII-11:~~

- ~~1. The Jandina development (Area 1) will include a linear park of approximately five acres. This park parallels a drainage swale running northwest to southwest through the parcel. Development plans for this parcel include construction of a bike and foot path along the length of the park that will be connected at several points with other bike/foot paths that run throughout the subdivision.~~

~~The drainage swale also runs through two parcels to the east of Jandina (A and B), continuing northeast to the Cozine. Goucher Street, which parallels the western boundary of Parcel B, is an unimproved street that has been retained as a public right-of-way. In addition, two proposed subdivisions (C) have ten-foot right-of-ways connecting public streets to Goucher Street. All the parcels mentioned here are within the city limits and will have urban services available in the near future.~~

~~The city will examine the following proposals as this area develops:~~

- ~~a. The city should acquire the land in and around the drainage swale and the grove of trees as part of the parkland requirements.~~
- ~~b. The city should study these possible developments for the area:
  - ~~(1). Extension of the bike/foot path from Jandina through Parcel B to Goucher Street. The path could be extended up Goucher Street to West Second.~~
  - ~~(2). Acquisition (through the subdivision ordinance) of additional land in the vicinity of the trees for development into a playground and picnic area. This additional land could be connected to the path system.~~~~

- ~~2. In the southwestern portion of the city (Area 2) stands another grove of trees (C) within a generally flat and treeless area. Southwest of this grove of trees lies a farm pond and additional trees, which abut Old Sheridan Road across, form the Grange. The area in which this proposal is located is currently outside the city limits, but is in the urban growth boundary.~~

~~The city will examine the following proposals as this area develops:~~

- ~~a. The city should acquire the large grove of trees (Parcel A) as part of the parkland requirements. This grove is mostly located in one parcel and will probably exceed the requirements of the subdivision ordinance for parks. Decisions will have to be made~~



~~whether or not to purchase the whole grove with additional city monies or accept only a portion of the grove.~~

~~b. The city should study these possible developments for the area:~~

- ~~(1). Utilize the farm pond for recreational type uses.~~
- ~~(2). Construct a hiking path from the trees to Old Sheridan Road.~~
- ~~(3). Establish a picnic area near the grove of trees.~~

~~3. An imaginary extension of Wallace Road from its present terminus northwest of Hill Road traces the path of a man-made millrace that once played an important part in McMinnville's early history. The millrace is bordered on both sides by rows of trees along its entire course that offer relief to the generally flat and treeless terrain in this area.~~

~~Approximately one-half mile north of the terminus of Wallace Road lies a large grove of trees (approximately two to three acres) adjacent to the millrace (D). North of this grove is a corridor of trees which connects the first stand of trees (D) to a larger stand of trees (E) owned by Michelbook Country Club. These stands of trees, again, are some of the few trees within these future residential growth areas.~~

~~The potential exists in this area to develop a bike/foot path system along the millrace that could ultimately stretch from Hill Road to City Park and the downtown core. Preservation of these stands of trees would offer open space and park potential. However, certain problems would be encountered:~~

- ~~• The middle of the millrace is the property line dividing all adjacent parcels. Wallace Road is planned for extension to Hill Road as a collector. Locating Wallace Road to the north or south of the millrace will place the financial burden for this road on a smaller number of landowners, which has created problems in the past~~
- ~~• Access points to Wallace Road would be necessary for all parcels adjacent to the millrace. This will reduce the continuity of the tree-lined concourse as well as adversely affect the bike/foot path.~~
- ~~• The grove of trees in Parcel A would probably exceed the park requirements for any subdivision in this area. Extra money from the city would be needed. However, this problem could be overcome by two methods. First, money acquired through the subdivision ordinance from surrounding areas could possibly be used. Second, the parcel could be developed as a planned development allowing the construction of the desired density for the area, while preserving the trees.~~

~~With these factors in mind, the city will examine this area as follows:~~

- ~~a. The city should acquire the stands of trees adjacent to the millrace for future open space and park development.~~
- ~~b. The city should study the feasibility of preserving and eventually developing the millrace. The implications of this proposal—engineering, financial, etc. should be weighed against any derived benefits.~~

~~4. In connection with the millrace proposal, the city notes that a sixty-foot Bonneville Power Administration transmission line right-of-way runs parallel to Hill Road from Baker Creek Road~~

~~past the millrace to West Second. This area affords possibilities of a bike/foot path running from Baker Creek to the city center. Parcels E, G, and H are owned by one developer who has favorably viewed this concept as part of a planned development for the area.~~

~~Wooded areas in Parcel H could also be developed as parks and/or playgrounds. Some problems do exist with the parcel, including future opposition and complaints from adjacent homeowners. However, the city recommends further study of the proposal.~~

~~The four proposals identified above suggested possible parkland developments that could be accomplished through use of the subdivision ordinance. The proposals were chosen because of their unique features which contrast to the general flatness and treelessness of the area. Other recreational activities for the area, such as ballfields, large picnic areas, etc. have not been overlooked—the Quarry Park will serve the area as well as the Tall Oaks School ballfields and play areas. In addition, the parks proposed would not fill the land requirements of the subdivision ordinance for the whole area. Since the parcels in this area are fairly large, additional major parks (two and five acres) could be acquired and developed or series of open spaces may be preserved. As a final possibility, money could be required, in lieu of land, to improve and maintain the proposed developments. The final decision on these matters should be accomplished through a citywide master plan.~~

### Three Mile Lane and West Hills Areas

~~Three Mile Lane and the areas within the city limits west of Hill Road require special attention because of their future development patterns.~~

~~If the current trends continue, development along the north side of Three Mile Lane will occur at an R-1 density under the provisions of the planned development ordinance. If this is the case, the following factors must be considered:~~

- ~~1. The area is relatively isolated from other sections of the city (geographically by location and physically by man-made barriers) preventing the use of pedestrian transport means to reach other city parks.~~
- ~~2. No major city parks, except the Airport Park, are located in the vicinity of Three Mile Lane. Airport Park is effectively isolated by the highway.~~

~~For these reasons, the city will examine the following proposal:~~

- ~~1. All subdivisions developing on Three Mile Lane must provide land for parks except under the condition described below:~~

~~An adequate amount of parkland and equipment is available and reachable by safe and convenient pedestrian access within a short (one-half mile more or less) distance.~~

~~The West Hills area of the city offers one of the most distinctive scenic features along our boundaries. The development pattern for this area is under careful study at this time. When the development pattern is decided, the preservation of the scenic values of this area could be enhanced through the designation of a planned development overlay on this land. The planned development overlay for the West Hills should include a provision to place emphasis on the preservation of aesthetic and scenic values for these areas.~~

The city therefore recommends that:

A planned development overlay should be placed on areas within the urban growth boundary west of Hill Road. Emphasis should be placed on preservation of scenic values in the development of these areas.

### Cozine and Baker Creeks and the Yamhill River

Under the provisions of the subdivision ordinance, lands within the recognized floodplain of waterways in the city cannot be developed for most uses. In and around McMinnville, this requirement provides a great deal of open space and natural areas which can be preserved.

Ownership of the land within the floodplains remains in the hands of private individuals. Efforts have been made in the past to acquire some of this land (the Cozine Greenway Project) but have met with stiff opposition from land owners who fear (and many times rightly so) vandalism and encroachment on the privacy of themselves and their property.

The city has been able to acquire some portions of the Cozine Creek floodplain. Development plans for this area have not been made. A major reason nothing has been done is that there is a difference in opinions about what type of development, if any, should take place within floodplain areas. Our community attitude survey showed that an equal percentage of people wanted to: (1) leave the floodplain in its natural state, (2) allow minimal development (trails), and (3) allow more intense development (trails, picnic areas, etc.).

The city is continuing to acquire floodplain areas as part of the park requirements of the subdivision ordinance. Most of these floodplain areas (Shadowood and Crestwood Subdivisions along Wallace Road) are natural areas.

The city will examine the following in relation to waterway floodplains:

The city should continue to acquire floodplain lands, through the provisions of the subdivision ordinance and other available means, for future uses as natural areas, open spaces, and/or parks.

### FINANCES

Parks and Recreation funding comes through three basic sources: charges for services; government grants; and levied taxes. Grants fluctuate from year to year as different projects are undertaken. Levied taxes generally account for 45 to 55 percent of funds. Expenditures for personal services and park maintenance generally account for the bulk of the funds used.

Money acquired from the provisions of the subdivision ordinance is put into an escrow account and must be spent to benefit the specific area from which the money is received.

The future availability of funds may be greatly affected by property tax reform measures currently being developed by the state legislature. Cutbacks in services and improvements may be made as well as an increase in charges and fees.

### Coordination and Compliance

The city will stress the need for greater cooperation and coordination of plans and programs between the city and the school district. This concept could be increased to include greater cooperation between the city and all groups involved in recreation and leisure activities. Parks



~~Director Galen McBee states that it is his wish to see the city and various recreational groups complement, rather than compete with, each other with a variety of recreational facilities and programs. This coordination could be furthered through a parks and recreation master planning process.~~

~~The school district, especially, must closely coordinate its plans and programs with the city. These two agencies (city, school district) supply most of the recreational facilities and programs to the community. Close examination should be given to ways to share expenses, areas (City Park adjacent to school playground), and facilities.~~

~~This element of coordination should go far beyond the exchange of ideas and information. The idea of coordinating activities, facilities, and land acquisitions should be a primary consideration for a parks master plan.~~

### OPEN SPACES AND NATURAL AREAS

~~Parks and recreation lands and facilities, as we have been examining them, can be defined as those areas which serve specific purposes for the community—either as recreational/athletic centers or as natural area preserves. In addition to these specific purpose areas, great value is placed on the retention of visually and aesthetically pleasing environments—open areas. These open spaces offer variety to the developed landscape of an urbanizing city and enhance the livability of a community. Open spaces differ from parks primarily in that they encompass cultivated fields and land not necessarily suited for parks—generally those areas which are not developed for urban uses.~~

~~The open spaces within and around the McMinnville urban area are primarily agricultural lands. The notable exceptions to these agricultural open spaces are:~~

- ~~1. The areas within the floodplain of Cozine and Baker Creeks and the Yamhill River.~~
- ~~2. The areas incorporated into the Michelbook Golf and Country Club.~~
- ~~3. The grounds of Linfield College.~~

~~The transition from urbanizable to urban uses within our established urban growth boundary will diminish the amount of agricultural open space within the city. Some future open spaces will be preserved through the following methods:~~

- ~~1. The parkland section of the subdivision ordinance. Land will be acquired through the subdivision ordinance for both parks and recreation purposes and as open spaces.~~
- ~~2. The floodplain zone. Urban development (residential, commercial, and industrial uses) cannot occur within a floodplain zone.~~
- ~~3. City land acquisitions. The city, through the Parks and Recreation Department, will continue to acquire park and open space lands when and where feasible. Continued public input into this land acquisition process will occur.~~

~~Recent legislation, both federal and state, has created new opportunities for the preservation of open spaces. Two of the most important pieces of legislation are the state and federal open space land programs. These programs are administered by the Oregon Department of Revenue on the state level and the Community Resources Development Administration of the Department~~

~~of Housing and Urban Development on the federal level.~~

~~The federal open space lands provides 50 percent of the funds for acquisition and development of open space and parklands. The Oregon Open Space Lands Program (ORS 308.240) utilizes reduced tax assessments for lands which are deemed desirable as open space. It is up to local governments to weigh the benefits of an application for open space designation against the potential loss in revenue. The lands considered worthy of open space designation include those which:~~

- ~~1. Conserve or enhance natural or scenic resources;~~
- ~~2. Protect air or streams or water supplies;~~
- ~~3. Promote conservation of soils, wetlands, beaches, or tidal marshes;~~
- ~~4. Conserve landscaped areas, such as public or private golf courses, which enhance the value of abutting or neighboring property;~~
- ~~5. Enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations, sanctuaries, or other open spaces;~~
- ~~6. Enhance recreation opportunities;~~
- ~~7. Preserve historic sites;~~
- ~~8. Promote orderly urban or suburban development; or~~
- ~~9. Affect any other factors relevant to the general welfare or preserving the current use of the property.~~

~~In 1976, approximately 5,000 acres were part of this program in Oregon.~~

~~There are currently no natural acres of statewide or national significance in McMinnville. No resources identified by the Nature Conservancy, federal or state agencies are located within the McMinnville Urban Growth Boundary.~~

~~The city does, in the Tice Property, have a local, unique natural area which shall be developed in a manner to permit use for study and leisure, but which will not substantially affect its natural state.~~

## ~~RECREATION TRAILS~~

~~Oregon has begun development of a statewide system of trails for hiking, bicycling, walking, and horseback riding. Under the Oregon Recreation Trails System Act, high priority is given to developing trails in or near cities.~~

~~McMinnville currently has no trails recognized under the Trails Act and is not included in the proposed Statewide Trails System. Attempts have been made to acquire access and/or land within the Cozine floodplain for development of a path and trail system. However, opposition from adjacent landowners prevented realization of this project. Development of hiking trails may occur in the future as monies and lands become available. Bike paths are currently being examined; limited funds will be available through gas tax revenues.~~

Based on the information contained herein on parks and recreation facilities, open spaces, natural areas, scenic areas and recreational trails, the city finds that:

- ~~1. The City of McMinnville has, in aggregate, an adequate amount of parkland to serve the needs of its present population. Additional parkland will need to be acquired as the city grows.~~
- ~~2. Responses to the Citizens' Advisory Committee Survey showed that area residents have three major concerns: improving existing parks; developing small neighborhood parks; and acquiring land along Cozine Creek.~~
- ~~3. The City of McMinnville and McMinnville School District 40J provide most of the parks and recreation facilities and programs for area residents.~~
- ~~4. The City and School District 40J currently share use of some facilities. Expansion of the City-School District cooperative efforts into areas of joint acquisition, development, and maintenance of school/parks should be examined.~~
- ~~5. The city has provisions for the acquisition of parkland, or money in lieu of land, with each new residential development.~~
- ~~6. Local parks (tot lots) serve a beneficial purpose for neighborhoods; improvements and maintenance costs, however, can be expensive and must be considered.~~
- ~~7. The city has no natural areas identified in the inventory of federal, state, and interagency programs conducted by the Nature Conservancy for the Parks and Recreation Branch of the Department of Transportation.~~
- ~~8. The city currently has no trails in existence or planned as part of the Oregon Recreational Trails System. Examination of the Cozine Creek floodplain for trails will be undertaken as the city acquires more of this floodplain area.~~
- ~~9. A master plan for the total parks and recreation system has not been developed. Plans for specific parks—Tice and Quarry—will be developed.~~
- ~~10. Funding for parks and recreation programs and projects comes from three main sources: levied taxes, government grants, and charges for service.~~
- ~~11. Expenditures for personnel services (salaries, etc.) and materials and supplies generally account for the largest portion of funds spent on Parks and Recreation.~~
- ~~12. The availability of future funds for parks and recreation purposes may be greatly affected by property tax reform measures.~~
- ~~13. Open spaces within and around the McMinnville area consist primarily of agricultural lands with the notable exceptions of the floodplains of Cozine Creek and the Yamhill River, and the ground of Linfield College and Michelbook Golf and Country Club. Preservation of these areas is desirable.~~
- ~~14. Adequate recreational facilities are available in McMinnville by the standards of the Statewide Comprehensive Outdoor Recreation Plan.~~



- ~~15. The Three Mile Lane area is relatively isolated from other sections of the city (geographically by location, physically by man-made barriers) preventing the use of pedestrian transport to reach other city parks. No major parks, except Airport Park, are located in this area. Airport Park is effectively isolated by the highway.~~
- ~~16. The West Hills area offers a distinctive scenic feature to the McMinnville area. Emphasis should be placed on the preservation of the scenic values of this area as development occurs.~~
- ~~17. The development of lands at the entrances to the city is an important factor in the appearance and livability of the community. Retention of the natural features and scenic values of the entrances to McMinnville is desirable.~~
- ~~18. Several specific locations in residential areas in western McMinnville have been identified and mapped for the plan. Proposed actions by the city will be examined prior to or concurrent with development of these areas.~~

# Exhibit C

## PROPOSED COMPREHENSIVE PLAN AMENDMENTS VOLUME II – GOALS AND POLICIES

The following amendments are proposed to the McMinnville Comprehensive Plan Policies, as contained in Volume II. New text is **red font**. Text to be deleted is indicated with a strike through font.

Volume II, Goals and Policies, contains the goal, policy, and proposal statements which shall be applied to all land use decisions. Goal, policy, and proposal statements each have different purposes: goal statements are the most general principles; policy statements are directed to specific areas to further define the goal statements; and proposals are possible courses of action open to the City which shall be examined to further implement the goal and policy requirements. Each of these statement types is further defined below:

**GOALS:** are the broadly-based statements intended to set forth the general principles on which all future land use decisions will be made. Goals carry the full force of the authority of the City of McMinnville and are therefore mandated.

**POLICIES:** are the more precise and limited statements intended to further define the goals. These statements also carry the full force of the authority of the City of McMinnville and are therefore mandated.

**PROPOSALS:** are the possible courses of action available to the City to implement the goals and policies. These proposals are not mandated; however, examination of the proposals shall be undertaken in relation to all applicable land use requests.

These recommended amendments include goals, policies and proposals in order to implement the June 2024 Parks, Recreation and Open Space Plan.

### CHAPTER VII – COMMUNITY FACILITIES

#### **PARKS AND RECREATION**

**GOAL VII 3: TO PROVIDE PARKS AND RECREATION FACILITIES, OPEN SPACES, AND SCENIC ~~NATURAL AREAS FOR THE USE AND ENJOYMENT OF~~ TO PROVIDE MULTIPLE BENEFITS FOR ALL CITIZENS OF THE COMMUNITY AND THE ENVIRONMENT.**

#### *Policies:*

159.00 *The City of McMinnville’s Parks, Recreation, and Open Space ~~Master Plan~~ shall serve to identify future **public parkland** needs of the community, ~~available resources, funding alternatives, and priority projects.~~ (Ord. 4796, October 14, 2003)*

160.00 *The City of McMinnville shall encourage the improvement of existing parks and recreation facilities as a priority consideration, **particularly in public parks with***

*limited, unsafe, inaccessible, and/or aging park facilities.*

- 161.00 The City of McMinnville shall encourage cooperation between public and private recreation agencies and groups *(including higher education providers and downtown/economic development associations)* to provide a full complement of recreational and leisure time activities, ~~to share existing facilities, and to discourage duplication of expenditures and programs.~~
- 162.00 The City of McMinnville and School District 40 shall endeavor to jointly cooperate in the acquisition, development, and maintenance of combined park and school sites wherever desired, feasible, and mutually agreeable to both parties.
- 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 *as identified in the Parks, Recreation and Open Space Plan except when an existing public park is available and reachable by safe (defined as meeting city standards for pedestrian sidewalks and paths) and convenient pedestrian access (half-mile walk) and continue to ensure the checks and balances of operating costs are met, prior to accepting land. Where no land is dedicated, money in lieu of land shall be required.*
- 163.05 *Parks (private and public) in flood zones shall be managed and designed to work with natural systems maximizing mitigation potential and designed to adapt to changes in the natural systems.* ~~The City of McMinnville shall locate future community and neighborhood parks above the boundary of the 100-year floodplain. Linear parks, greenways, open space, trails, and special use parks are appropriate recreational uses of floodplain land to connect community and other park types to each other, to neighborhoods, and services, provided that the design and location of such uses can occur with minimum impacts on such environmentally sensitive lands. (Ord. 4840, January 11, 2006)~~
- 164.00 The City of McMinnville shall continue to *protect* ~~acquire~~ floodplain lands through the provisions of Chapter 17.53 (Land Division Standards) of the zoning ordinance and other available means, for future use as natural areas *and* open spaces, ~~and/or parks.~~
- ~~165.00 The City of McMinnville shall acquire park sites in advance of needs; however, purchase of lands should be closely examined in the light of current costs of land, park maintenance, personnel services, and the existing parks development priorities.~~
- 166.00 The City of McMinnville shall recognize open space and natural areas, in addition to developed park sites, as necessary elements of the urban area.
- 167.00 The City of McMinnville shall encourage the retention of open space and scenic areas throughout the community, especially at the entrances to the City.

- 168.00 Distinctive natural features and areas shall be *protected, retained,* wherever possible, in future ~~urban~~ *park and open space* developments. *Habitat and natural resources should be preserved and incorporated into park design including appropriate public access, transition zones, educational programming, and interpretive signage.*
- 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.
- ~~170.00 The City of McMinnville shall require the provision of lands for parks from all subdivisions on Three Mile Lane, except when an existing park is available and reachable by safe and convenient pedestrian access. Where no land is dedicated, money in lieu of land shall be required.~~
- 170.05 For purposes of projecting future *public* park and open space needs, the standards as contained in the adopted McMinnville Parks, Recreation, and Open Space ~~Master Plan~~ shall be used. (Ord. 4796, October 14, 2003)
- 170.06 The City shall encourage the siting of parks and public spaces in or adjacent to neighborhood activity centers. (Ord. 5098, December 8, 2020)
- 170.07 The City of McMinnville shall strive to provide access to public and private green space and natural areas within a ½ mile radius of most residents.*
- 170.08 The City of McMinnville shall prioritize safe and accessible routes to public parks through interdepartmental coordination and the implementation of crossings, sidewalks, bike infrastructure, and signage within ½ mile of parks and to access facilities within parks.*
- 170.09 The City of McMinnville shall identify barriers to safe and convenient park access for pedestrians and bicyclists as busy streets, railways, topography, and waterways that do not have controlled crossings, when reviewing accessibility and proximity standards.*
- 170.10 The City of McMinnville shall promote safety and security for all users of publicly owned and maintained parks and facilities through a range of design and management strategies.*
- 170.11 The City of McMinnville shall provide adequate maintenance and operations of public parks and recreation facilities by following best practices in maintenance, sustainability, and conservation.*
- 170.12 The City of McMinnville shall support community cohesion through provision of public parks and recreation facilities that enable social gathering and interaction between residents.*



170.13 *The City of McMinnville should plan for the location of parks in the proximity of under-represented, under-served neighborhoods and/or high-density developments.*

170.14 *The City of McMinnville shall require green space easements (for trails and natural areas) adjacent to riparian corridors, wetlands, or high-value natural resource areas as part of the development project. for all new developments that include or are adjacent to riparian corridors, wetlands, or high-value natural resource areas.*

170.15 *For properties annexing into the City, the City of McMinnville shall ensure that they include adequate land for parks and green space to serve the new development that will occur after annexation. The parks and green spaces may be either public or private. In addition, the City of McMinnville shall seek opportunities to acquire and/or preserve areas with environmental, cultural, and historical significance.*

170.16 *The City of McMinnville shall protect sensitive lands by requiring adequate development buffers and setbacks, as well as development overlays that promote conservation of natural resources and identify natural hazards, soil conditions, vegetation and tree canopy, cultural and historical resources, wetlands and steep slopes.*

170.17 *The City shall strive to preserve and protect scenic views including ridgelines and hills.*

170.18 *Notwithstanding the identification of land in the PROS Plan as appropriate for acquisition by the City as publicly owned parkland, the Parks and Recreation Director has the authority to not acquire such land if the acquisition of such land will not meet the needs and interests of the City, based on the analysis of the standards and analysis of the PROS Plan.*

Proposals:

28.00 The City of McMinnville should evaluate whether or not to update its parks master plan every five years, and following any major UGB amendment. (Ord. 5098, December 8, 2020; Ord. 4796, October 14, 2003)

29.00 The City of McMinnville should explore and implement area planning in areas of the UGB that are not already planned to identify future park and trail sites consistent with the levels of service, maintenance standards and other elements in the Parks, Recreation and Open Space Plan. ~~should continue to monitor the location and size of lands acquired through the parkland (subdivision) ordinance.~~

~~Methods of developing and maintaining the smaller parks in a manner less expensive to the City should be encouraged and explored.~~

30.00 Deleted as per Ord. 4796, October 14, 2003.



**McMinnville Growth Management and  
Urbanization Plan, 2003 – 2023**

City of McMinnville  
**FRAMEWORK PLAN AND  
AREA PLANNING**

**Appendix G  
December, 2020**

Amended \_\_\_\_\_, 2025

# INTRODUCTION:

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**Note: This Framework Plan was amended by Ordinance No. \_\_\_\_\_ on \_\_\_\_\_, 2025 to support the June 2024 Parks, Recreation and Open Space Plan (PROS Plan). This amendment reduced the overall needed park land in the UGB expansion areas from 254 acres to 127 acres. All amendments are represented by strike through font for deletions and red font for new additions.**

The McMinnville Growth Management and Urbanization Plan (MGMUP) includes areas where the UGB will be expanded to accommodate future growth of the City of McMinnville. Over time, all land in the UGB is expected to be developed for urban uses or for amenities like schools, parks, and public facilities that serve urban uses. In order to allow for the transition from rural to urban land uses in a manner that is consistent with the MGMUP, and more specifically, with the City's overall land supply needs identified in Appendix B of the MGMUP **and the PROS Plan, June 2024**, the City will implement a three-step planning process for those lands that are included in the UGB expansion areas.

This implementation and planning process includes the following steps, listed in the order in which they must be completed:

- Framework Plan
- Area Plan
- Master Plan

The order in which the planning process occurs is critical, because each step in the process builds upon the previous step and provides guidance for the future step. The ultimate result of the implementation and planning process is the development of the UGB in a manner that is consistent with the MGMUP and consistent with the land development and urban design concepts that the McMinnville community has embraced. The planning process will also provide future opportunities for the City to demonstrate how it will achieve the overall need for the variety of housing types and land uses as described in Appendix B of the MGMUP **and the PROS Plan Update, June 2024**.

The purpose of Appendix G is to further describe the Framework Plan and Area Planning processes, and how those will be used to apply the land needs identified in the MGMUP to the UGB expansion areas. Appendix G includes a description and summary of the MGMUP Framework Plan. Appendix G also includes a description and summary of the Area Planning and Master Planning processes. Finally, Appendix G includes guidance for the City to consider when initiating and completing Area Plans for the UGB expansion areas. This guidance is based on the identified land use needs in Appendix B of the MGMUP **and the PROS Plan, June 2024**. The guidance is intended to be conceptual and further refined through the Area and Master Planning process. However, guidance is provided for how identified land needs may be distributed between and within UGB expansion areas to fulfill those identified land needs in Appendix B of the MGMUP **and the PROS Plan, June 2024**.

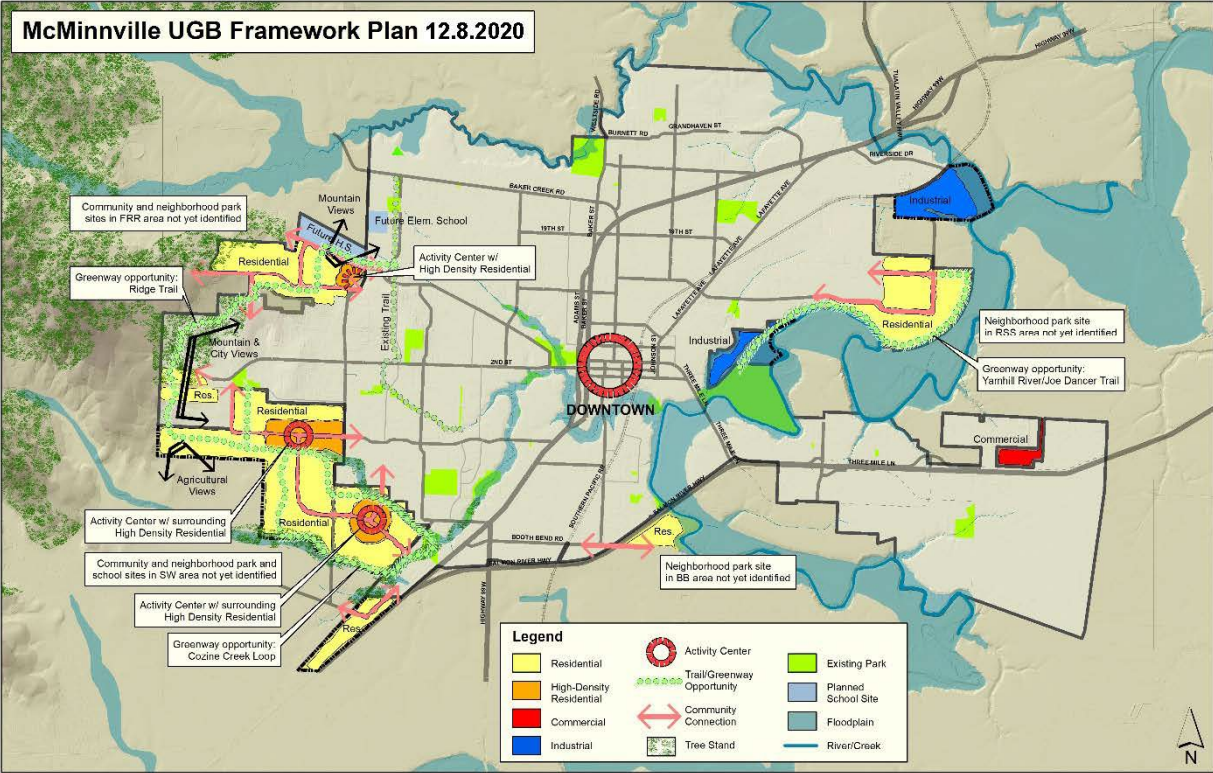
Potential opportunities for land uses are also identified in this guidance for further consideration during the Area Planning process.



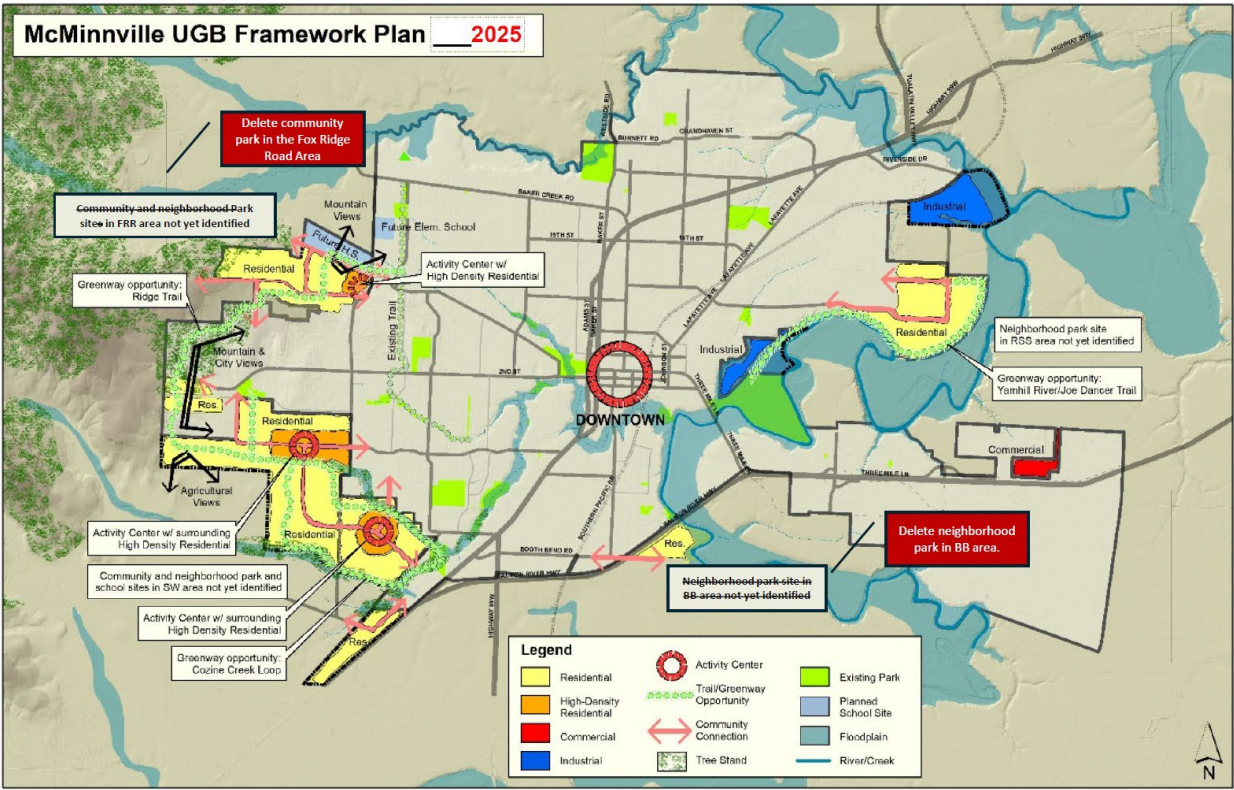
# Framework Plan

The McMinnville Framework Plan identifies a general urban land use concept for lands that are included in the UGB expansion areas. The Framework Plan also identifies potential opportunity areas where certain land uses or urban forms may be desirable or feasible based on land characteristics and the existing built environment. Different types of land uses are shown in the Framework Plan in amounts that are roughly proportional to the acreage needed for these uses in the MGMUP (Appendix B) and the PROS Plan, June 2024. In addition, the Framework Plan identifies potential locations for major street corridors, neighborhood commercial nodes, and other land uses identified as needed in the MGMUP in a way that achieves a well-balanced land use distribution and development pattern. However, the potential locations shown in the Framework Plan are not binding. Further Area Planning and Master Planning will more specifically identify the locations and sizes of particular land needs after further consideration of an area’s characteristics and relationship to surrounding urban uses (whether existing or planned in other UGB expansion areas).

Figure 1 – MGMUP Framework Plan



*(2025 Amendments replaces Figure 1 with Map Below)*



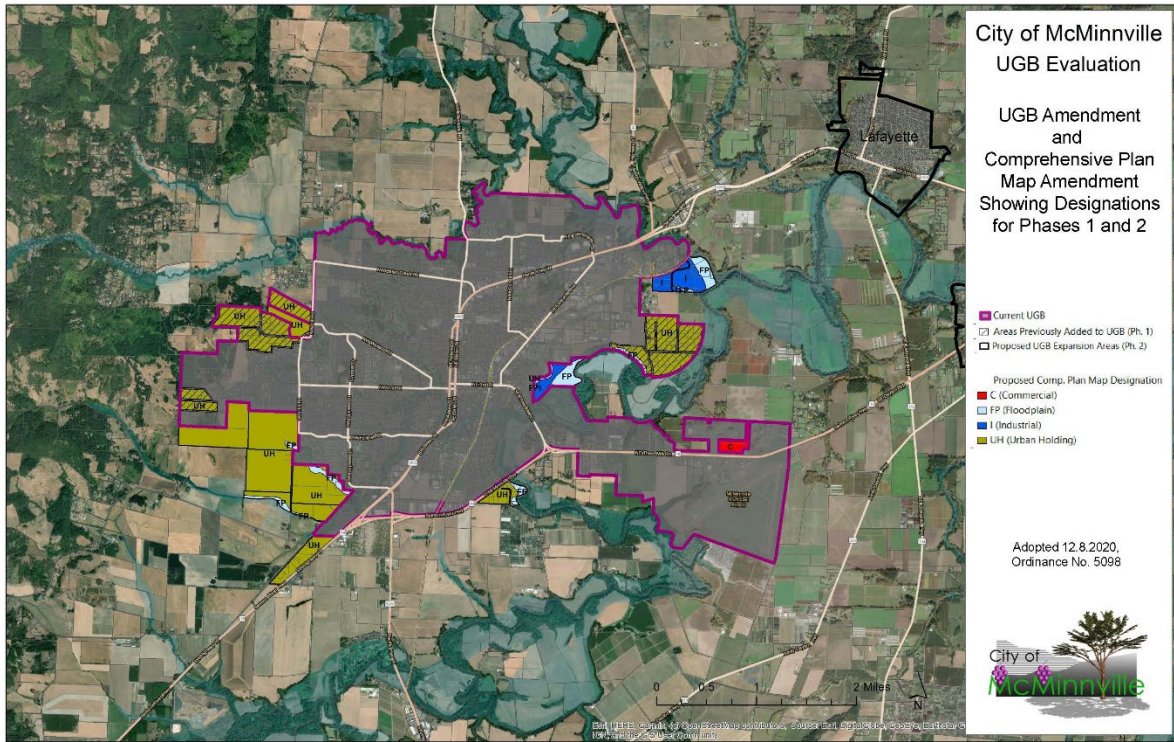
The McMinnville Framework Plan is included in the MGMUP. Therefore, the first step in the implementation process is complete with the adoption of the MGMUP. However, while the Framework Plan is included in the MGMUP and is referenced in it, the Framework Plan is not formally adopted with the MGMUP and is not binding on land owners, developers, or the City. The Framework Plan is intended to be conceptual in nature, and serve as an advisory plan that informs and provides guidance for more detailed Area Planning and Master Planning that will be required for lands that are annexed into the City.

If, at the time of this more detailed Area or Master Planning, there is a desire to modify the development concepts shown in the Framework Plan, an analysis must be completed that demonstrates how the land needs, housing densities, and commercial uses depicted in the Framework Plan for a particular area can be accommodated elsewhere, and still do so in a way that is consistent with the MGMUP and its intended development pattern and principles.

The MGMUP also includes an updated Comprehensive Plan Map for the City of McMinnville, which provides Comprehensive Plan designations for all lands included in UGB expansion areas. Land brought into the UGB is initially assigned an Urban Holding (UH) Comprehensive Plan designation, unless it is specifically identified for only Industrial or Commercial land uses (this applies only in specific areas that were included in the UGB based on their suitability for only industrial or commercial use). Lands with the UH comprehensive plan designation will retain their underlying, rural County zoning or may be placed in an Urban Holding zone.



Figure 2 – MGMUP Comprehensive Plan Map



# Area Planning and Master Planning

## **Area Planning:**

Following the adoption of the MGMUP, the City will complete Area Plans for lands that are included in the UGB expansion areas. The Area Plans will more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the needed land types identified in the MGMUP.

Area Plans must embody the development principles of the MGMUP and other City land use policies and standards. The MGMUP provides guidance for the planning and development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. Therefore, Area Plans will be developed to be consistent with the guidelines and characteristics of the Traditional Neighborhood model described in Chapter VII of the MGMUP. This will include the potential identification of locations that would be suitable for Neighborhood Activity Centers (NACs) to meet neighborhood commercial land needs as identified in the MGMUP and also support surrounding residential development, as described in Chapter VII of the MGMUP. In addition, Area Plans will be consistent with the City's adopted Great Neighborhood Principles.

As described in Comprehensive Plan Policy 187.10, the Great Neighborhood Principles are intended 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." The Great Neighborhood Principles are provided in Comprehensive Plan Policy 187.50.

## **Area Planning Process:**

An Area Plan must be adopted for any land within the UH comprehensive plan designation prior to annexation, rezoning, or development. Area Planning will be initiated and completed by the City, and adopted by the City Council as a guiding land use document. The adoption of the Area Plan is not a land use decision process, and does not result in any changes to comprehensive plan designations or zoning.

If the City has not yet adopted an Area Plan for lands within UGB expansion areas that are designated as UH lands, property owners may initiate the Area Planning process. The initiation of the Area Planning process will require the submittal of a land use application for the adoption of an Area Plan. The Area Planning process may be initiated by property owners for land areas of 100 acres or more.

## **Master Planning:**

Following the adoption of an Area Plan, individual property owners or developers must complete a Master Planning process to allow for annexation and development to occur in UGB expansion areas. The Master Planning process will require a more detailed analysis of the land in question and the proposed uses to ensure consistency with the planned and desired growth of the city.



The uses included in a Master Plan must be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question.

**Master Planning Process:**

Prior to the City Council’s approval of an annexation agreement to allow land within the UGB to be annexed into the city limits, property owners must complete a Concept Master Plan to identify how the land will be developed in accordance with the Framework Plan and applicable Area Plan.

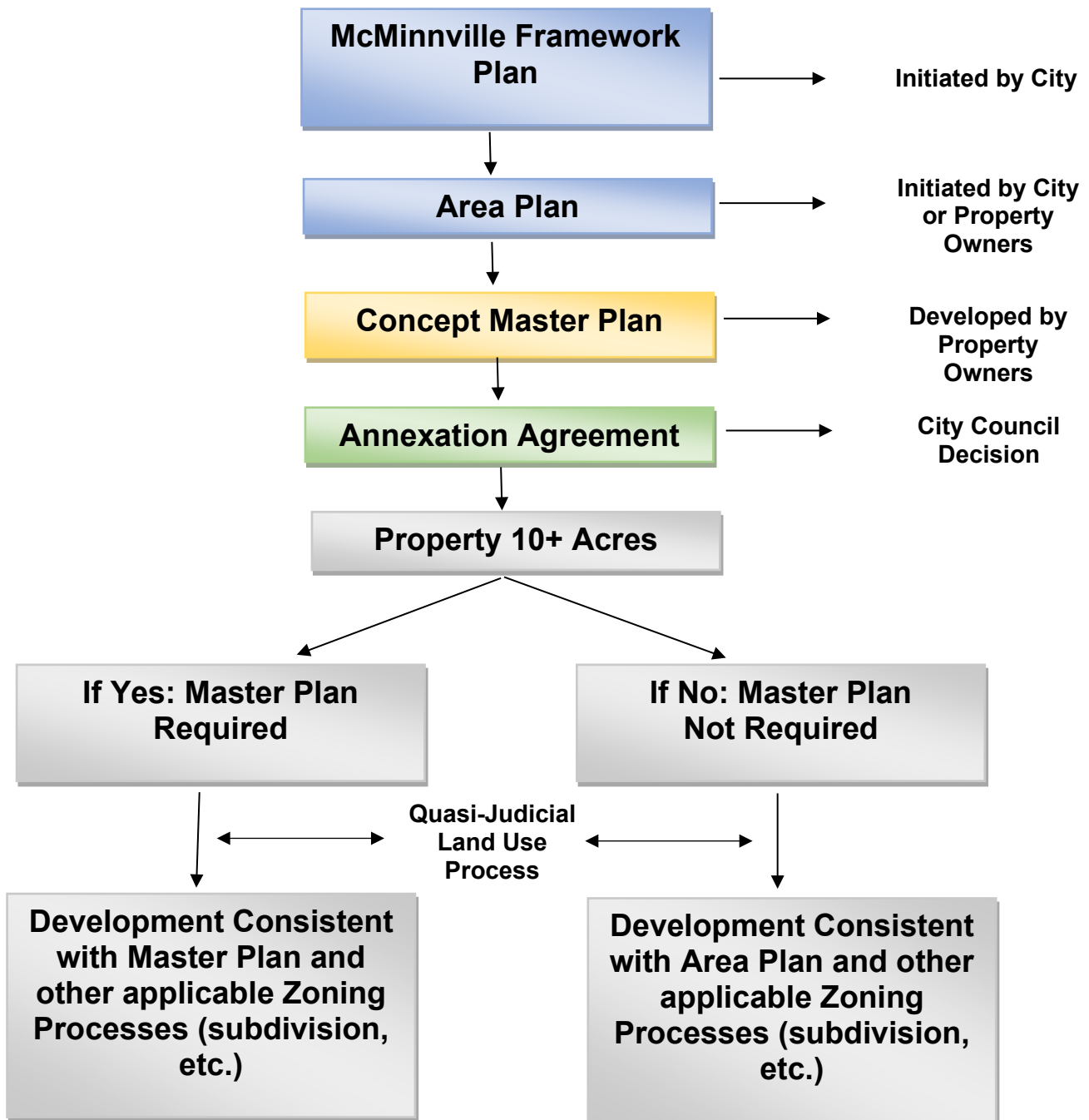
After completion of an annexation agreement, a final Master Plan must be approved prior to the development of any land that is greater than 10 acres in size. Applications for Master Plans require approval by the City Council and required notices to state agencies and affected property owners. This land use review process will provide an opportunity for public involvement and community support for the Master Plan’s urban development concepts. The Master Planning process will also result in comprehensive plan and zoning amendments that convert lands from the UH comprehensive plan designation to urban comprehensive plan map designations and urban zoning districts.

A review process for Master Plans is proposed to be included in the McMinnville Zoning Code. The review process further describes Master Plan submittal requirements and review criteria.

Lands less than 10 acres in size may be annexed and developed without the adoption of a Master Plan. This can occur when the lands are designated for residential use in the applicable Area Plan. Urban comprehensive plan map designations and urban zoning districts shall be requested for the lands prior to development, and the designations and zoning districts must be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question. The development of the land must also:

- Be consistent with the uses identified in the Area Plan applicable to the land in question;
- Meet the City’s adopted Great Neighborhood Principles;
- Include a local street plan that complies with the applicable Area Plan, the McMinnville TSP, and other local street spacing and connectivity requirements; and
- Be consistent with all other required policies and standards of the City’s land use planning approval processes.

# UGB Expansion Area Planning Process



# Area Plan Guidance and Considerations

Area Plans will more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the needed land types identified in the MGMUP. An Area Plan must also incorporate and address the adopted Great Neighborhood Principles. This section will provide conceptual guidance for the City Council to consider during the development of Area Plans for lands identified in the MGMUP as UGB expansion areas.

## Summary of Needed Land Types to be Accommodated in Area Plans:

As stated above, the land uses identified in an Area Plan must be consistent with the needed land types identified in the MGMUP. More specifically, Appendix B and Appendix C (Urbanization Report) of the MGMUP identify the detailed land needs that must be accommodated within the UGB expansion areas. Those land needs are summarized below.

Appendix B summarizes housing, employment and livability land needs as follows:

**Table 1: Total additional housing, employment and livability acres needed in the McMinnville UGB, 2003-2023 after land-use efficiencies are applied. (MGMUP)**

Category of Land Need	Needed Gross Buildable Acres
<b>New Housing</b>	<b>392.90</b>
<b>Parks</b>	<b>254.00</b>
<b>Schools</b>	<b>96.00</b>
<b>Private Schools</b>	<b>1.50</b>
<b>Religious</b>	<b>47.60</b>
<b>Government</b>	<b>0.90</b>
<b>Semi-Public Services</b>	<b>22.50</b>
<b>Infrastructure</b>	<b>2.60</b>
<b>Commercial</b>	<b>106.00</b>
<b>Total</b>	<b>924.00</b>

***(2025 Amendments replaces Table 1 with Table 1 Below)***

**Table 1: Total additional housing, employment and livability acres needed in the McMinnville UGB, 2003-2023 after land-use efficiencies and the June 2024 PROS Plan are applied.**

Category of Land Need	Needed Gross Buildable Acres
New Housing	392.90
Parks	<del>254.00</del> 127.00
Schools	96.00
Private Schools	1.50
Religious	47.60
Government	0.90
Semi-Public Services	22.50
Infrastructure	2.60
Commercial	106.00
<b>Total</b>	<del>924.00</del> 797.00

Appendix B provides further definition of the land needs for some of the specific land use types that are planned to be accommodated within the residential land category:

**HOUSING:**

**Table 11 (Appendix B): Type of Residential Acreage Needed in the UGB.**

Zone	Needed Gross Buildable Acreage
R1	104.10
R2	236.80
R3	78.90
R4	80.40
R5	36.70
<b>TOTAL</b>	<b>536.90</b>

Source: EcoNorthwest, 2003



**PARK LAND:**

**Table 23 (Appendix B). Estimated parkland need, 2000-2020**

<b>Park Type</b>	<b>Current Net Acres</b>	<b>Adopted Standard</b>	<b>Acres Needed for 44055 Population</b>	<b>Projected Acreage Deficit (Need)</b>
Neighborhood Parks	0	2.0 acres / 1000	88.11	88.11
Community Parks	145.49 <sup>a</sup>	6.0 acres / 1000	264.33	118.84
Greenways/ Greenspaces/ Natural Areas <sup>b</sup>	102.50	6.0 acres / 1000	264.33	106.81
<b>Subtotals</b>	<b>247.99</b>		<b>616.77</b>	<b>313.76</b>
			<b>Total Projected Need</b>	<b>314 Acres</b>

Source: City of McMinnville, 2003

<sup>a</sup>This includes the 21.03-acre Walker/Kraemer property purchased by the City after the adoption of the Parks Master Plan

<sup>b</sup>This includes an acreage reduction of 55.02 acres representing a 34% floodplain usage factor found in other parkland of this type

**SCHOOL NEEDS:**

No adjustments were made for land needed for schools. The *McMinnville Residential Land Needs Analysis* presented the following conclusion with respect to land needed for schools:

*“With the exception of the one future middle-school site, the District owns no other undeveloped land within the current UGB. Therefore, 96 acres (48 Elementary School acres, 16 Middle School acres, and 32 High-School acres) of additional, vacant residential buildable land is needed to accommodate projected year 2020 District needs.”*

**SUMMARY OF LAND NEEDS:**

In summary, the land needs that need to be accommodated through the Area Planning process are as follows:

- Residential Land: 818.10 acres
  - 36.7 acres for R-5 High Density zoning
  - ~~127~~ 254 acres for parks
    - ~~18.70~~ 88.11 acres for Neighborhood Parks
    - ~~20.00~~ 58.84 acres for Community Parks (reduced from 118.84 acres due to increased Joe Dancer Park)
    - ~~87.90~~ 106.81 acres for Greenways/Greenspaces/Natural Areas
  - 43 acres for schools
    - Reduction from 96 acres to account for High School site in northwest McMinnville that was included in UGB (42 Acres)

- Reduction to remove Cottonwood Elementary School site (11 Acres)
  - Remaining housing lands to remain in residential classifications that result in the target density of 5.7 dwelling units per acre and provide other uses identified for inclusion in residential category (religious, government, semi-public, etc.)
- Commercial Land: 39.3 acres
  - Reduction from 106.00 acres to account for:
    - One UGB expansion area (NA-EV-E) that is identified on the proposed Comprehensive Plan Map as Commercial, and is 26.7 acres in size
    - Commercial rezone of 40 acres of industrial land within existing UGB

**Area Plan Prioritization:**

The Area Planning process will be more critical in certain UGB expansion areas. Therefore, the City will prioritize the completion of Area Plans in expansion areas that are larger, require more coordinated development of public infrastructure and services, and are more likely to develop or redevelop in the near term. The potential prioritization of the completion of Area Plans may be as follows:

- 1) Southwest Area – Potentially with subareas:
  - a. West Hills South, Southwest 2, and West of Old Sheridan Road (potentially also include Redmond Hill Road)
  - b. Southwest 06 and Old Sheridan Road
- 2) Fox Ridge Road, NW-EX1b-R3, and High School Site
- 3) Riverside South
- 4) Redmond Hill Road (potentially include with the Southwest Area Plan)
- 5) Booth Bend Road
- 6) Riverside North

**Potential Assignment of Land Need: (the park land in this table was amended in \_\_\_\_, 2025 per the June 2024 PROS Plan)**

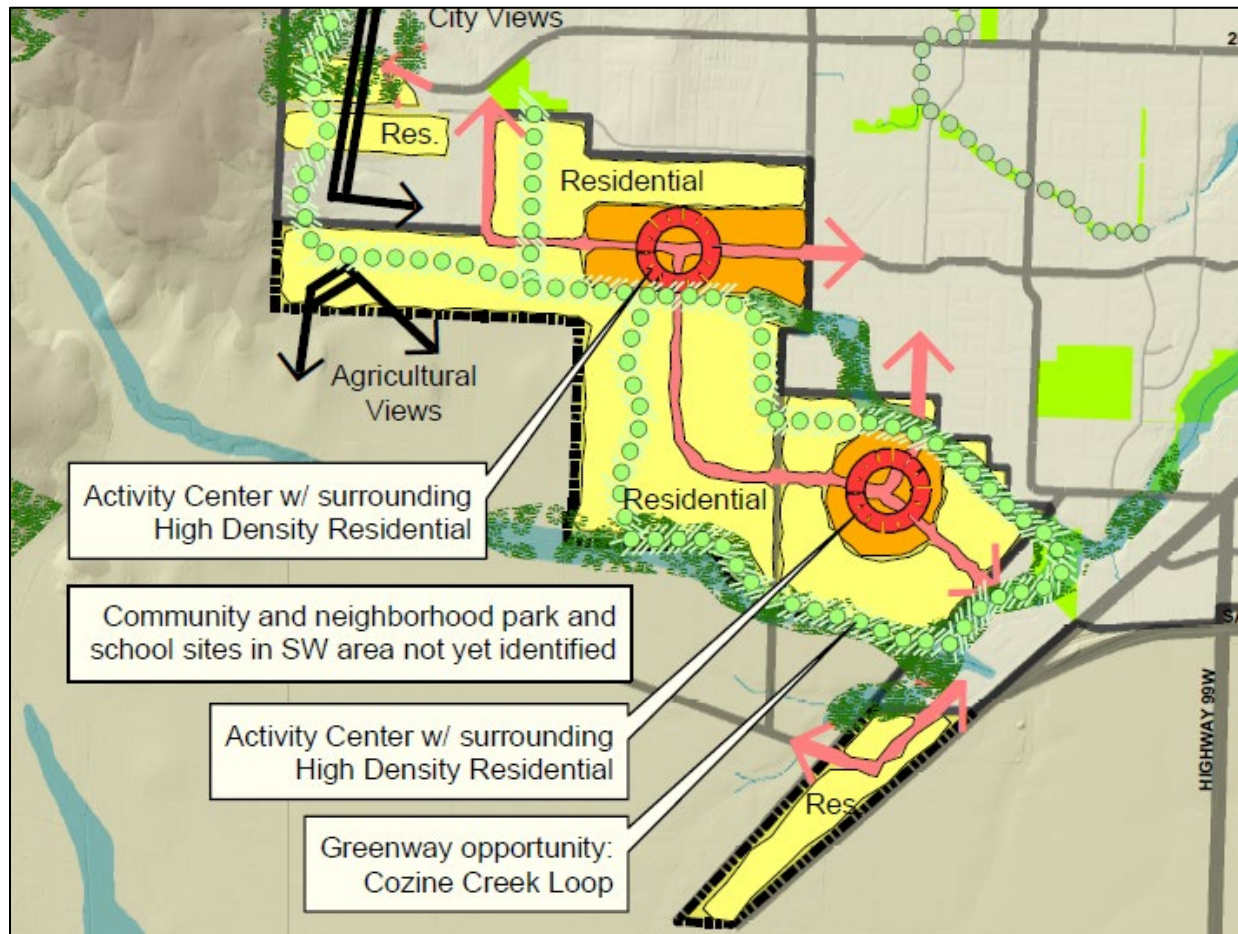
Land Need		Southwest	Fox Ridge Road	Riverside South	Redmond Hill Road	Booth Bend Road	Riverside North
Residential							
R-5	36 acres						
Parks							
Neighborhood Park	18.70 <del>88.11</del> acres					Delete	
Community Park	20.00 58.84 acres		Delete				
Greenways/Natural Areas	87.90 106.81 acres						
Schools	43 acres						
Commercial	39.3 acres						
Industrial	Surplus						

Specific land needs and opportunities to consider in the development of each of these Area Plans are provided below.

**Southwest Area Plan:**

The Southwest area includes some of the larger and more contiguous areas of vacant land to be included in the McMinnville UGB. The area requires coordinated planning of infrastructure to ensure provision of services to areas in the western portion of the UGB expansion area. This area is also adjacent to existing built-out areas of the existing UGB, so coordination of street networks and neighborhood continuity will be important to consider in the development of an Area Plan. For these reasons, it is suggested that one Area Plan be completed for all of the UGB expansion areas in the Southwest area. There could be a potential to complete smaller Area Plans, potentially using Hill Road as the separation point with the areas west of Hill Road included in one Area Plan (West Hills South, Southwest 2, and West of Old Sheridan Road) and the areas east of Hill Road (Southwest 06 and Old Sheridan Road) included in another Area Plan.

**Southwest Area as shown in MGMUP Framework Plan:**



The overall Southwest Area will primarily provide land for housing. However, to incorporate elements of the Traditional Neighborhood and to accommodate commercial land need identified in the MGMUP, the Southwest area should include two (2) Neighborhood Activity Centers (NACs), one in the northwest portion along a westerly extension of Fellows Street and one in the southeastern portion along a new major street that could provide a connection between Hill Road and Old Sheridan Road. Each NAC may be approximately 40 to 80 acres in size with approximately 5-10 acres of neighborhood serving commercial and approximately 5 to 10 acres of office space. Each NAC should also include approximately 15 acres of high density residential development (R-5 zone). There should be about 2.0 acres of public plazas/parks in each NAC and the remaining land in the NAC should be medium and lower density housing as appropriate to achieve the overall targeted density of 5.7 dwelling units per acre. Additional areas may be suitable for high density residential development (R-5 zone) where potentially adjacent to future identified park locations, or along appropriate street corridors that may support future transit service.

To further provide services to support this residential area and to accommodate the park land need identified in the **June 2024 PROS Plan MGMUP**, the Southwest Area should incorporate **one** ~~two~~ neighborhood parks of a minimum of 5-10 acres in size. The neighborhood parks should be placed to ensure that **future residents have access to a park within a 10-minute (or ½ mile) walk of their home** every residence is within a ½ mile of a neighborhood park, as described in the City of McMinnville **June 2024 Parks, Recreation, and Open Space Master Plan**. The Southwest



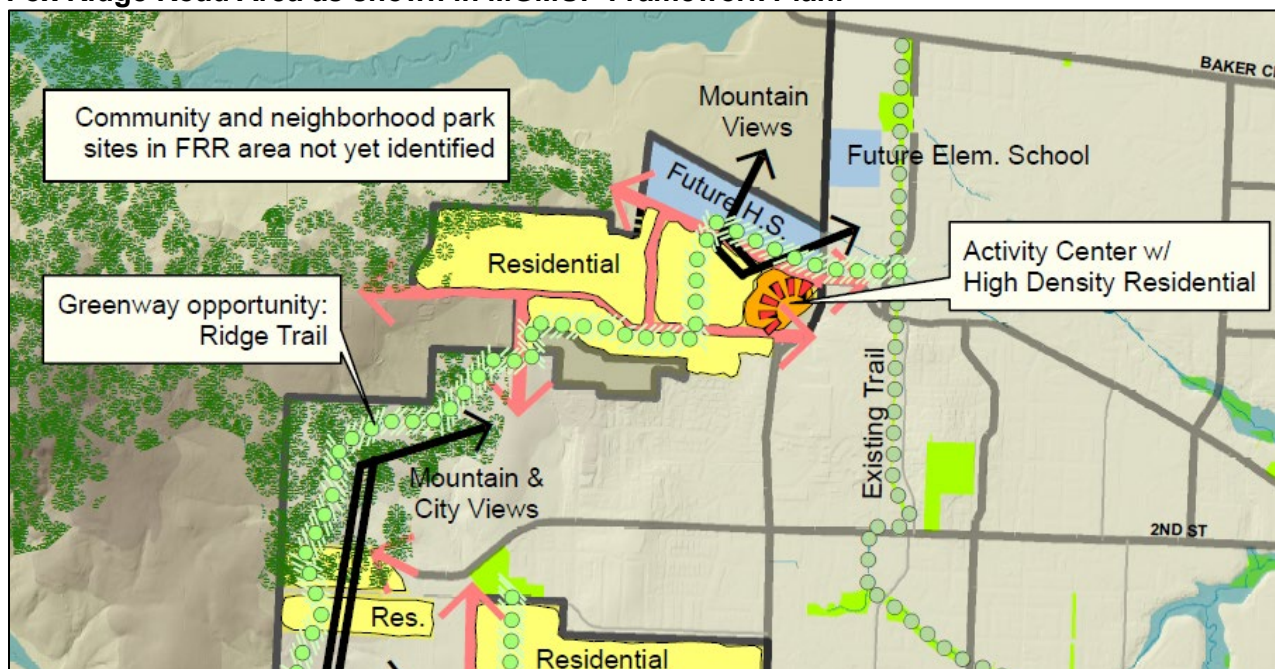
Area should also incorporate one or two community parks to accommodate the community park land need identified in the **June 2024 Parks, Recreation and Open Space Plan** MGMUP. The Southwest Area also has the opportunity for the development of greenway linear parks along the Cozine Creek per the greenway land need identified in the **June 2024 Parks, Recreation and Open Space Plan** MGMUP. A bike and pedestrian trail system could also be considered that connects the NACs and other major amenities (parks, schools, etc.) whose exact locations are yet to be determined. There may also be an opportunity for greenway or trail connectivity to the north through the Redmond Hill Road and West Hills areas, potentially in the form of a ridgeline greenway/greenspace at higher elevations that could also preserve existing tree stands that currently provide wildlife habitat.

Future school sites should also be identified within the Southwest Area Plan. As an area that will accommodate a significant amount of the planned residential growth in the expanded UGB, additional school sites may be necessary in this area. Further coordination should occur with the McMinnville School District on the identification of future school sites, but the Southwest area could accommodate the approximately 43 acres of additional school land need identified in the MGMUP.

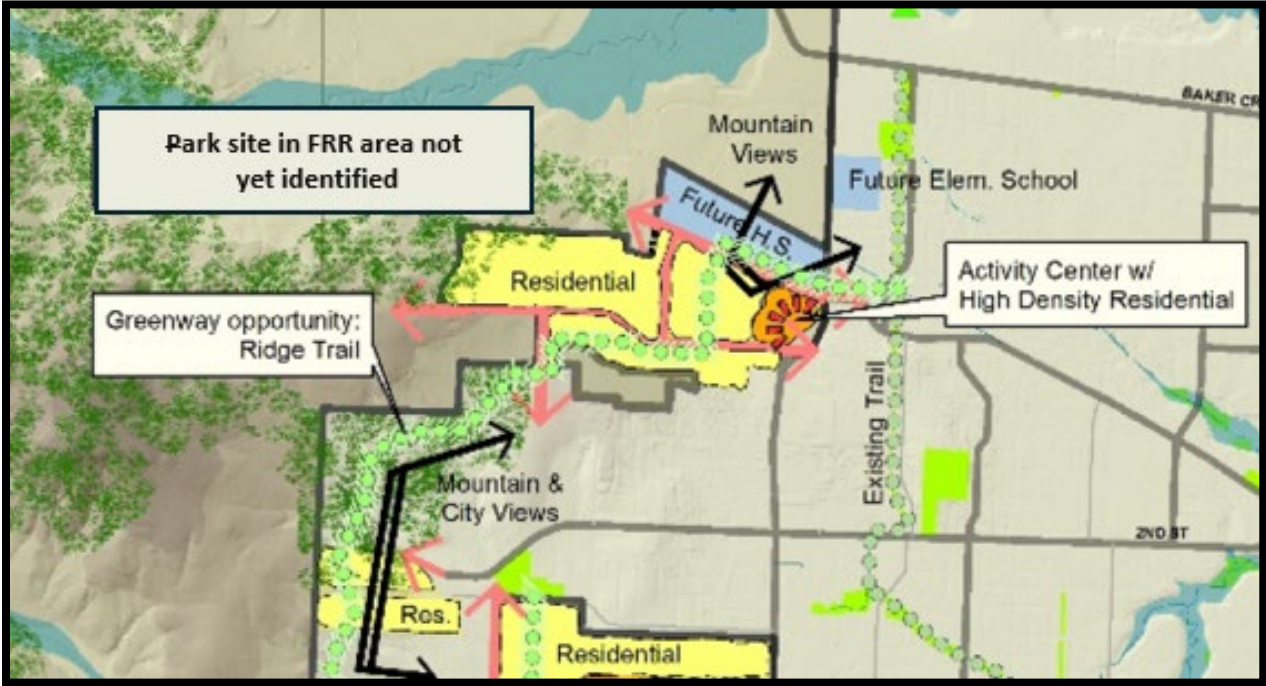
**Fox Ridge Road Area Plan:**

The Fox Ridge Road Area Plan should include the three study areas in this area due to their close proximity and future relationship between uses. These areas include the Fox Ridge Road study area (included in the UGB during MGMUP Phase I), the NW-EX1b-R3 study area, and the future High School site owned by the McMinnville School District (included in the UGB through previous UGB expansion).

**Fox Ridge Road Area as shown in MGMUP Framework Plan:**



2025 Amendments replace the above image with the image below:



The Fox Ridge Road Area Plan will primarily be housing. However the Fox Ridge Road Area Plan will include a significant land use within the site that is owned by the McMinnville School District and identified for the development of a future high school. The high school site will be within the northern portion of the Fox Ridge Road Area Plan. The Fox Ridge Road Area Plan should also provide an opportunity for a partial or half of a Neighborhood Activity Center (NAC) along the area’s Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road. This modified and reduced NAC should be approximately 5 – 10 acres, with approximately 1 - 2 acres of neighborhood serving commercial and office development, approximately 2 acres of high density residential development (R-5), and approximately 2 - 5 acres of medium density residential housing. The remainder of the residential land within Fox Ridge Road Area Plan will likely be suitable for lower density residential housing, where the lands begin to exhibit steeper slopes within the southern and western portions of the Fox Ridge Road area.

To further provide services to support this residential area and to accommodate the park land need identified in the **June 2024 Parks, Recreation and Open Space Plan MCMUP**, the Fox Ridge Road Area Plan should incorporate one neighborhood park of a **5-acre minimum size to serve existing park service gaps as well as future development in this growth area along Fox Ridge Road in western McMinnville. This park should be co-located on or near the future high school site. It should include opportunities for passive and active recreation that is accessible to all residents with a 10-minute (or ½ mile) walk of their home. approximately 3–5 acres in size. The neighborhood park should be placed to ensure that every residence is within a ½ mile of a neighborhood park, and due to slopes should likely be placed in the northern portion of the area.** The Fox Ridge Road Area also includes a several natural and geographic features that provide an excellent opportunity for a natural resource community park. Natural greenspaces or greenways should be considered that could connect the Fox Ridge Road Area to the West Hills and Redmond Hill Road area, potentially in the form or a ridgeline greenway/greenspace. A

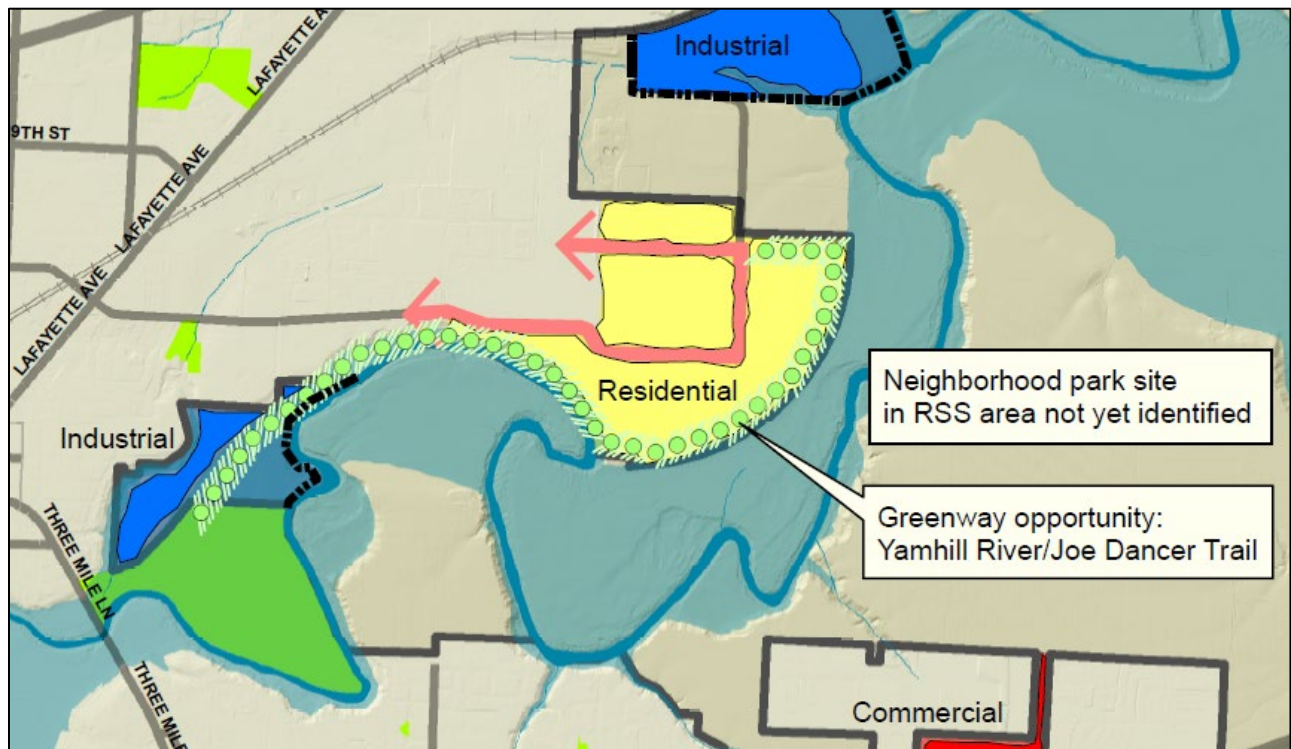
greenway/greenspace could also serve to preserve the tree stands in the Fox Ridge Road and West Hills areas that currently provide habitat for protected avian species.

Connectivity and coordination with the development of the high school site will be important in the Fox Ridge Road Area Plan. Land uses should anticipate the development of this major community feature, and land uses should transition appropriately to surrounding areas. Any trail networks considered should incorporate connectivity to the high school site. Bike and pedestrian connectivity should also be considered in the Area Plan, with consideration of connecting to the existing trails and linear parks (BPA and Westside trail systems) that are located just east within the existing UGB and may be able to be linked via Wallace Road.

### Riverside South Area Plan:

The Riverside South Area Plan should include the entire area east of the existing UGB.

### Riverside South as shown in MGMUP Framework Plan:



The Riverside South area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Riverside South area will likely accommodate only lower to medium density housing to meet identified needs for that type of residential land. However, to provide for some of the amenities of a Traditional Neighborhood and to accommodate the park land need identified in the **June 2024 Parks, Recreation and Open Space Plan MGMUP**, a neighborhood park of **a minimum of 5 acres** ~~approximately 10 — 13 acres in size~~ should be included in the Riverside South Area Plan. This neighborhood park **should serve future residents in the area that are otherwise separated from other residential areas and recreation opportunities.** ~~be on the larger spectrum of the size of neighborhood parks as identified in the City of McMinnville Parks, Recreation, and Open Space Master Plan, due to the Riverside South area's location and~~



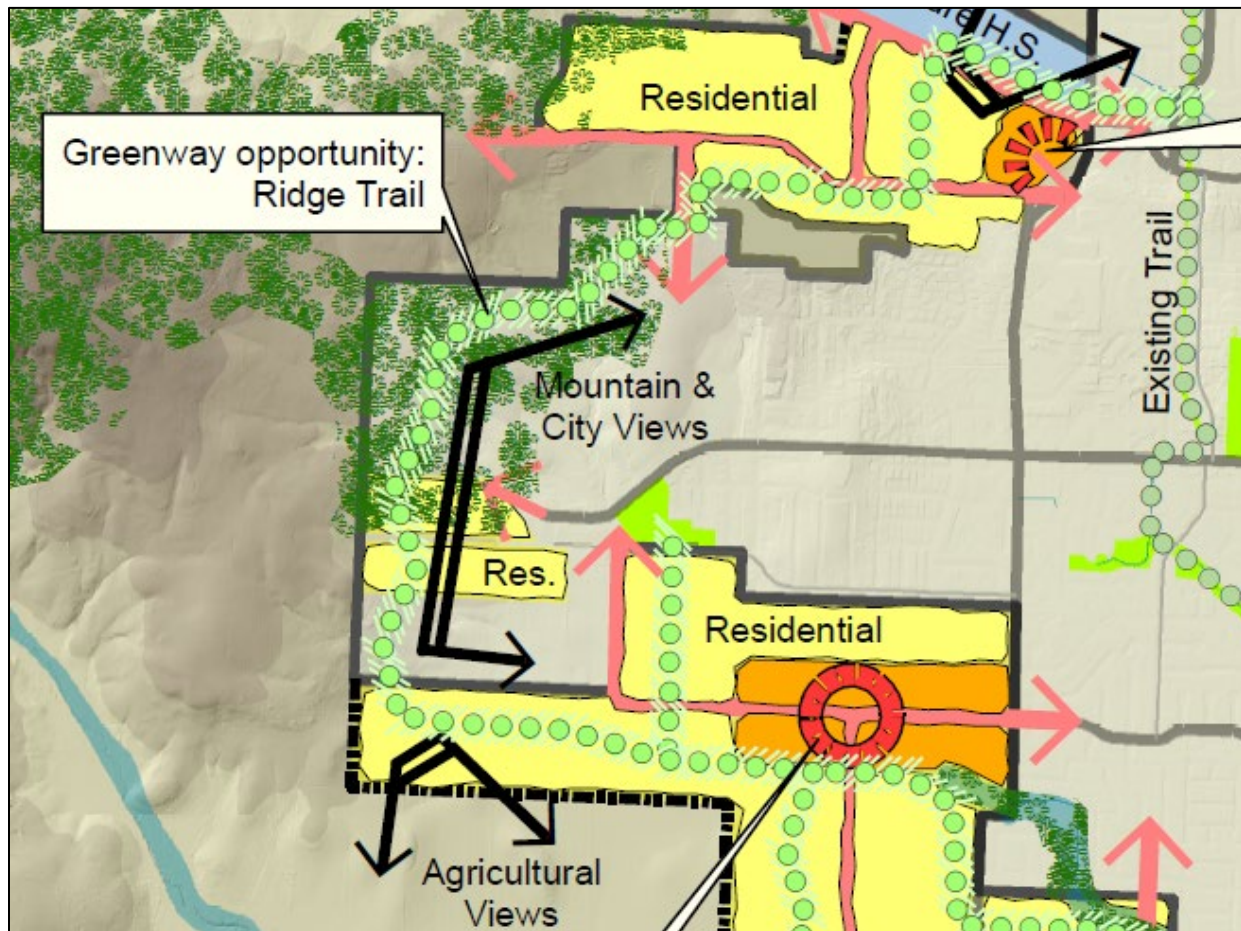
separation from other residential areas within the existing UGB.

There may also be an opportunity for a greenway/greenspace trail along the southern and eastern boundaries of the Riverside South Area, along the Yamhill River floodplain. Connectivity will be important for the Riverside South Area due to its current isolation. New street networks should be established, building off of the main existing street in Riverside Drive, to provide a neighborhood grid street pattern and enhance connectivity within the area. Bike and pedestrian connectivity should also be considered to provide opportunities for connections to the existing UGB, potentially through a trail corridor that connects the Riverside South area to Joe Dancer Park.

### Redmond Hill Road Area Plan:

The Redmond Hill Road Area Plan should include the entire Redmond Hill Road area west of, and surrounded by, the existing UGB. This area could be considered and included in the Southwest Area Plan, if determined to be timely and appropriate through more detailed Area Planning processes.

### Redmond Hill Road as shown in MGMUP Framework Plan:



The Redmond Hill Road area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Redmond Hill Road area will likely



accommodate only lower to medium density housing to meet identified needs for that type of residential land. Due to its elevation, existing development pattern, and proximity to other existing parks, the Redmond Hill Road area may not be suitable for an additional neighborhood park. However, to provide for some of the amenities of a Traditional Neighborhood and to accommodate the park land need identified in the **June 2024 Parks, Recreation and Open Space Plan** MGMUP, there may be an opportunity for a greenway/greenspace park to provide connectivity between the Southwest Area to the south and the West Hills and existing UGB to the north. This greenway/greenspace could potentially be in the form of a ridgeline trail that provides for overlooks that highlight views of the adjacent farmland and city.

**Booth Bend Road Area Plan:**

The Booth Bend Road Area Plan should include the entire area east of, and across, Highway 18 from the existing UGB.

**Booth Bend Road as shown in MGMUP Framework Plan:**



2025 Amendments replace the above image with the image below:

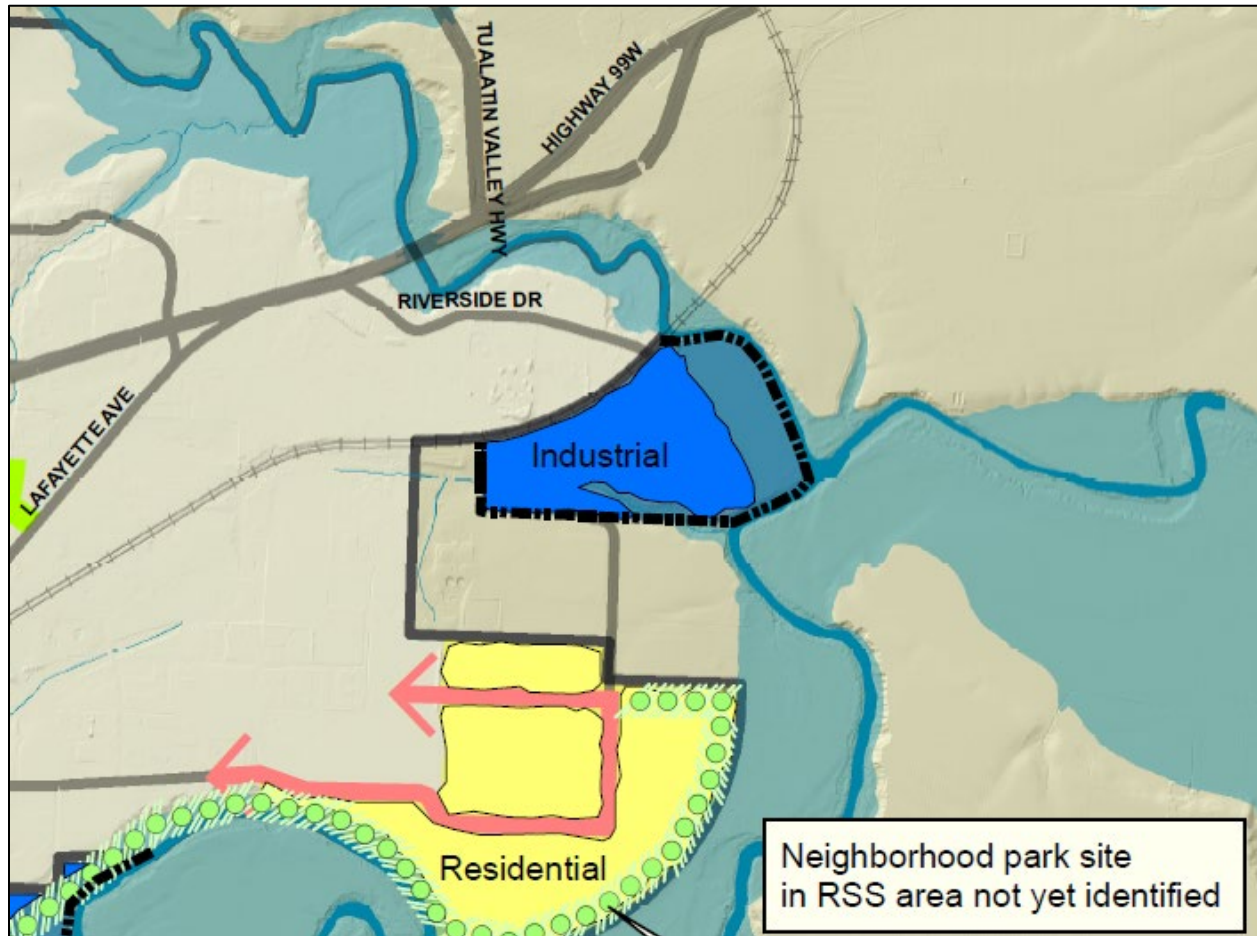


The Booth Bend Road area will primarily be housing. As an exception area and based on the existing development pattern, it is assumed that the Booth Bend Road Area will likely accommodate only lower to medium density housing to meet identified needs for that type of residential land. However, to provide for some of the amenities of a Traditional Neighborhood and to accommodate the park land need identified in the MGMUP, a neighborhood park of approximately 3-5 acres in size should be included in the Booth Bend Road Area Plan. Connectivity to other areas of the existing UGB will be important in the Booth Bend Road Area Plan, with all connectivity being provided currently by the Booth Bend Road bridge that crosses Highway 18. Bike and pedestrian connectivity should be considered to provide safer connectivity from the Booth Bend Road Area to the existing UGB and amenities in close proximity to the area.

**Riverside North Area Plan:**

The Riverside North Area Plan should include the entire area designated as Industrial along Riverside Drive on the proposed Comprehensive Plan Map.

**Riverside North as shown in MGMUP Framework Plan:**



The Riverside North area will be only industrial land uses. ~~However, some opportunities exist that could accommodate some of the park land need identified in the MGMUP.~~ The Riverside North area is adjacent to the Yamhill River floodplain along its eastern and southern boundaries, which could present an opportunity for a small greenway/greenspace trail. This greenway/greenspace may primarily serve industrial workers in the immediate area due to the Riverside North areas separation from other UGB areas. Connectivity should be considered in the Riverside North Area Plan, with the primary connectivity occurring along Riverside Drive, which currently travels through the area. Additional street networks may be minor due to the size of the Riverside North area, but could build off of Riverside Drive to provide additional connectivity to future industrial development.

**RESOLUTION NO. 2024-38**

A Resolution adopting the Parks, Recreation and Open Space Plan.

**RECITALS:**

**Whereas**, the 1999 Parks, Recreation and Open Space Master Plan (PROS Plan) had a 20 year planning horizon; and

**Whereas**, the City Council kicked off the process to update the 1999 plan on June, 22, 2022 to develop an updated, modern, financially sustainable parks system grounded in equity; and

**Whereas**, the City's Strategic Plan, Mac-Town 2032 ensures equity and inclusion as a guiding framework for city plans and services; and

**Whereas**, the City's Diversity, Equity and Inclusion Advisory Committee (DEIAC) served as the Project Advisory Committee for the 2022 PROS plan project; and,

**Whereas**, the intent of this plan is to be the City's guiding document for acquisition, development, maintenance and programming of city owned parks, recreation facilities and open spaces; and,

**Whereas**, this project had broad reaching community engagement including participation by thousands of McMinnville community members; and

**Whereas**, on April 11, 2024, the DEIAC recommended City Council adopt the PROS plan update.

**NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF McMINNVILLE, OREGON, as follows:**


1. The Council adopts the McMinnville Parks, Recreation and Open Space Plan (PROS Plan), which is attached as Exhibit A, and incorporated by reference. This PROS Plan replaces and supersedes any previous PROS Plan currently in use for all purposes except land use.
2. The Council directs staff to begin preparing the Comprehensive Plan Amendments related to the PROS Plan for future Council consideration.
3. Nothing in this resolution is or shall be construed as a final decision by the Council that concerns the adoption, amendment or application of statewide planning goals, a comprehensive plan provision, or a land use regulation.
4. This resolution is effective upon adoption.

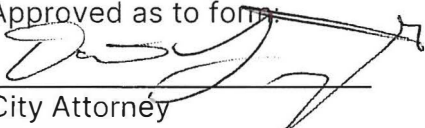
Adopted by the Common Council of the City of McMinnville at a regular meeting held the 25th day of June, 2024 by the following votes:

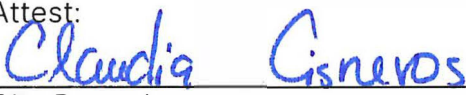
Ayes: Chenoweth, Geary, Peralta, Payne, Garvin

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

Approved this 25th day of June 2024.

  
\_\_\_\_\_  
MAYOR

Approved as to form:  
  
\_\_\_\_\_  
City Attorney

Attest:  
  
\_\_\_\_\_  
City Recorder

EXHIBITS:  
A. Final Draft Parks, Recreation, and Open Space Plan



**ORDINANCE NO. 5142**

**AN ORDINANCE ADOPTING THE FOX RIDGE ROAD AREA PLAN AND ITS APPENDICES AS A SUPPLEMENTAL DOCUMENT TO THE MCMINNVILLE COMPREHENSIVE PLAN.**

**RECITALS:**

**WHEREAS**, in 2022, the City of McMinnville initiated work on the Fox Ridge Road Area Plan, contracted with a consultant, appointed a Project Advisory Committee, and established a public engagement program; and

**WHEREAS**, on November 29, 2023, after following the public engagement program and planning process described in more detail in the Fox Ridge Road Area Plan, the Project Advisory Committee made a recommendation on the Fox Ridge Road Area Plan; and

**WHEREAS**, on December 1, 2023, the City of McMinnville submitted "Notice of Proposed Amendment" to the Oregon Department of Land Conservation and Development to initiate the Post Acknowledgement Plan Amendment process; and

**WHEREAS**, on January 4, 2024, the Planning Commission held a duly noticed public hearing and voted to recommend adoption of the Fox Ridge Road Area Plan as a supplemental document to the McMinnville Comprehensive Plan; and

**WHEREAS**, on February 27, 2024, the City Council considered the Fox Ridge Road Area Plan and the recommendation of the Planning Commission, and deliberated about the Fox Ridge Road Area Plan and the Planning Commission recommendation.

**NOW, THEREFORE, THE COMMON COUNCIL FOR THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:**

1. The Fox Ridge Road Area Plan and Appendices are adopted as a supplemental document to the McMinnville Comprehensive Plan as provided in Exhibit A; and
2. The Council adopts the Decision Document with the Findings of Fact and Conclusionary Findings as provided in Exhibit B; and
3. This Ordinance will take effect 30 days after passage by the City Council.

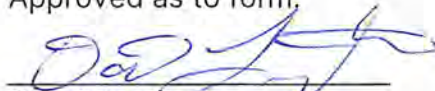
Passed by the McMinnville City Council this 27th day of February, 2024 by the following votes:

Ayes: Menke, Peralta, Chenoweth, Garvin, Geary

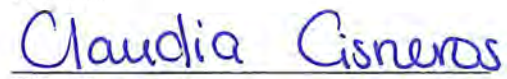
Nays: \_\_\_\_\_

  
\_\_\_\_\_  
City Council President

Approved as to form:

  
\_\_\_\_\_  
City Attorney

Attest:

  
\_\_\_\_\_  
City Recorder

EXHIBITS:

- A. Fox Ridge Road Area Plan, February 2024, and Appendices
- B. Decision Document with the Findings of Fact and Conclusionary Findings for the Fox Ridge Road Area Plan (Docket G 1-22)





**City of  
McMinnville**



# FOX RIDGE ROAD AREA PLAN

FEBRUARY 2024



## ACKNOWLEDGEMENTS

### City Council

**Remy Drabkin** – Mayor, City of McMinnville  
**Adam Garvin** – Council President, Ward 3  
**Chris Chenoweth** – Councilor, Ward 1  
**Sal Peralta** -- Councilor, Ward 1  
**Kellie Menke** – Councilor, Ward 2 (PAC Liaison)  
**Zack Geary** – Councilor, Ward 2  
**Jessica Payne** – Councilor, Ward 3

### Planning Commission

**Sidonie Winfield** – Chair  
**Gary Langenwalter** – Vice Chair (PAC Liaison)  
**Brian Randall**  
**Megan Murray**  
**Beth Rankin**  
**Dan Tucholsky**  
**Rachel Flores**  
**Sylla McClellan** (PAC Liaison)  
**Matthew Deppe**

### Project Advisory Committee

**Sara Tucholsky** – Chair  
**Sid Friedman** – Vice Chair  
**Jim Culbert**  
**Malcolm Greenlees**  
**Sam Justice**  
**Ellen Kersting**  
**Allan Larsen**  
**Stephen Leonard**  
**Denise Murphy**  
**Miriam Peterson**  
**Sean Rauch**  
**Brian Ruden**  
**Steve Ryan**  
**Peter Van Patten**

### Project Management Team

**Heather Richards** – Community Development Director  
**Tom Schauer, AICP** – Senior Planner  
**Amanda Winter** – Management Support Analyst  
**Noelle Amaya** – Communications Manager  
**Susan Muir** – Parks and Recreation Director  
**Matt Bernards** – Engineering Technician  
**Joe Rinkes** – Wastewater Services Supervisor

### Consultant Team

**Harper Houf Peterson Righellis, Inc.**  
**SERA Architects, Inc.**  
**DKS Associates**  
**Johnson Economics**



## EXECUTIVE SUMMARY

The Fox Ridge Road Area Plan is intended to recognize the unique attributes of the Fox Ridge Road Area and guide future development through a vision and plan for a cohesive neighborhood within the study area. The Area Plan is a guiding land use document adopted as a supplement to the Comprehensive Plan.

The plan is organized into the following chapters:

**Part 1. Introduction.** This chapter summarizes the framework, basis, and requirements for conducting the area plan. This includes a summary of the area planning process and background information on the area.

**Plan Purpose and Requirements.** Comprehensive Plan Policies 187.60.00 – 187.90.40 outline the planning process UGB expansion areas, with the three successive steps of a Framework Plan, Area Planning, and Master Planning. This planning process guides the transition from unincorporated rural lands through annexation and urban development. Further detail is provided in the McMinnville Growth Management and Urbanization Plan (MGMUP) and the Zoning Ordinance.

The land uses in the Area Plan must be consistent with the Framework Plan and the identified land need for the UGB expansion area. Area Plans more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses.

**Part 2. Existing Conditions.** This chapter includes data that informs the planning of the Fox Ridge Road area. It includes a summary of plans, policies, and regulations applicable to the area plan; a summary of existing physical features, attributes, and assets in, or affecting, the planning area; information regarding public facilities and services; and synthesis and analysis of this data to provide context regarding potential issues, and opportunities and constraints that informed development of the area plan. This information was supplemented with information obtained through the community engagement work described in Part 3.

Traffic analysis and market analysis are provided in Part 3. While these assess and analyze existing conditions, they also address future forecast conditions that inform the plan, and also provide guidance used to evaluate the plan and identify potential issues associated with the different alternatives.

**Part 3. Community Engagement and Plan Development.** This chapter summarizes the community engagement process and plan development. The project is guided by a Project Advisory Committee appointed by City Council. At key stages of the project, information was shared with the community and input was obtained to identify issues, develop goals and polices, develop and evaluate alternatives, and select and refine a preferred alternative. Work sessions were also conducted with the Planning Commission and City Council, including a joint work session with the School Board. The results of those broader outreach efforts were part of an iterative process with the Project Advisory Committee obtaining input and guidance at key decision-making points in the process.

**Part 4. Fox Ridge Road Area Plan.** This chapter presents the final plan that was developed through the community engagement and plan development process.

**The Plan Narrative.** The plan narrative provides context for the plan and provides additional information to help understand the Vision, Goals, and Policies and the Area Plan Map, their relationship, and the context of the Area Plan to other planning documents and efforts.

**The Vision, Goals, and Policies.** The goals and policies were developed based on input received through the public process. These goals and policies refine and apply the Goals and Policies of the Comprehensive Plan and its supporting documents, to address the unique geographic area and characteristics of the Fox Ridge Road area. This Chapter includes goals and policies for the Fox Ridge Road area in the context of the Great Neighborhood Principles adopted as Polices 187.10-187.50 of the Comprehensive Plan.

This component of the plan addresses the vision for the area, relationships between land uses as part of a cohesive neighborhood, and Urban Design objectives to be achieved through the Area Plan and future Master Plans and development.

**The Area Plan Map.** The Area Plan Map addresses the Framework Plan in detail, more specifically identifying land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. In addition to the map, the elements and attributes of the map and their relationships are also discussed in this chapter.

**Part 5. Implementation.** The plan will predominantly be implemented by following existing adopted procedures and standards. As individual property owners within the area choose to seek annexation to the City and development of their properties, they will follow the adopted procedures in Title 16 of the McMinnville Municipal Code and Chapter 17.10 of the Zoning Ordinance as applicable.

That process specifies the process for a property owner to apply for annexation, enter into an annexation agreement, prepare a master plan for the property, which is consistent with the area plan, obtain land use approvals for proposed development, and complete the annexation process.

Development will need to meet adopted City standards for development and land divisions, so it isn't necessary to create an entirely new set of development standards for the area, but unique issues applicable to the Fox Ridge Road area are identified in this plan that provide special guidelines and standards desired for the Fox Ridge Road area.

In addition, the implementation element identifies issues that may need to be addressed and coordinated through broader planning processes, such as the updates to the Transportation System Plan, and public facility plans.

**Appendices.** The appendices provide more detailed information regarding the information provided in the chapters of the plan. They are referenced at key points in this plan. They include more detailed existing conditions information, technical information, and summaries of the public engagement activities.

# FOX RIDGE ROAD AREA PLAN

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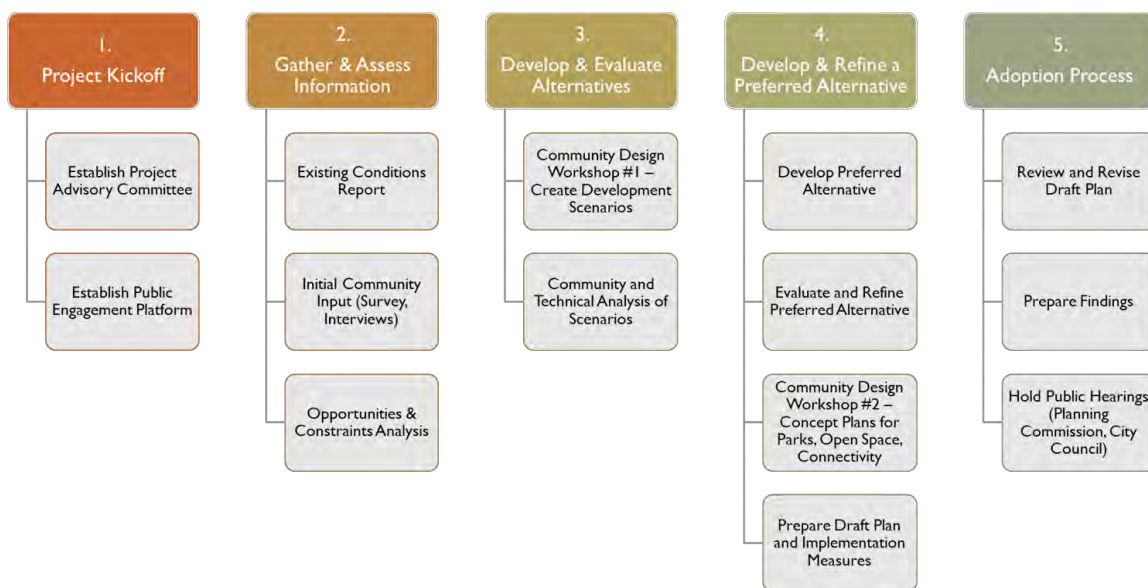
# Part 1: Introduction

## Purpose

The purpose of this Area Plan is to guide and support the annexation and future urbanization of the Fox Ridge Road Area. As specified in the McMinnville’s Comprehensive Plan and Framework Plan, the Fox Ridge Road Area Plan will provide a mix of residential, commercial, and civic or institutional uses while emphasizing parks, trails, and connectivity for a well-designed and connected neighborhood consistent with the Traditional Neighborhood model and Great Neighborhood Principles.

## Planning Process

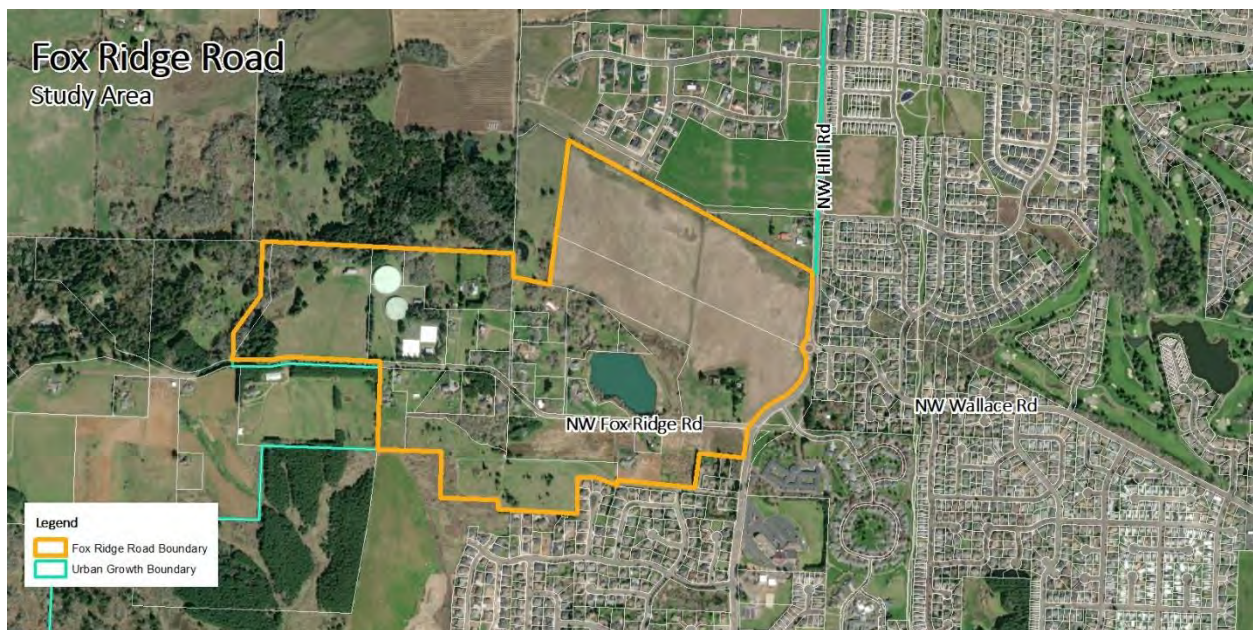
The Fox Ridge Road area planning process began in December 2022 with the establishment of the Project Advisory Committee (PAC) and the development of a plan for public engagement. The City advertised the opportunity to serve on the PAC, and the PAC was then appointed by the City Council. The process has since been guided by the Project Advisory Committee, with 14 members of the public, a City Council Liaison, and two Planning Commission Liaisons. The Project Advisory Committee includes a variety of interested parties which also includes representatives from the Fox Ridge Road area including residents, property owners, developers, and local neighboring residents. In addition to the Project Advisory Committee, key stakeholders were interviewed including the potential developer of the Neighborhood Activity Center, representatives from various public utilities, the Oregon Department of Fish and Wildlife, and the McMinnville School District.



The area planning process also included a variety of community engagement and outreach activities to gather feedback. These opportunities for community members to provide their input included public participation at Project Advisory Committee meetings, in-person community design workshops, and an online survey. The City of McMinnville promoted these engagement opportunities through social media and newspaper ads, on the City website, and a City outreach booth, and provided updates for further involvement at each of these meetings. The City has worked closely with key stakeholders, property owners, local service providers, and the community to continuously gather valuable feedback through the area planning process.

## Background

In 2020, the City of McMinnville adopted the McMinnville Growth Management and Urbanization Plan (MGMUP) on December 8<sup>th</sup> as part of the Comprehensive Plan and amended its urban growth boundary (UGB). The MGMUP amended McMinnville's UGB by 924 gross buildable acres, with most of this acreage placed into an Urban Holding (UH) comprehensive plan designation. All land within a UH comprehensive plan designation must undergo an area planning process prior to annexation into the city limits, rezoning, or urban development. The City of McMinnville has committed to investing and processing one area plan each year. The first area plan initiated by the City is the Fox Ridge Road Area Plan. The Fox Ridge Road Area is known as the area around Fox Ridge Road, and includes the potential future high school site owned by the McMinnville School District (see Figure 2). Collectively, the Fox Ridge Road study area is comprised of approximately 230 acres.



**Figure 1. Study Area Context**

The Fox Ridge Road Area Plan is expected to be primarily zoned for housing. However, the Area Plan includes a significant land use within the site that is owned by the McMinnville School District, located within the northern portion of the study area. This school district site is currently identified for the development of a future high school. The area planning process accounts for the connectivity and coordination with the future development of the high school site. Per the MGMUP Framework Plan, the Fox Ridge Road Area Plan will also provide an opportunity for a small Neighborhood Activity Center (NAC) along the area's NW Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road. This partial NAC aims to provide neighborhood serving commercial and office development, high-density residential development, and medium-density residential housing. The remaining residential land of the Fox Ridge Road study area is suitable for low-density residential housing, specifically within the southern and western portions where the topography exhibits steeper slopes. In order to support this newly developed residential area and provide further services, the Fox Ridge Road Area Plan will incorporate one neighborhood park located within a ½ mile distance from all residences in the study area. The plan will also include a natural resource park to preserve existing natural features, along with a greenway system for bike and pedestrian connectivity throughout the study area and with connectivity of the Fox Ridge Road area to other areas.



## Part 2: Existing Conditions

### Regulatory Context and Planning Framework

The Fox Ridge Road Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan and adopted by the City Council as a guiding land use document. The Area Plan document, along with the final land use concept, embodies the development principles of the Comprehensive Plan, including the MGMUP, MGMUP Framework Plan, McMinnville Comprehensive Plan Goals and Policies, and other applicable City land use policies and standards. The MGMUP provides guidance for the planning and development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. The final land use concept will help guide future development patterns and is expected to be consistent with the:

- 1) **McMinnville Growth Management and Urbanization Plan:** The guidelines of the Traditional Neighborhood model, as described in the McMinnville Growth Management and Urbanization Plan.
- 2) **MGMUP Framework Plan:** Neighborhood Activity Centers (NACs) to meet neighborhood commercial land needs as identified in the MGMUP Framework Plan, supports surrounding residential development, and provides opportunities for open space, parks, and trails.
- 3) **McMinnville Comprehensive Plan:** Including the City's adopted Great Neighborhood Principles, as described in Comprehensive Plan Policies 187.10 through 187.50.
- 4) **Parks, Recreation and Open Space Master Plan:** The City's Parks and Recreation vision and facility guidelines.

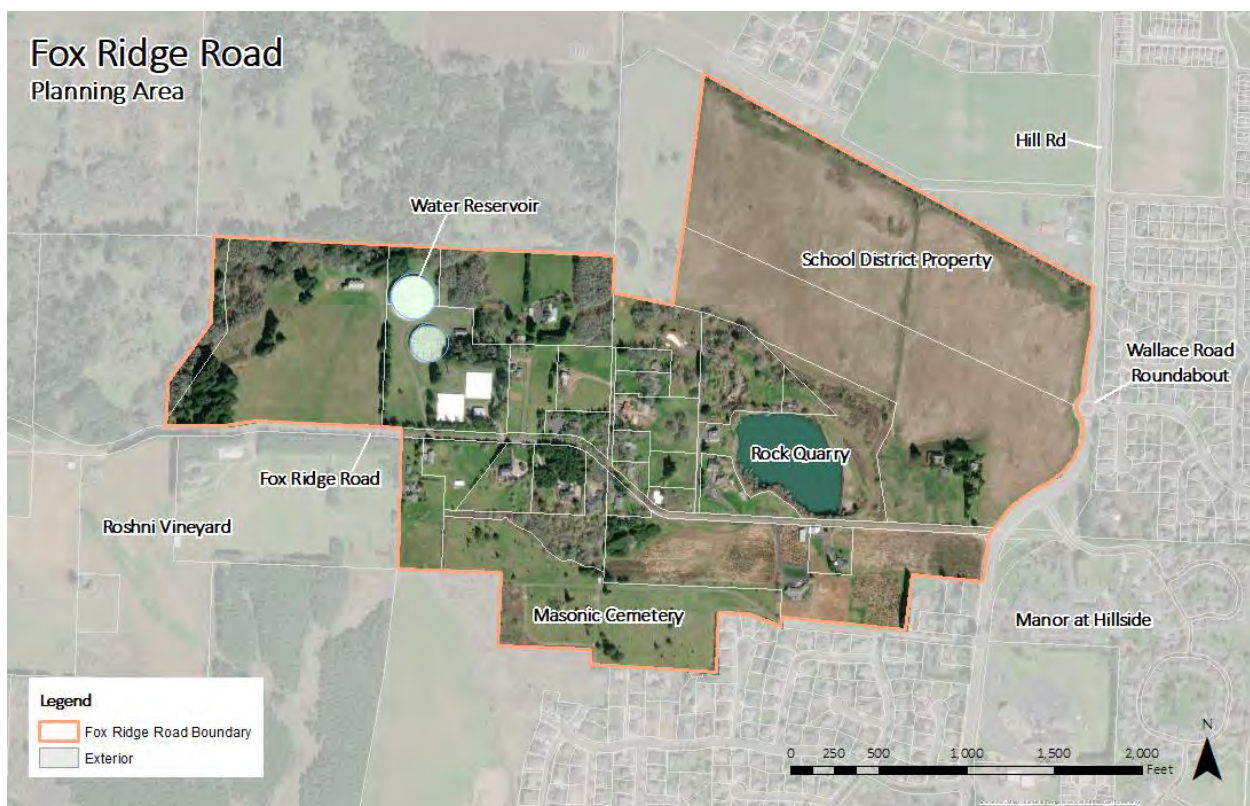


Figure 2. Fox Ridge Road Area Map

## McMinnville Growth Management and Urbanization Plan

### *Traditional Neighborhood Model Guidelines*

As highlighted in the MGMUP, McMinnville’s plan for urbanization is modeled around the planning and development of a “traditional neighborhood,” designed to be fully integrated, mixed-use, and pedestrian oriented. This type of development includes narrower streets that emphasize pedestrian orientation and scale, highly connected street patterns with small blocks or grids, streets lined with trees and sidewalks on both sides, and diverse housing types and lot sizes that are intermixed throughout the neighborhood. Uses and housing types are mixed and in close proximity to one another, with public spaces such as neighborhood parks or plazas serving as focal points for community interaction. As an essential feature, the McMinnville model for a traditional neighborhood calls for a neighborhood activity center at the heart of the neighborhood to provide opportunities for social interactions, structure to surrounding land uses, and neighborhood identity. The concept of a traditional neighborhood aims to minimize traffic congestion, suburban sprawl, infrastructure costs, and environmental degradation.

To be consistent with the MGMUP, the Fox Ridge Road Area Plan follows the guidelines set forth for the development of a traditional neighborhood model. Key considerations for the study area include mixed-use planning that integrates diverse commercial and residential developments, pedestrian oriented and connected streets, and public green spaces as social gathering opportunities. A neighborhood activity center is expected to be a focal point of the study area. The McMinnville Zoning Ordinance defines a Neighborhood Activity Center as, “a physically and aesthetically unified area, that serves as the center of a larger surrounding neighborhood, where all elements and land uses are designed to function as an integrated whole (rather than as a series of unconnected, unrelated developments). Neighborhood Activity Centers consist of a Focus Area with commercial, institutional, office uses, and other mixed-use activities needed to support a specified geographic area. These centers also may include a Support Area with high- and medium-density residential uses that supports the non-residential uses in the center.”

## MGMUP Framework Plan

### *Neighborhood Activity Centers (NACs)*

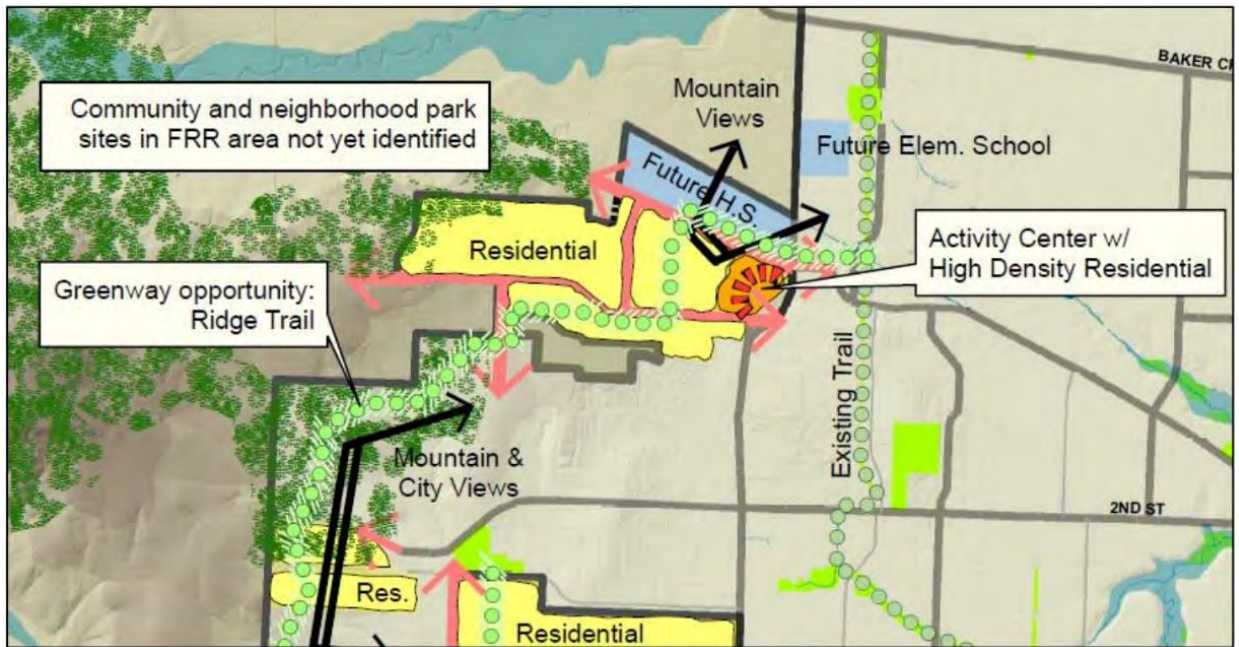
The MGMUP emphasizes Neighborhood Activity Centers as the most critical element of the City’s growth management and land use plan. Surrounding the neighborhood activity center are residential uses with the highest-density housing developments that progressively decrease in density outward from the activity center. According to the MGMUP Framework Plan, the Neighborhood Activity Center should:

- provide local context with the ability to foster the development of a traditional neighborhood;
- have the ability to accommodate higher intensity development and be strategically located based on the proximity to vacant buildable land;
- be located at major street intersections with their service areas extending to a group of neighborhoods ranging from a one to three-mile radius.

**Focus Area** of the activity center should contain facilities necessary for day-to-day activity (such as personal services, grocery and convenience shopping, schools, places of worship, limited office space, public plazas or parks) and ideally be located within close proximity to one another in the focus area so that all essential services for the subarea are easily accessible in a single stop.

**Support Areas** that surround the activity center’s focus area should contain the neighborhood’s high- to medium-density housing options and enables the highest concentration of population to easily access the focus area within walking distance (reducing the number of automotive trips for daily needs or services and allows for a single transit stop to serve the shops, services, and adjacent higher-density housing in the area).





**Figure 3. MGMUP Framework Plan Map**

Shown in the MGMUP Framework Plan, the Fox Ridge Road Area Plan provides an opportunity for a partial Neighborhood Activity Center. The modified and reduced activity center will be approximately 5 – 10 acres, with approximately 1 – 2 acres of commercial and office development to serve the neighborhood, approximately 2 acres of high-density residential development (R-5), and approximately 2 – 5 acres of medium density residential housing. This mixed-use center is proposed to be located along the study area’s NW Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road (see Figure 3). The remaining residential land of the Fox Ridge Road study area is suitable for lower density residential housing, specifically within the southern and western portions where the topography exhibits steeper slopes. The Fox Ridge Road Area Plan will incorporate one neighborhood park of approximately 3 – 5 acres in size located within a ½ mile from all residences in the study area. The plan will also include a natural resource park to preserve existing natural features, along with a greenway system for bike and pedestrian connectivity throughout the study area. The location, uses, and accessibility of the neighborhood activity center ensures the Area Plan’s consistency with the City’s adopted Great Neighborhood Principles described in the MGMUP Comprehensive Plan.

**McMinnville Comprehensive Plan**

*Great Neighborhood Principles*

Adopted in 2019, the Great Neighborhood Principles are described by Comprehensive Plan Policy 187.10 as a means to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. These principles ensure the livability, accessibility, safety and beauty of all new development or redevelopment. In order for the Fox Ridge Road Area Plan to be consistent with these principles, Comprehensive Plan Policy 187.50 describes specific directions on how to achieve each principle as it refers to design, location and orientation of these necessary neighborhood resources. By following the model of a traditional neighborhood and planning around the centralization of a partial neighborhood activity center, the overall development of the area plan will likely achieve each individual principle.

*(Please refer to Part 3: Community Engagement for the list of Great Neighborhood Principles.)*

## Parks, Recreation, and Open Space Master Plan

The City of McMinnville created and published its Parks, Recreation, and Open Space Master Plan in 1999 to meet the parks and recreational needs of the community, while ensuring natural resources crucial to the character of the City are protected and enhanced. The Park and Recreation Department holds a central role in shaping the changing character of the City, as recreational opportunities continue to build community and help encourage residents to achieve active, healthy lifestyles. As with the Parks Master Plan, the Fox Ridge Road Area Plan must plan for the City's population growth and increasing diversity. The Fox Ridge Road study area has its own existing unique natural features and opportunities for new parks and recreation services. The Fox Ridge Road Area Plan addresses the minimum Level of Service Standards of the Parks Master Plan as well as the minimum requirements in the MGMUP Framework Plan. The City is in the process of updating the Parks, Recreation, and Open Space Master Plan, and the work is proceeding in coordination among planning efforts, including the Fox Ridge Road Area Plan.

## Local Context

The Fox Ridge Road study area is located west of NW Hill Road surrounding Fox Ridge Road and consists of approximately 230 acres, with about 30 existing parcels ranging in size from less than an acre to over 40 acres. The study area is characterized by its moderate to steeply sloping terrain, dense stands of mature trees, and the expansive views of the surrounding lands. The study area primarily consists of land zoned for agricultural and rural-residential use, with rural residential single detached homes that are situated to take advantage of the scenic views. There are several committed lands within the study area including the school district site, the water reservoir property owned by McMinnville Water and Light, and the Masonic Cemetery. Directly southwest of the study area is the Hillcrest Master Plan residential development, and about 0.5-mile north along Baker Creek Road is a new construction mixed-use development project with 144 residential units and 30,000 square feet of additional commercial space.

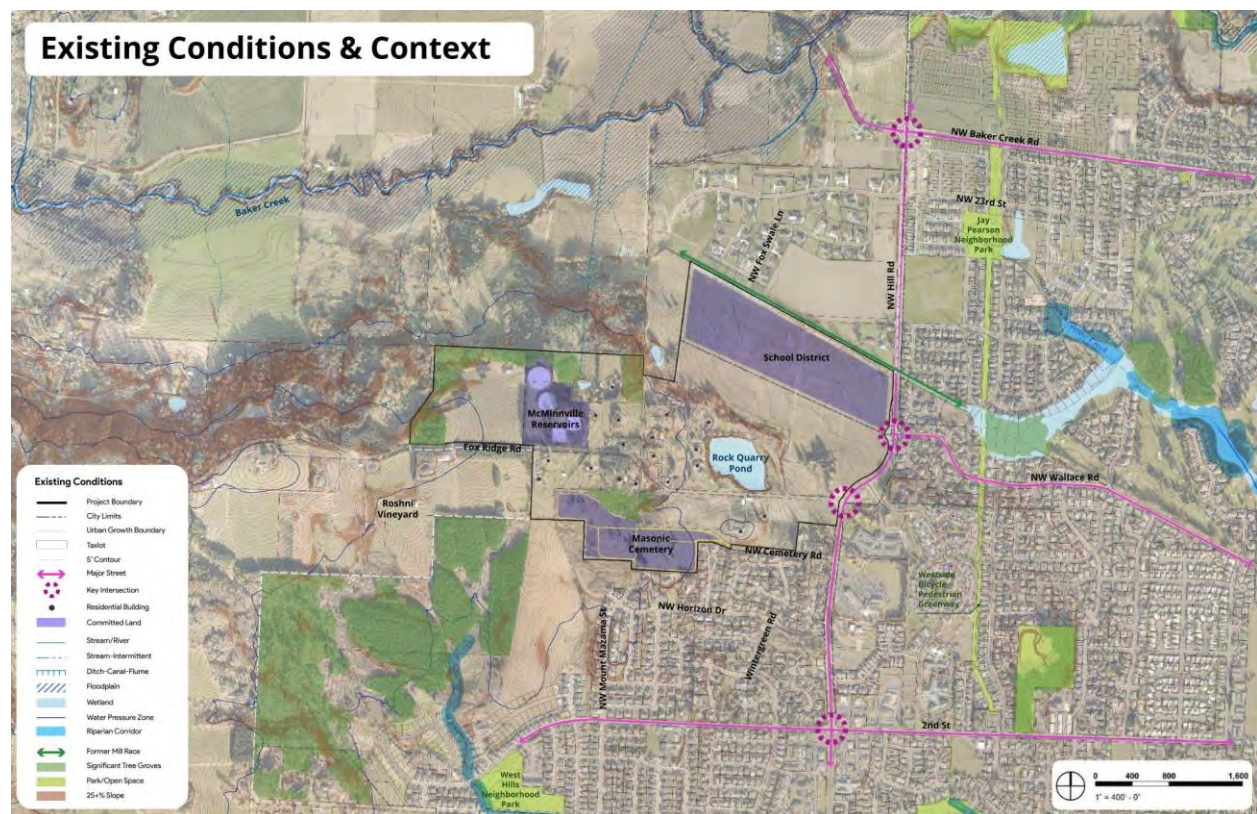


Figure 4. Existing Conditions and Context



## Land Use and Zoning

Due to the existing topography of the study area, the large parcels along Fox Ridge Road are most suited for larger low-density residential properties, while the eastern portions of the study area are flatter and more suitable for potential mixed-use and medium- to high-density residential development. A 42-acre site on the north side of the study area is owned by the McMinnville School District and is currently identified for the potential development of a future high school. Per the Framework Plan, the partial Neighborhood Activity Center should be strategically located near the intersection of Fox Ridge Road and Hill Road to provide services and amenities to the diverse residential developments proposed within the study area.

The Fox Ridge Road study area is currently designated with the Urban Holding (UH) Comprehensive Plan map designation, except for the School District Property. Until properties are annexed into the City, they retain their current County rural zoning designations and the applicable County zoning and land use regulation continue to apply to these properties. The surrounding land uses include low-density residential (R-1 and R-2) zoning directly south and east of the study area, and additional medium-density, multiple-dwelling residential (R-4) zoning southeast of Fox Ridge Road. To the west and north of the study area are county zoned exclusive farmland (EF-80). The school district site is within City limits and is currently zoned R-4 PD (Planned Development), which permits public schools conditionally. The Planned Development ordinance applicable to the properties specifies its use for a school.

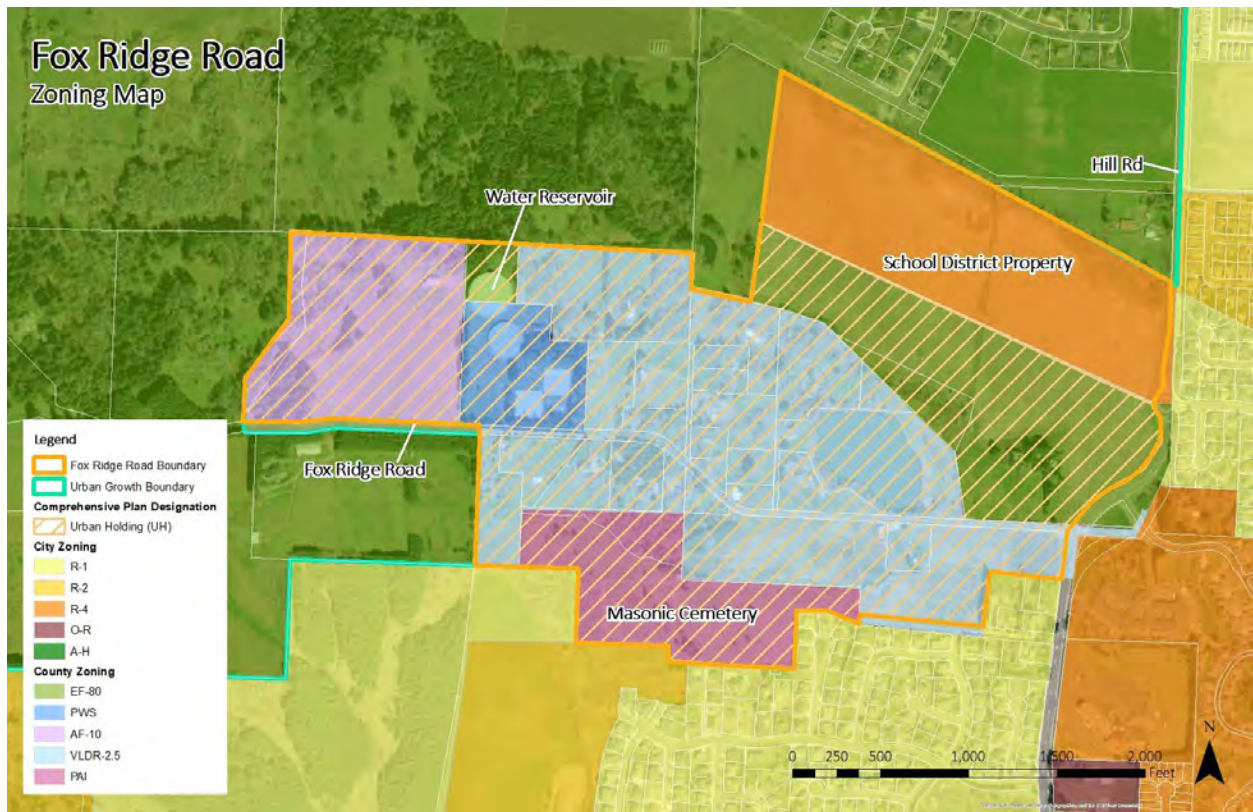


Figure 5. Zoning Map

# Natural Features

## Topography And Geotechnical Conditions

The City made initial findings describing the topography of the Fox Ridge Road study area within the MGMUP Phase 1 Expansion Land Study Areas of the Urbanization Report. Specifically, the majority of the study area consists of gradual to steeply sloping land, with some areas to the west exceeding a 15 percent slope. The lowest point of the study area is located in the southeast corner and sits at 287 feet above sea level (ASL), gradually increasing to the steepest slopes located in the west side of the study area and topping out at over 400 feet of elevation ASL.

## Hazards and Natural Features

There are no floodplains identified within the study area. However, recent mapping conducted by the City of McMinnville to identify natural hazards and natural features in conjunction with Statewide Planning Goals 5 (Natural Resources) and Goal 7 (Natural Hazards) identified hazardous areas based on topographical conditions, significant tree groves, and scenic viewpoints along ridgelines to the north and south of Fox Ridge Road. The City is in the public hearing process for consideration of a proposed Natural Hazards Inventory and Management Program. This includes proposed overlay zones for Natural Hazard Mitigation (NH-M) Zones and Natural Hazard Protection (NH-P) Zones, which have been identified in the overlay map below. Areas identified with natural hazards have development constraints that will need to be considered along with the development standards of the underlying base zone. The conservation of natural greenspaces and greenways will serve to protect the dense stands of mature trees and provide habitat for protected avian species.

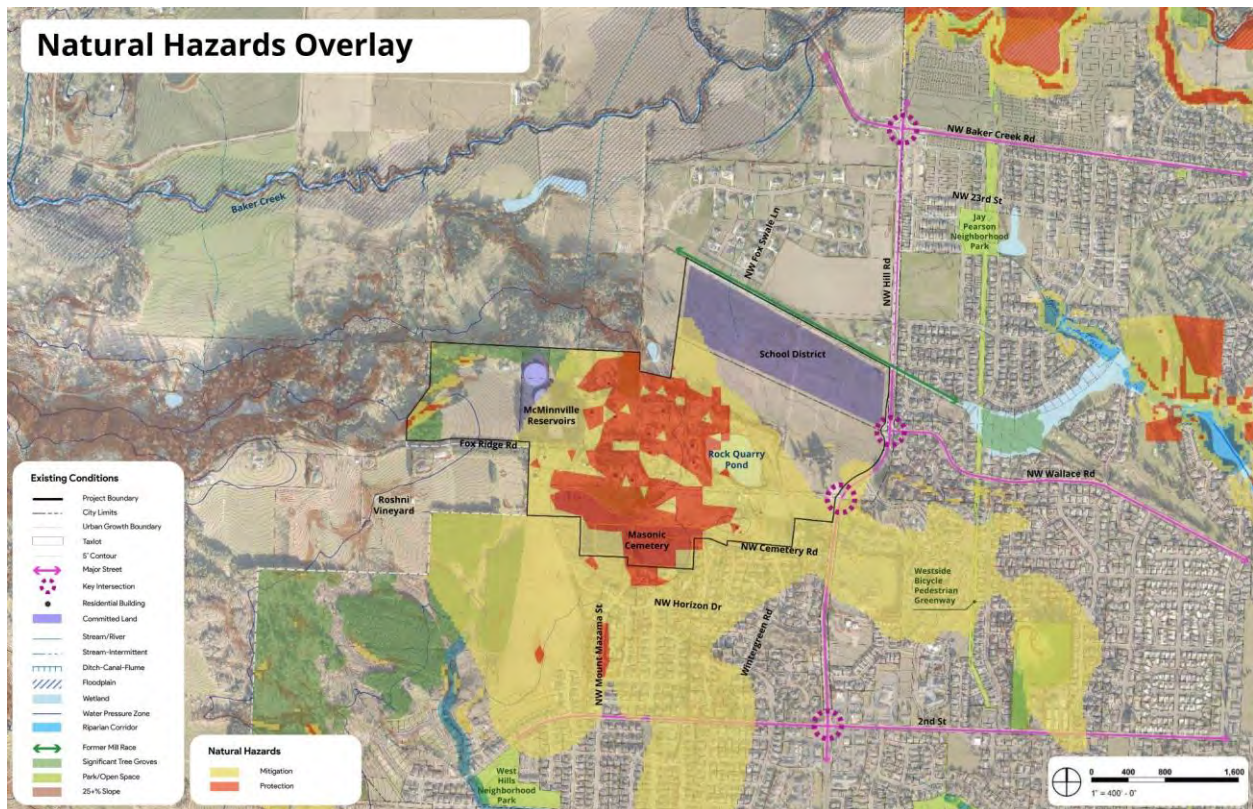


Figure 6. Natural Hazards Overlay.



## Habitat Conservation and Wildlife

The Fox Ridge Road study area includes several existing natural and geographic features that provide an excellent opportunity to conserve and limit impacts from urbanization on the habitat and wildlife. Natural greenspaces or greenways will be considered to connect the Fox Ridge Road Area to the West Hills and Redmond Hill Road areas. This greenway/greenspace could also minimize impacts to the significant tree stands in the Fox Ridge Road and West Hills areas that currently provide habitat for protected avian species, such as the Western Bluebird, White-Breasted Nuthatch (Slender-Billed), and Oliver-Sided Flycatcher.

## Other Natural/Limiting Features

### Rock Quarry Pond

Large gravel quarry filled with water, centrally located within the study area near the base of Fox Ridge Road and adjacent to the location for the Neighborhood Activity Center. Currently serves as stormwater drainage and retention, providing supplemental irrigation to properties outside of the study area.

### Masonic Cemetery

Occupies nearly 70 percent of the southern boundary of the study area. Must be protected in place and buffered from potential surrounding uses.

### McMinnville Water and Light

Owns a large property near the center of the study area that houses four above-ground water reservoirs.

## Infrastructure and Services

### Transportation

Fox Ridge Road itself is a paved, county road with no sidewalks, curb, or gutter. The road extends westward from NW Hill Road providing the only current means of public vehicular access into the study area. Fox Ridge Road generally travels along the ridgeline that cuts east-west through the study area's midsection. Additional access to individual parcels within the study area is provided by long and narrow private driveways. The right-of-way dimension for Fox Ridge Road measures 40-feet in width and includes a constructed paved surface that averages 25-feet in width with gravel shoulders on either side. The road will require improvements as the area urbanizes to meet City design standards. To meet today's urban standard, an additional 10-feet of right-of-way width, removal and reconstruction of the existing subgrade, construction of a paved travel surface at a minimum 26-feet in width, as well as 5-foot wide sidewalks on both sides of the street, curbs and gutters would be required.

### Pedestrian and Bicycle Connections

Bike and pedestrian connectivity are integral to the Fox Ridge Road Area Plan, with consideration of connecting to the existing trails and linear parks (BPA and Westside trail systems) that are located just east within the existing Urban Growth Boundary (UGB). The existing trail system may potentially be linked via Wallace Road to the study area. There are currently no bike or pedestrian facilities along Fox Ridge Road. Hill Road was improved to its current configuration, completed in 2018. There are existing bike lanes along both sides of Hill Road and sidewalks along both sides where abutting lands are within the UGB. Creating safe and accessible bike lanes and pedestrian routes within the study area will require further evaluation of traffic calming design along NW Hill Road and improvements along Fox Ridge Road.

### Transit

The City will also be coordinating with Yamhill County Transit as part of the outreach for the Fox Ridge Road Area Plan in order to better understand the potential for future public transit services to connect Baker Creek Road, Hill Road, and 2nd Street. Yamhill County Transit updated their transit plan in 2018, with future short- to long-term service expansions discussed within the region. The transit plan indicates that,

“McMinnville’s R-3 residential zoning district allows nearly 12 units per acre and the R-4 residential district allows for higher-density developments (over 20 units per acre), which could support transit service that is more frequent than today; however, current residential density in the city is relatively low, even in areas currently zoned for medium- or higher-density housing.” The plan identifies potential future service along Hill Road which could ultimately benefit the Fox Ridge Road study area. Higher densities and other plan elements would potentially increase the demand for these services sooner than later.

## Utilities (Water, Sewer, Stormwater, And Other)

### Water

The study area’s primary source of domestic water is currently individual and private wells. The McMinnville Water and Light “Water System Master Plan” states that this area is located above the current water service area and cannot be provided public water without constructing an upper level system. This would require the acquisition of land in order to build a new reservoir (southwest of this study area at an elevation of some 510 feet), construction of two reservoirs, a pump station, and transmission lines connecting the existing reservoirs with the planned reservoirs and pump station. Properties located within Water Service Zone 1 (shown in Figure 7) are currently served with public water.

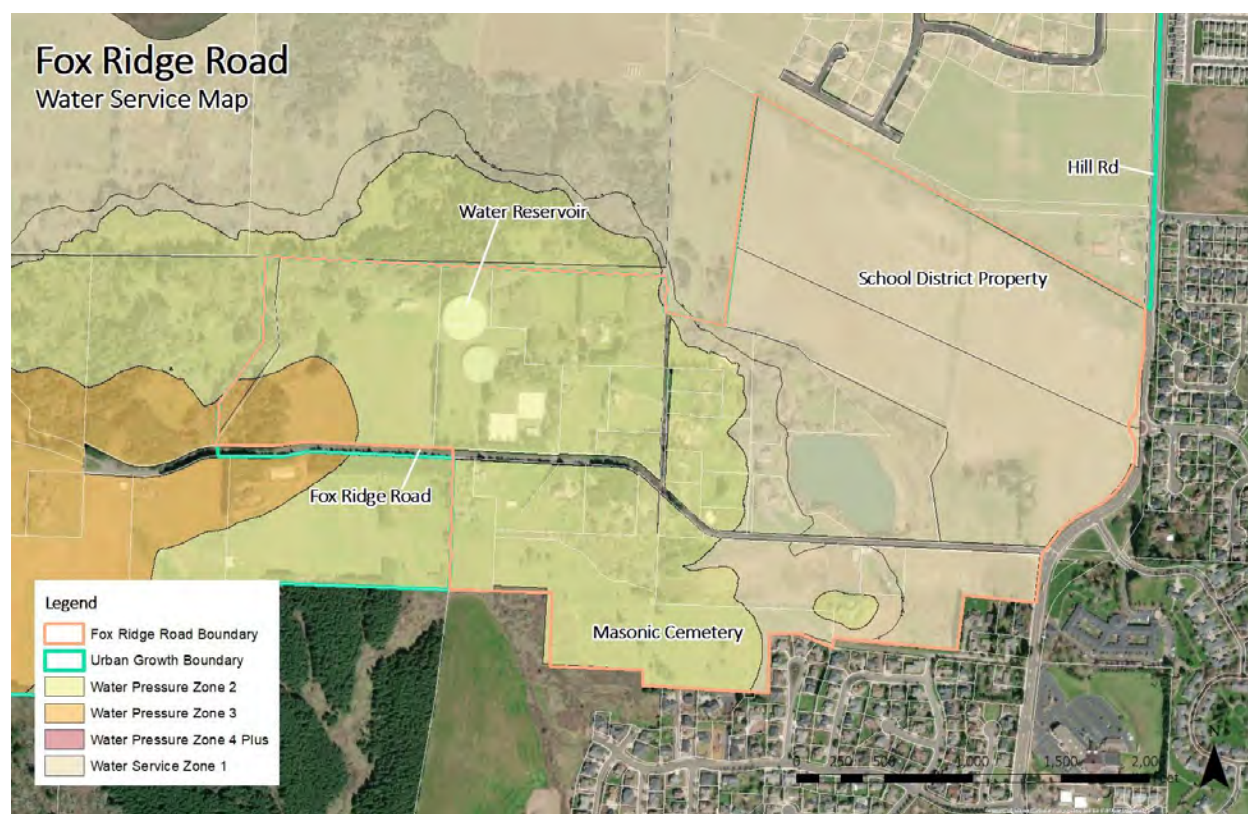


Figure 7. Water Service Zone Map

### Sewer

Due to the topography of the study area, sanitary sewer effluent would gravity flow in two directions: to the north into the Michelbook drainage basin; and, to the south into the Cozine drainage basin, requiring additional trunk line extensions beyond what would otherwise be required. According to the City of McMinnville Engineering Department, there are downstream capacity limitations to both the Michelbook and Cozine drainage basins. Capacity limitations will be evaluated as the Wastewater Master Plan is updated in the future.

### Stormwater

There are currently no existing storm pipes within the study area. However, existing storm pipes run throughout the neighborhoods both south and east of the Fox Ridge Road area that may be connected to any new storm pipes extended as part of the area plan. Within the Fox Ridge Road area is the North Cozine and Baker Creek Basin, as well as the West Cozine Creek Basin to the south. There is also a large gravel borrow pit that is now filled with water located in the eastern portion of the study area. Prior to any new development, the City will likely require the construction of water quality treatment and detention facilities prior to being discharged into the public stormwater line.

### Electric

The study area is currently served by McMinnville Water and Light. There are existing feeders on North Hill Road that would have to be upgraded to accommodate the additional projected load from new developments. The Fox Ridge Road Area is already serviced, however, future coordination with municipal utilities will be coordinated at the time of development of individual properties.

### **Community Facilities**

Resource	Facility	Address	Location
Schools	Newby Elementary School	1125 NW 2 <sup>nd</sup> St	1 mile – East
	Duniway Middle School	575 NW Michelbook Ln	1 mile – East
	Memorial Elementary School	501 NW 14 <sup>th</sup> St	1.5 miles – East
	McMinnville High School	615 NE 15 <sup>th</sup> St	2 miles – East
Higher Education	Linfield University	900 SE Baker St	2 miles – SE
	Chemeketa Community College	288 NE Norton Ln	3.5 miles – SE
Parks	Jay Pearson Neighborhood Park	2120 NW Yohn Ranch Dr	0.6 miles – NE
	Westside Bicycle and Pedestrian Greenway	Runs north/south NW Baker Creek Rd to SW 2 <sup>nd</sup> St	0.5 miles – East
	McMinnville Linear Park	Runs east/west S. Agee St to SW Westvale St	0.6 miles – SE
Hospitals	Oregon Whole Health	349 SE Baker St	1.6 miles – SE
	Physicians Medical Center	2435 NE Cumulus Ave	3.3 miles – SE
	Willamette Valley Medical Center	2700 SE Stratus Ave	3.3 miles – SE
Police Stations	McMinnville Police Department	121 SE Adams St	1.6 miles – SE
	Yamhill County Sheriff's Office	535 NE 5 <sup>th</sup> St #143	1.8 miles – SE
Fire Station	McMinnville Fire Department	175 E 1 <sup>st</sup> St	1.6 miles – SE
Playground	Scotty's Playhouse Indoor Playground	700 NW Hill Rd	0.1 mile – East
Senior Care	The Manor at Hillside Retirement Community	900 NW Hill Rd	0.1 mile – East
	The Village at Hillside Assisted Living Facility	440 Hillside Pkwy	0.3 mile – SE
	Traditions at Hillside Retirement Community	300 Hillside Pkwy	0.3 mile – SE
	Vineyard Heights Assisted Living Facility	345 SW Hill Rd	0.5 mile – South
	McMinnville Memory Care	320 SW Hill Rd S	0.5 mile – South
Cemetery	Masonic Cemetery	NW Cemetery Rd	0 miles

The proximity of these community facilities further informs the area planning process, providing context to existing facilities, amenities, services, and opportunities for new connections. By understanding the distance of existing parks and playgrounds, the plan can prioritize pedestrian connectivity to these areas to link newly proposed parks and trails to the existing system of these facilities. Nearby resources, such as senior care facilities and schools, can be accounted for when considering new land uses and so on.

## Key Findings

### Land Use and Zoning

- The Fox Ridge Road Area Plan is expected to be adopted in reference to the MGMUP to ensure the study area complies with the goals and objectives established through the area planning process
- A significant land use within the area will be the 42-acre site owned by McMinnville School District that is slated for the potential development of a future high school.
- The plan will include a Neighborhood Activity Center that allows for small scale commercial and office development, NAC park/plaza, and high-density residential development within the center.
- The Neighborhood Activity Center should be strategically located to provide services and amenities to the diverse residential developments proposed within the study area.
- A neighborhood park is to be located within ½ mile of all residences within the neighborhood.

### Natural Features

- Topographically, the majority of the study area consists of gradual to steeply sloping land that may affect the constructable residential densities and related utilities.
- A majority of the area's soils are of moderate to poor permeability which limits the types of stormwater facilities that can be utilized in support of future urban development.
- The area plan will need to plan for a useable open green space network that includes greenways and trails throughout the area to improve the walkability and accessibility of the study area.
- Two ridges running parallel to Fox Ridge Road, one on the north side and one to the south, further divide the properties along Fox Ridge Road from flatter areas at the northeast corner of the study area and land immediately to the south.
- Recent mapping conducted by the City of McMinnville to identify natural hazards and natural features in conjunction with Statewide Planning Goals 5 and 7 identified significant tree groves at the western edge of the study area, and scenic viewpoints along ridgelines to the north and south of Fox Ridge Road. It will be important to conserve natural greenspaces and greenways that may also serve to protect the dense stands of mature trees that provide habitat for protected avian species.
- Relatively flat properties at the northeast corner of the study area and at the base of Fox Ridge Road, near its intersection with NW Hill Road, are less impacted by slopes and closer to existing utilities.
- A large remainder of land within the Fox Ridge Road Area Plan is most suitable for lower density residential housing development due to steep slopes.
- Preliminary mapping of potential NH-P and NH-M overlay zones indicate that development may be limited by natural hazards on the middle portion of Fox Ridge Road, above the cemetery and tree farm properties at the base of the hill, and below the westernmost edge of the study area. In combination with other development constraints (parcelization, serviceability), new residential development along the higher portions of Fox Ridge Road may take place later than other portions of the area, or at a lower intensity. These areas could be evaluated in conjunction with identified natural features and habitat areas for possible designation of open space areas and/or transfer of development rights.



### Infrastructure and Services

- If a different street standard is applied to Fox Ridge Road, future development would require road frontage improvements to meet City standards, including improvements to the right-of-way, remove and reconstruction of the existing subgrade, construction of paved travel surfaces, as well as 5-foot minimum sidewalks along both sides of the street, curbs and gutters.
- Connectivity and coordination with the development of the high school site, adjacent to the proposed mixed-use concept plan development, will be critical to the area plan.
- Bike and pedestrian connectivity should occur between the Fox Ridge Road area and existing trails and linear parks throughout McMinnville.
- Coordination with Yamhill County Transit should occur to provide public transit services, especially in conjunction with the proposed partial Neighborhood Activity Center location.

### Wallace Road Extension

- The three-legged roundabout at the intersection of NW Hill Road and Wallace Road provides an opportunity to extend Wallace Road westward for access to the location of the Neighborhood Activity Center and the McMinnville School District property.
- A Wallace Road extension would provide access for the future high school site and the Neighborhood Activity Center on TL 700. Due to these adjacent uses, the Wallace Road extension will likely be the most used street in the study area, by all modes of travel, making the design and alignment of the road particularly important.

### Regulatory Context and Planning Framework

- The Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan, and act guide for future urbanization of the land located within the Fox Ridge Road Area Plan.
- The Area Plan will reflect the principles of the MGMUP, MGMUP Framework Plan, McMinnville Comprehensive Plan and other applicable City land use policies and standards including:
  - The guidelines of the Traditional Neighborhood model
  - Standards for a partial Neighborhood Activity Center
  - The adopted Great Neighborhood Principles (Comprehensive Plan Policies 187.50)
- The MGMUP Framework plan identifies potential planned uses such as a partial or half Neighborhood Activity Center (5 – 10 acres) with commercial and office development (1 – 2 acres), medium-density residential development (2 – 5 acres) and high-density residential development (2 acres) located at the perimeter of the Neighborhood Activity Center. This will also include a Neighborhood Park located within a ½-mile distance from all residences in the study area, and a natural resource park.

### School District Property

- McMinnville School District owns a 42-acre site at the northern edge of the study area, intended for a future high school. The site is a parallelogram, extending only about 700 feet in depth from the anticipated future extension of Wallace Road.
- The future high school site occupies a significant portion of the flat land at the northeast corner of the study area that is most easily accessed and serviced by existing utilities. Depending on the size of the high school, utility needs may vary. The timeline for development is uncertain.
- The district has not adopted specific programming or plans for a high school at this time, pedestrian, bicycle, and vehicular connectivity to the school will need to anticipate the future layout of the site.
- The shape of the property may pose challenges for configuring a high school, depending on the eventual programming intended for the facility.

### Other Permanently Occupied Sites

- Two of the larger properties within the southern portion of the study area are occupied by uses that have been committed to specific uses that make them unlikely to redevelop at any time in the future:
  - The Masonic Cemetery occupies a 21-acre site, occupying nearly 70 percent of the southern boundary of the study area.
  - McMinnville Water and Light owns 13-acres near the center of the study area, along Fox Ridge Road, that houses four above-ground water reservoirs.
- These sites do not directly impact the development potential of neighboring properties but could interrupt the continuity of annexation and utility extensions, as property is urbanized from the existing City limits at the base of the hill. Annexations contiguous to City limits could occur relative to the City limits to the east or the south.

### Rock Quarry Pond

- A large gravel quarry, now filled with water, is centrally located within the study area, near the base of Fox Ridge Road and adjacent to the approximate location suggested in the Framework Plan for the Neighborhood Activity Center. The gravel pit currently stores runoff from uphill lands and provides supplemental irrigation to properties outside of the study area.
- The pond created on the gravel pit site could provide a feature to a future park site or amenity for development in the vicinity.
- A park site or public park at the gravel pit site would occupy a possible connection point between the higher ground along Fox Ridge Road and potential future locations for a high school and Neighborhood Activity Center. However, the pond itself is not visible from either of these lower elevation sites.
- The pond currently plays a role in stormwater drainage and retention, and changes in configuration may have impacts in and around the site.

## **Opportunities and Constraints**

The key findings listed above have helped inform the “Opportunities and Constraints Diagram” presented and utilized at Community Design Workshop #1 and has also been referenced in several Project Advisory Committee meetings to provide context (see Figure 8). This diagram summarizes the opportunities for various land uses, development patterns, building relationships, open spaces, and connections, as well as any key constraints that would need to be overcome in order to realize those opportunities.

### Opportunities

- Potential gateways to the study area have been identified at the Hill Rd/Wallace Rd intersection and the Hill Rd/Fox Ridge Road intersection.
- New street connections identified connect the Fox Ridge Road study area to the Hillcrest Master Plan development, to the location of the Neighborhood Activity Center, through the School District site, and to both NW Hill Road and Wallace Road.
- Landmarks include the existing Rock Quarry Pond for preservation as a key community feature.
- Areas of significant tree groves have been identified for tree canopy preservation.
- Scenic viewpoints are shown that take advantage of the steep topography of the study area.

### Constraints

- Committed lands include the School District site, Masonic Cemetery, and McMinnville Reservoirs.
- Steep slopes surpassing 25%+ will severely limit development due to topographical constraints.
- An existing easement from the Rock Quarry Pond runs through the proposed NAC site.

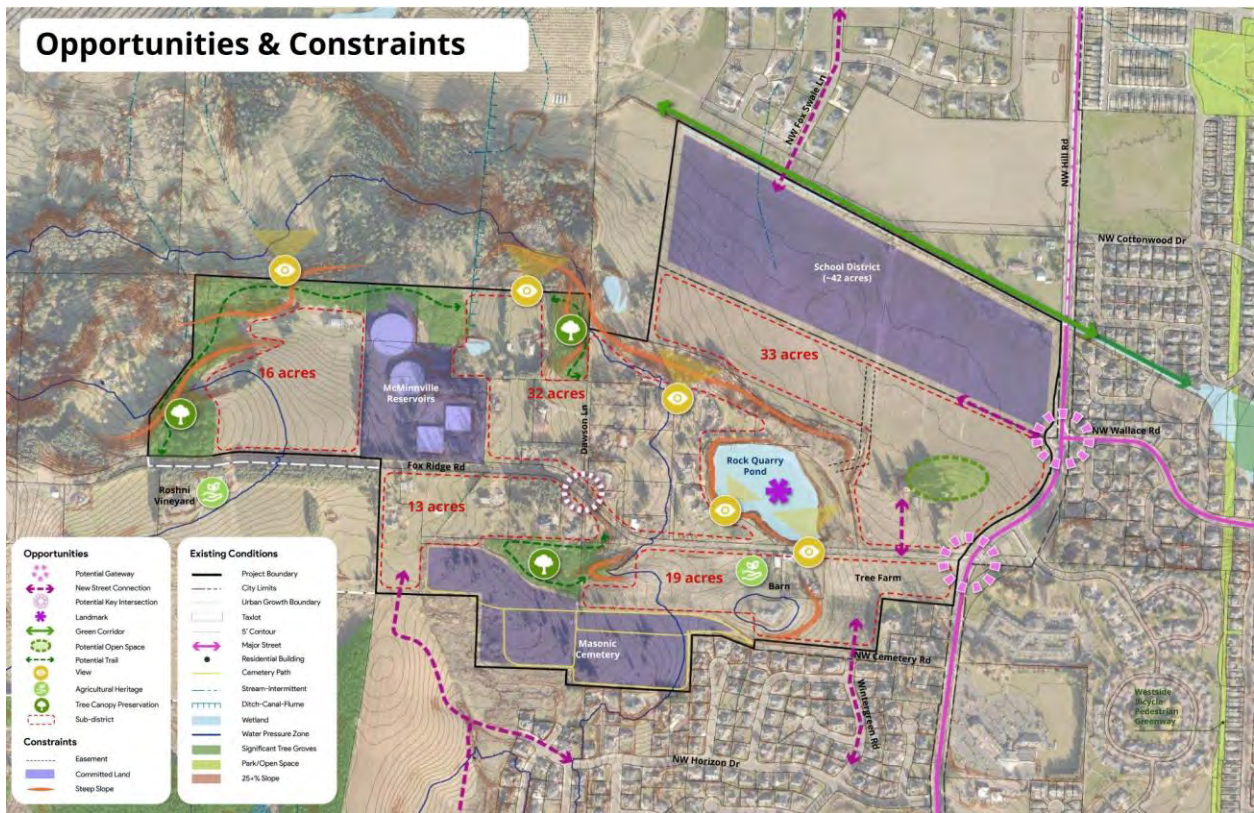


Figure 8. Opportunities and Constraints Diagram

## Part 3: Community Engagement and Plan Development

### Methods of Engagement and Community Input

In addition to conducting a document review and evaluation of existing conditions for the study area, the area planning process included several methods of community engagement for input and feedback to develop the goals and policies of the Fox Ridge Road Area Plan. Community engagement involved remote interviews with stakeholders, an online survey, design workshops, and public comments at Project Advisory Committee meetings and work sessions with Planning Commission and City Council. These opportunities for engagement were promoted through social media and newspaper ads, on the City website, and a City outreach booth, and updates for further involvement were provided at each of these meetings.

#### Stakeholder Interviews

Interviews with key stakeholders were conducted early in the area planning process to gather insight on the study area and receive initial comments on existing conditions, community features, and any current or future development plans. These interviews included private property owners, developers, and representatives from the McMinnville School District, McMinnville Water and Light, and the Oregon Department of Fish and Wildlife. These interviews provided future considerations to be accounted for within the area plan, stakeholders expectations for future development, expected services needed to support future development within the area plan boundary, connections to committed land uses, and the future planning of sensitive areas.

#### Online Survey

To receive a wide range of input from the Fox Ridge Road neighborhood and surrounding community, an online survey was available for one month between March 10 to April 10, 2023. The survey questions aimed to gauge the familiarity of respondents to the Fox Ridge Road area, and what the community's vision for the future of the Area Plan appeared to be. A total of 147 responses were submitted, many of which emphasized park, trails, and open space, preserving some aspect of the existing rural landscape, and helped identify key assets such as the Rock Quarry Pond, Masonic Cemetery, and scenic views of the area. There were diverse responses regarding housing density and affordability. Please see Appendix A for the summary of the survey results and responses.



#### Community Design Workshops

A total of two community design workshops were held to engage stakeholders, City staff, and citizens in interactive design sessions around the potential development scenarios for the Fox Ridge Road area. The intent of these workshops was to collaboratively develop a framework for future growth. The first workshop focused on gathering input to develop three distinct development scenarios for the area, with the consideration of land use, urban design, connectivity, access, infrastructure, and stakeholder concerns. The second workshop focused on parks, trails, and connectivity, and explored design concepts for the parks and trails, as well as the bike and pedestrian connections between these spaces. Please see Appendix B for summaries from both community design workshops.



### Project Advisory Committee Meetings

The Fox Ridge Road Project Advisory Committee (PAC) was formed at the beginning of the area planning process and has held six meetings over the course of one year starting on December 1, 2022. These meetings reviewed project goals, findings of analyses and reports that were developed, outcomes of the community design workshops and online survey, and the development scenarios that were created as a result of those workshops. Committee members provided their input on these items and helped refine the resulting land use concepts to create a preferred land use concept plan. The Project Advisory Committee also identified key goals for the community and provided valuable feedback on the goals and policies that were created based on public engagement, stakeholder concerns, and the regulatory context and planning framework required to be met by the area plan. The area planning process has been guided by the Project Advisory Committee, representing the interests of the community, and creating the final vision for the Fox Ridge Road Area Plan.



### **Plan Development and Alternatives**

As a result of the community engagement efforts, three land use concept “alternatives” were developed that each highlighted different priorities and elements required within the plan. Ultimately, each alternative was evaluated against the regulatory framework for the Fox Ridge Road Area Plan to identify the plan highlights and deficiencies. The alternatives, along with their findings, were presented to the PAC for review and feedback to create one preferred land use concept that accurately captured regulatory and planning requirements, as well as the vision of the community. Input from the community that influenced the development of the preferred land use alternative also informed creation of goals and policies for the plan, which captured the following comments and concerns:

- The desire for **parks, trails, and open spaces** throughout the planning area.
- The preservation of **scenic views** with opportunities for viewpoints along proposed trails.
- Conserving community features such as the **rock quarry pond, masonic cemetery, and tree farms**.
- Ensuring **neighborhood-serving retail** in new commercial areas.
- Consideration of development impacts on **nature, wildlife, and mature tree stands**.
- Potential **traffic impacts** with new development and higher density.
- Concerns regarding **design and aesthetics** of new developments.
- Providing pedestrian and bicycle pathways for **walkability, access, and safety**.

The draft preferred land use concept was presented to the Planning Commission and City Council at a joint work session held on October 18, 2023, for discussion. Input received from the work session helped further refine the concept for the final Area Plan Map (see Figure 9).

## Market Analysis

A market and development analysis was conducted that focused on identifying the most feasible development types for commercial and higher density residential land in the Neighborhood Activity Center. The report provides market overviews, generates reliable assumptions with respect to achievable pricing and absorption, and outlines feasible uses, scale, and development forms within the Neighborhood Activity Center. The residential analysis provided focuses on high-density uses and evaluates the rental and ownership housing separately. The analysis indicates that there is adequate market support for rental apartments, rental townhomes, ownership townhomes, and commercial space in the Fox Ridge Road Neighborhood Activity Center. The analysis also provides further detail on the development types that would be feasible in this area, the potential for mixed-use projects, as well as the location for commercial and high-density residential uses. The full market analysis is included in Appendix E.

### High-Density Residential

Demand for rental housing increased notably during the last decade. With a reduced supply of single-dwelling rentals, markets saw strong gain in apartment demand over this period of time. According to the market analysis, McMinnville has not seen the same increase in apartment construction as most other parts of the region. With limited new supply, apartment properties in McMinnville have seen a decline in vacancy rates over the past 10 years, and the current low vacancy rates indicate considerable pent-up demand. One of the factors that has likely sustained strong occupancy in McMinnville is relatively affordable rent levels, which may also have deterred new development. Based on the analysis, rental apartments are recommended closest to the commercial section, which is consistent with the MGMUP. Rental housing tends to benefit more from that proximity, and the location will provide access to further amenities such as nearby park/green space and access to neighborhood-serving commercial retail.

### Commercial Space

Based on the analysis, commercial activity in the NAC will depend on good exposure to auto traffic and will therefore need a location on the major Hill Road intersections, either at Wallace Road or Fox Ridge Road. Assuming the future development of the School District site the Wallace Road intersection provides the strongest exposure, positioning the commercial components to capture demand from residents east of NW Hill Road in addition to Fox Ridge Road Area residents.

## Transportation and Traffic Impact Analysis

An existing and future analysis of traffic conditions was conducted with 20-year forecasting for future growth assumptions. Intersection traffic operations were analyzed for the weekday AM and PM peak hours under the existing conditions and future 2041 conditions to evaluate if the study area intersections meet the desired performance levels of the City. The analysis includes a future 20-year no-build and build analysis and identifies the transportation infrastructure needs for the Fox Ridge Road study area based on the Preferred Land Use Concept. The full traffic study is included in Appendix E.

Based on these land use assumptions, two intersections are estimated to fail to meet the City's vehicle operating standard in 2041. The suggested mitigation measures include:

- **NW Hill Road at Fox Ridge Road:** Install a single-lane roundabout or traffic signal.
- **NW Hill Road at 2<sup>nd</sup> Street:** Install a single-lane roundabout or traffic signal.

### Bicycle, Pedestrian, and Transit Needs

Conditions for bicyclists, pedestrians, and transit needs were considered within the traffic analysis for the study area. NW Hill Road between Baker Creek Road and 2<sup>nd</sup> Street had recently been reconstructed with on-street bike lanes, gutter, curb, sidewalks, and a center turn lane/raised median since the McMinnville Transportation Systems Plan (TSP) was adopted in 2010. There are still gaps in the sidewalk along the west side of the road that is anticipated to be filled in as annexation and development occurs. The segment of NW Hill Road between 2<sup>nd</sup> Street and Alexandria Street does not have any sidewalks, curb, gutter, or on-street bike lanes. Although, there are existing wide paved shoulders for bikes within this segment. There are no local transit routes that stop or travel along NW Hill Road. The City is working with Yamhill County Transit to eventually extend services to residential and commercial locations along NW Hill Road as the Fox Ridge Road Area develops. As the Neighborhood Activity Center develops and additional medium-density and high-density residential units are developed, demand for public transportation will increase.

### Priority TSP Projects

The City is also working on updating their TSP which will maintain standards for pedestrian and bike facilities and identify where improvements shall be made throughout the City and including within the Fox Ridge Road Area. In their current McMinnville TSP (2010), the priority vehicle, pedestrian, and bike projects that are applicable to the Fox Ridge Road study area include the following:

- Compete Streets Update – NW Hill Road South (between 2<sup>nd</sup> Street and Alexandria Street) includes addition of pedestrian sidewalks and on-street bicycle lanes.
- Installation of a roundabout or traffic signal at NW Hill Road and 2<sup>nd</sup> Street. Based on the recent traffic analysis performed, a single-lane roundabout was evaluated at this location but was found to require dedicated southbound and westbound right turn lanes to operate adequately, which would also require more right-of-way than a traffic signal with dedicated left turn lanes. Although a single-lane roundabout was evaluated to function at this intersection, a signalized improvement could be equally as effective in managing traffic.

## **Implications for the Area Plan**

The Fox Ridge Road Area Plan anticipates the future urbanization and development of the study area where existing low-density residential neighborhoods are gradually redeveloped with infill projects that comply with the MGMUP Framework Plan. This includes higher density housing developments, neighborhood serving commercial retail, parks, trails, pedestrian connections, and street improvements. As the plan is realized, new developments will require additional services and improved infrastructure to support growth within the study area. The Fox Ridge Road Area Plan provides specific direction on the land use and design for future development within the study area as properties are annexed and developed.

# DRAFT

## Part 4: Fox Ridge Road Area Plan

This chapter presents the final plan and land use concepts that will guide future development and planning decisions within the Fox Ridge Road Area. This Area Plan has been created by the community through design workshops, online survey responses, Project Advisory Committee meetings, and public work sessions. This process of community engagement helped develop the initial land use concept alternatives and form the goals and policies for the Area Plan. The initial draft land use concepts were ultimately refined by the City's Project Management Team, Planning Commission and City Council through the area planning process. The Fox Ridge Road Area Plan's final preferred land use concept achieves the community's vision and goals while fulfilling the City's model for traditional neighborhoods and the Great Neighborhood Principles.

### The Plan Narrative

#### Land Use and Design

The Fox Ridge Road Area Plan's developed land uses are mapped in the Area Plan Map (see Figure 9) and includes all elements designated within the Framework Plan. The Neighborhood Activity Center is located along NW Hill Road at the Wallace Road intersection with commercial mixed-use and a park plaza at the core of the activity center. High-density and medium-density residential land uses are located directly adjacent to the neighborhood-serving commercial uses and surrounds the park plaza, and low-density residential land uses are located outside of the activity center where topography exhibits steeper slopes. A neighborhood park has been identified south of Fox Ridge Road and is located within a ½-mile distance from all residences within the Area Plan. Key community features have been identified including the Rock Quarry Pond, School District site, and the McMinnville Reservoir property. The remaining land to the west and the ridgeline areas along the northern boundary of the study area are allocated as a Natural Resource Park, which will also serve to protect existing natural resources and take advantage of the area's scenic viewpoints. Greenways and secondary trails connect the entire study area to adjacent neighborhoods, and potential street connections have been identified throughout the Area Plan.

The Fox Ridge Road Area Plan considers local design considerations that build on the Great Neighborhood Principles and their related plan policies. These include:

- Protection of the Rock Quarry Pond and Masonic Cemetery as community features.
- Coordination with the School District site and the Neighborhood Activity Center.
- Creating walkable and neighborhood-serving mixed-use commercial development.
- Connecting the proposed park systems for accessibility to all residents in the area.
- Emphasizing pedestrian and bicycle safety and access through frontage road improvements, greenways, and trail systems.

Key features of the Area Plan include:

- **Mixed-Use Commercial.** Within the focus area of the Neighborhood Activity Center, mixed-use commercial land use has been designated to provide flexibility in future development. This area may be developed with ground floor commercial uses and residential units or office space above ground. The location of the mixed-use commercial land use is intended for neighborhood serving retail development to provide goods and services to the residents of the Fox Ridge Road Area.
- **Higher Density Residential.** Designation of medium-density and high-density residential units maximizes opportunities for new housing development and allows for a variety of diverse housing options. The location of these higher density residential land uses is directly adjacent to the designated mixed-use commercial area, creating walkable and accessible neighborhoods.



- **Neighborhood Park.** The neighborhood park provides opportunities for active and passive recreation that is accessible to all residents in the study area. The neighborhood park is centrally located within ½-mile distance from all residences and exceeds the minimum target acreage.
- **Natural Resource Park.** A natural resource park has been identified at the west end of the study area, and along the northern boundary following the existing ridgeline. The designation of these lands as a natural resource park preserves the existing natural features while providing opportunities for both active and passive recreation. The natural resource park includes large open green spaces as well as proposed trails along the northern ridgeline that take advantage of the scenic viewpoints of the study area.
- **Greenway and Trail System.** Identified greenways connect NW Hill Road through the study area via Fox Ridge Road. The greenway system provides an alternative transportation system for walking as well as bikes, scooters, strollers, and electric accessibility vehicles by safe routes connecting residential areas to the Neighborhood Activity Center and the School District site. This trail system also includes secondary trails that create a “looped” and well-connected pedestrian network.
- **Natural Feature Preservation.** The study area contains several stands of mature trees that provide habitat for protected avian species, the Rock Quarry Pond that stores runoff water used for off-site irrigation, and many opportunities for scenic vistas along the northern ridgeline. These areas of existing natural features are preserved as designated park land, greenways, or trails.
- **Street Connections.** Potential street connections connect the study area to the surrounding neighborhoods and their existing street systems.

## Neighborhood Activity Center

The MGMUP Framework Plan calls for a partial Neighborhood Activity Center along the area’s Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road. The proposed NAC is located within the northeast corner of the study area, west of NW Hill Road. The plan highlights a distinct Focus Area of the NAC, where mixed-use commercial and a park/plaza has been located. Surrounding this area is the Support Area, where high-density residential exists and decreases in density moving away from the focus area.

### Focus Area

#### Mixed-Use Commercial

The location of the NAC focus area is well-positioned for mixed-use commercial development, specifically for neighborhood-serving retail. The location of the mixed-use commercial land use benefits from its accessible distance from existing and proposed residential areas, proximity to the future High School Site, and adjacency to NW Hill Road which provides exposure and direct access. The mixed-use commercial is anticipated to provide for ground floor retail services with additional upper floor residential housing or professional office use. The land use designation as a mixed-use allows for flexibility in future development, depending on market conditions and feasibility. This may be high-density housing with ground floor commercial, or smaller-scale commercial with second-story offices. Commercial uses will provide essential services for the neighborhood in one convenient location that is accessible in a single stop.

#### Park/Plaza

Centered within the NAC focus area, the park/plaza location provides a central location for community gathering and recreation. The park/plaza may include open green space with pedestrian sidewalks, a gazebo or gathering space, park benches for seating, water fountains, and other facilities that encourage ease of use. With its central location and open space, temporary uses may be encouraged within the park/plaza such as organized events, farmers markets, art fairs, cultural performances, or other recreational clubs or

activities. The park/plaza is a critical element to organize the neighborhood around both passive and active recreational opportunities, connecting the NAC with the surrounding support area.

## **Support Area**

### Residential Land Uses

#### *High-Density Residential (HDR)*

1/8-mile radius from focus area.

Surrounding the activity center are support areas that include the highest-density housing within the neighborhood. The Framework Plan calls out a target of 2 acres minimum for high-density residential area. As desired by the community, the HDR allocated within the Area Plan exceeds the Framework Plan target with a total of 4.4 acres designated for future high-density residential development. All HDR areas are located just outside of the focus area, surrounding the southern boundary of the NAC park/plaza north of Fox Ridge Road. This location provides direct access from HDR areas to neighborhood-serving commercial areas, the NAC park/plaza, and the high school site. Configuring all HDR north of Fox Ridge Road eliminates the need for street crossing to access the focus area and creates cohesive design opportunities for future development. Areas designated as High-Density Residential will be classified under the R-5 High-Density, Multiple-Dwelling Zone.

#### *Medium-Density Residential (MDR)*

1/4-mile radius from focus area.

Progressively decreasing in density outwards, the medium-density residential areas are also located within the support area. The Framework Plan identifies a target of 2 to 5 acres for medium-density residential area. The Area Plan maximizes density with 10.6 acres of designated land uses for future medium-density residential development. These MDR areas are located north of the focus area (adjacent to the School District site) and south of Fox Ridge Road across from the designated HDR. Areas designated as Medium-Density Residential will be classified under the R-3 Medium-Density or R-4 Medium, High-Density Zones.

#### *Low-Density Residential (LDR)*

As identified in the MGMUP, the Fox Ridge Road study area is one of the few areas planned for R-1 density. Low-density residential land uses outside of the NAC are designated in the following areas: where street facilities are limited to collectors and local streets, such as Fox Ridge Road which is classified as a local street within the TSP; where there are development limitations due to topography, soil characteristics, or drainage; and within areas that have a limited capacity for development in terms of facilities and services such as sewer, water, drainage, schools, police, and fire. As described in the existing conditions section of this plan, much of the Fox Ridge Road study area exhibits topographic constraints, natural hazard areas, and existing limitations to capacity such as sewer and water services. These constrained areas have been identified for low-density residential development. Areas designated as Low-Density Residential will be classified under either the R-1 or R-2 Low-Density Zones.

### Connectivity

The focus area and support areas are connected by proposed street connections and pedestrian greenways. The greenways are a system of primary trails that connect the NAC to the rest of the study area, creating safe and accessible means of pedestrian and bicycle travel without having to rely on automobiles. Secondary trails create additional connections between greenways and other key features such as the various parks designated throughout the study area and all of the low-density residential designated west of the activity center. These connections emphasize walkability, scale, and safety within the activity center and ensure that residents throughout the Fox Ridge Road Area have direct access to the activity center.

## Types of Land Uses

The market analysis prepared for the Fox Ridge Road study area provides suggestions for land uses that may be feasible for future development. The following are potential uses based on the market analysis and discussion with the community that fulfill the vision for the Fox Ridge Road Area Plan:

### Mixed-Use Commercial

- Neighborhood grocery store or market
- Pharmacy or drug store
- Bakery or coffee shop
- Neighborhood services or retail
- Neighborhood restaurant or pub
- Professional office space
- Upper story housing (commercial on ground floor)

### Residential

- High-density housing (R-5 zone)
- Medium-density housing (R-3 and R-4 zones)
- Low-density housing (R-1 and R-2 zones)

### Public/Institutional

- Neighborhood park or plaza
- Public market
- Daycare facility
- Schools

Land uses that should be avoided include uses that are considered noxious when located next to a residential neighborhood, large retailers or discount stores, auto-oriented businesses, warehousing, storage, or heavy manufacturing. These types of uses do not compliment a traditional neighborhood, which moves away from automobile dependency and relies on neighborhood-oriented retail services that encourages walkability and human scale design.



*Aerial perspective of the Neighborhood Activity Center site looking west of NW Hill Road.*

## **Parks and Public Facilities**

### Neighborhood Park

To provide recreational opportunities that support the residential land uses, a neighborhood park has been designated within the Fox Ridge Road Area that exceeds both the Framework Plan target of 3 to 5 acres and the Parks Master Plan facility requirements of 5 to 12 acres. The designated neighborhood park is 8.7 acres total, which also includes a buffer between the Masonic Cemetery along the southern boundary of park. The buffer acts as a barrier for the Masonic Cemetery from active recreational uses that may occur within the park such as active sports, large gatherings, or other programmed events. The neighborhood park is centrally located within a ½ mile distance from all residences in the study area and contains pedestrian trail connections that link the park to surrounding uses and areas. A primary greenway provides a direct connection from the NAC to the neighborhood park via Fox Ridge Road, and secondary trails further connect the park to adjacent low-density residential areas and other neighborhoods such as the Hillcrest Master Plan south of the study area. The location of the neighborhood park serves to protect existing natural resources such as the dense stands of mature significant trees within the designated park area.

### Natural Resource Park

The Fox Ridge Road Area is defined by its existing natural and geographic features such as its scenic views and challenging topography. A natural resource park is included that takes advantage of the topography and natural resources within the westernmost areas and along the northern boundary. The natural resource park preserves the natural landscape of these more challenging areas while providing opportunities for scenic vistas along the northern ridge. The total area for the park is comprised of roughly 29.5 acres, which is connected to the study area via greenways and secondary trails. The greenway system along Fox Ridge Road encourages pedestrian travel west through the natural resource park heading north before transitioning to the secondary trail system that provides additional access along the northern ridge with demonstrated viewpoints. The natural resource park also further serves to protect the area's significant tree groves, which provide habitat to several avian species identified as 'Species of Concern.'

### Special Use Park / Rock Quarry Pond

Throughout the community engagement process, the rock quarry pond was consistently identified as a key feature of the study area. Conveniently located directly east of the NAC abutting the HDR land use, the plan designates the rock quarry pond as a Special Use Park to be developed as a recreational site or natural resource with opportunities for pedestrian access. This future improvement may include pedestrian pathways around the pond with bench seating that takes advantage of the scenic views and opportunities for wildlife viewing. The rock quarry pond actively provides irrigation off-site as it is continuously filled from uphill water runoff. Future stormwater master planning and subsequent development surrounding the rock quarry pond should consider the continuous fill level of the pond. Development of the Special Use Park will need to design stormwater management to ensure the rock quarry pond remains as a pond.

### Primary Trail / Greenway

The greenway system serves to protect the natural resources of the study area and preserve wildlife habitats. Greenways supports outdoor recreation and may offer trail-oriented features such as benches for seating, restrooms, bike racks or trash enclosures. These primary trails also provide direction connections through the study area by providing multi-use pathways for pedestrians and alternative modes of transportation. A major section of the greenway system is along Fox Ridge Road, which will buffer the primary multi-use trail from the street for safe and accessible routes of transportation. These greenways also create buffers between uses, such as between the LDR and MDR that is located within the NAC. Designated greenways create connectivity between all proposed parks and direct connections from the School District site, through the NAC, along Fox Ridge Road, and loops back around with secondary trails.



### Secondary Trail

Secondary trails act as connectors to provide a public access route for commuting and trail oriented recreational activities such as walking or biking. These trails typically include sidewalks and can be designed as multi-use trails and paths with designated bikeways. Within the Fox Ridge Road Area, some sections of trails may be developed more naturalistic around sensitive natural resource areas that require preservation. Secondary trails will help reduce auto-dependency by connecting community facilities and services to residential neighborhoods. They also serve to provide shorter relief points from the looped trail system for complete access to all sections throughout the study area.

## Infrastructure and Other Utilities

### Street Connections

Potential street connections and access points are identified throughout the Area Plan Map. These points of connection are based on the City's minimum block length standard and suggests connections where future developments may consider local street access. Future development will dictate the location of developable street connections, which will require compliance with the City's development standards.

### Existing Public / Committed Use

#### *McMinnville Reservoirs*

McMinnville Water and Light owns the 13-acre property that houses four above-ground water reservoirs.

#### *Masonic Cemetery*

Identified as a key community feature, the Masonic Cemetery occupies nearly 70 percent of the southern boundary with a 21-acre site. The neighborhood park abuts the northern boundary of the cemetery; however, a natural buffer has been allocated along this boundary between the two land uses.

## The Vision, Goals, and Policies

The Fox Ridge Road area is a beautiful naturalistic landscape with rolling hills that reflects the character and connection of a small-town community. With its breathtaking vistas, historical features, and opportunities for future neighborhood development, this once sprawling area highlights the goals of McMinnville's Great Neighborhood Principles in its envisioned land use, development, design, preservation, and connectivity. The following are goals for the Fox Ridge Road area that reflect the desires and values of the community with specific policies provided under each goal to guide development and future planning decisions:

**GOAL 1: COHESIVE LAND USE PLAN** – Ensure future development reinforces the Framework Plan and Great Neighborhood Principles with a connected Neighborhood Activity Center.

*The plan area contains existing low-density residential development. This plan aims to provide a mix of land uses that support each other, including a variety of housing development types to support single-dwelling and multi-dwelling development, and neighborhood serving commercial and office developments.*

#### *Policies:*

- 1. New commercial developments should be designed to be at a walkable, human scale and for ease of use by all ages and abilities.*
- 2. Encourage a diversity of future housing forms, types, and designs that respect the existing character of the Fox Ridge Road plan area including both single-dwelling and multi-dwelling development.*

3. *New developments should promote inclusion and interaction within the right-of-way and public area.*
4. *Encourage neighborhood serving, oriented, and scaled commercial uses that is easily accessible to residents within the Neighborhood Activity Center.*
5. *Limit the location of any commercially zoned land to the Neighborhood Activity Center.*

**GOAL 2: OPEN GREEN SPACES** – Create well programmed and connected parks, trails, and open spaces that aim to help preserve and protect existing natural resources and scenic views.

*The plan area contains several natural and community resources including the Rock Quarry Pond, Masonic Cemetery, significant tree groves, and a large natural area along the northern ridge. This also includes scenic views of natural scenery and landscapes, and scenic resources such as dark night skies that may be impacted by light pollution and design. This plan aims to preserve, protect, and enhance these identified resources while promoting both passive and active recreational opportunities that are connected throughout the area.*

*Policies:*

1. *The built environment will be designed to provide and protect scenic views from the area.*
2. *The Rock Quarry Pond should be protected and enhanced as a Special Use Park with public access.*
3. *The Masonic Cemetery should be protected and respected by future developments.*
4. *Significant natural and community features should be inventoried and protected to the extent fullest.*
5. *Locate and acquire areas within the plan area that have been identified as open space for the development of parks, trail corridors, and open green spaces.*

**GOAL 3: AESTHETICS AND DESIGN** – Encourage well designed and aesthetically pleasing developments that help meet land use goals while preserving the character of the area.

*The plan area contains existing rural residential developments at very low densities with small-town design characteristics. This plan aims to preserve the small-town character of the area by allowing development for future growth which reflects, preserves, and supports the existing character of McMinnville. Alternative proposals to design will be evaluated based on compatibility with the plan area.*

*Policies:*

1. *The existing small-town character of the Fox Ridge Road plan area should be considered when designing residential, commercial, or institutional developments within the plan area.*
2. *Require future landscaping within the area to include native landscape plantings with seasonal variation and tree plantings that include deciduous trees to provide shade for the public streets.*
3. *Adopt design guidelines for the Neighborhood Activity Center that complement the small-town character of the Fox Ridge Road plan area and the City of McMinnville.*

**GOAL 4: TRANSPORTATION** – Enhance local connectivity and pedestrian accessibility throughout the area.

*This plan aims to create a connected transportation and pedestrian network that serves the Fox Ridge Road plan area and its surrounding neighborhoods, ensuring safe access for residents of all ages and abilities.*

*Policies:*

1. *The Fox Ridge Road Area will have safe shared pedestrian and bicycle routes for residents.*
2. *Planned multi-use paths should be at least 10 to 12 feet wide for utility purposes.*
3. *New street connections should connect to the existing local street grid consistent with the Local Street Connectivity map and comply with the Transportation System Plan standards.*

**GOAL 5: NATURAL FEATURES AND HAZARD AREAS** – Protect wildlife species, significant tree stands, and hazard areas that have been identified for mitigation or protection.

*The plan area contains identified hazard areas for both mitigation and protection, as well as natural features. This plan is designed with consideration to both natural features and hazard areas. The Area Plan will be coordinated with future Natural Features and Hazards planning as part of implementation.*

*Policies:*

1. *The plan should be coordinated with Natural Hazards and Natural Features Planning.*
2. *The plans should seek to protect areas of wildlife habitat.*
3. *The plan should be coordinated with planning for natural hazards to protect life and property from natural hazards.*
4. *Plan for the “ridgeline” natural areas to trails for connectivity or passive and active recreational opportunities.*
5. *Public improvements and private development should strive to protect existing significant tree stands and individual mature significant trees.*

## **Great Neighborhood Principles**

In April 2019, the City of McMinnville adopted the Great Neighborhood Principles into the City’s Comprehensive Plan. Their purpose is to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. These 13 principles are listed below. Under each principle are specific policies that detail how these principles are expected to be expressed in a site and context-specific way within the Fox Ridge Road Area Plan:

1. *Natural Feature Preservation*

- Protect the Rock Quarry Pond and Masonic Cemetery.
- Protect existing significant tree stands and mature significant trees.
- Protect riparian corridors and wildlife species of concern.

2. *Scenic Views*

- Provide viewpoints and protect scenic vistas along the northern ridge of the plan area.
- Gathering spaces will be designed to incorporate natural areas and scenic views.
- Orient streets and open spaces towards scenic views.

3. *Parks and Open Spaces*

- Protect existing natural resources in open spaces.
- Create new gathering spaces within the proposed neighborhood.
- Provide a nature-based community park.

- Provide an open space park plaza within the Neighborhood Activity Center.
  - Provide a neighborhood park within ½ mile of all residences within the neighborhood.
4. *Pedestrian Friendly*
    - Provide a trail system and pedestrian corridors that provide connectivity throughout the plan area and safe access to the Neighborhood Activity Center.
    - Incorporate shade trees along pedestrian corridors.
  5. *Bike Friendly*
    - Provide safe routes for residents and cyclists.
    - Utilize connected primary greenway system.
  6. *Connected Streets*
    - Connect local street systems within Neighborhood Activity Center and School District site.
    - Connect to existing local street grid in the Fox Ridge Road plan area.
    - Improve Fox Ridge Road and local streets to better serve the plan area.
  7. *Accessibility*
    - Design new developments with pedestrian corridors for ease of use by all ages and abilities.
    - Create connected and accessible secondary trail loops throughout the plan area.
  8. *Human Scale Design*
    - Design based on small-town character—porches, balconies, prioritize outdoor and open spaces.
    - Promote inclusion and interaction within the right-of-way.
    - Design commercial uses to typical human scale.
    - Encourage shorter block lengths within new developments.
    - The public and private areas between land uses in the focus area should be intentionally designed to provide pleasant places for pedestrian and human interaction ensuring vehicular use and parking lots do not dominate street edges and park and common area interfaces.
  9. *Mix of Activities*
    - Design the Neighborhood Activity Center to provide mixed-use developments where feasible.
    - Encourage neighborhood serving commercial and institutional uses easily accessible to residents.
  10. *Urban-Rural Interface*
    - Preserve small-town character in development and design.
    - Consider existing agricultural uses and respect this heritage through careful transitions.
  11. *Housing for Diverse Incomes and Generations*
    - Allow for a mix of housing types that serve a variety of household incomes.
  12. *Housing Variety*
    - Encourage a diversity of housing forms and types for future housing developments that reflects the existing character of the plan area.
  13. *Unique and Integrated Design Elements*
    - Unique public art, public furnishing, and design elements should be incorporated into public places, parks, and commercial areas.



# Neighborhood Activity Center – Land Uses

## *Types of Residential Housing*



## *Mixed-Use Commercial*





*Potential Features for Neighborhood Parks*



*Greenways and Shared Use Paths*

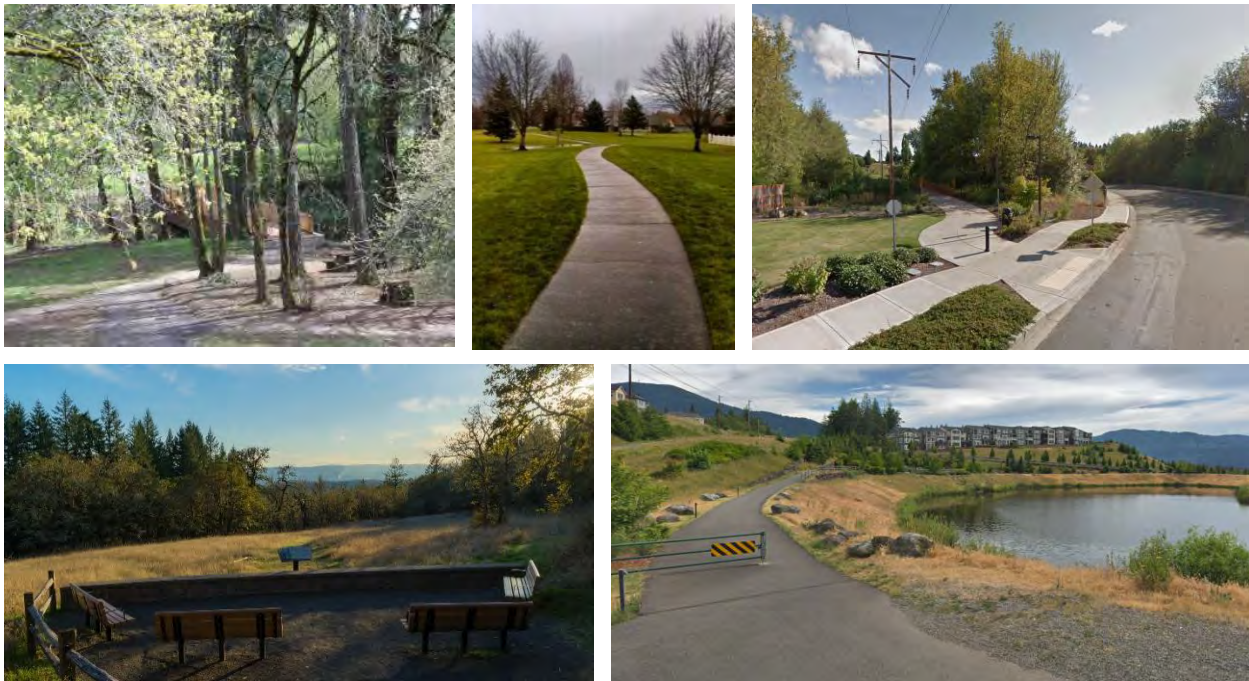




*Trails and Natural Areas*



*Connecting Open Spaces*





*Relating Land Uses*





# The Area Plan Map

## FINAL Preferred Land Use Concept

This concept maximizes capacity on the eastern and northern portions of the planning area, where the land is generally flatter, less constrained, and has closer access to NW Hill and Wallace Roads.

Parks and open spaces are distributed throughout the planning area with Greenway connections, including those along the northern boundary, and parallel to Fox Ridge Road.

**High Density:** 4.4 ac  
Framework Plan target: 2 acres

**Medium Density:** 10.6 ac  
Framework Plan target: 2-5 acres

**Low Density:** 70.1 ac

**Commercial:** 4.9 ac  
Framework Plan target: 1-2 acres

**Neighborhood Park + Buffer:** 8.7 ac  
Framework Plan target: 3-5 acres  
Parks Master Plan target: 5-13 acres

**Natural Resource Park:** 29.5 ac  
Framework Plan target: unspecified

**Special Use Park:** 12.6 ac

**NAC Park / Plaza:** 5.0 ac

**Greenway Area (between bldgs):** 3.0 ac

**Existing Public / Committed Use:** 72.5 ac

**Neighborhood Activity Center (NAC):**  
Shown within dashed white circles.

Note: Acreages are reported as gross estimates and does not assume any rights-of-way deductions.

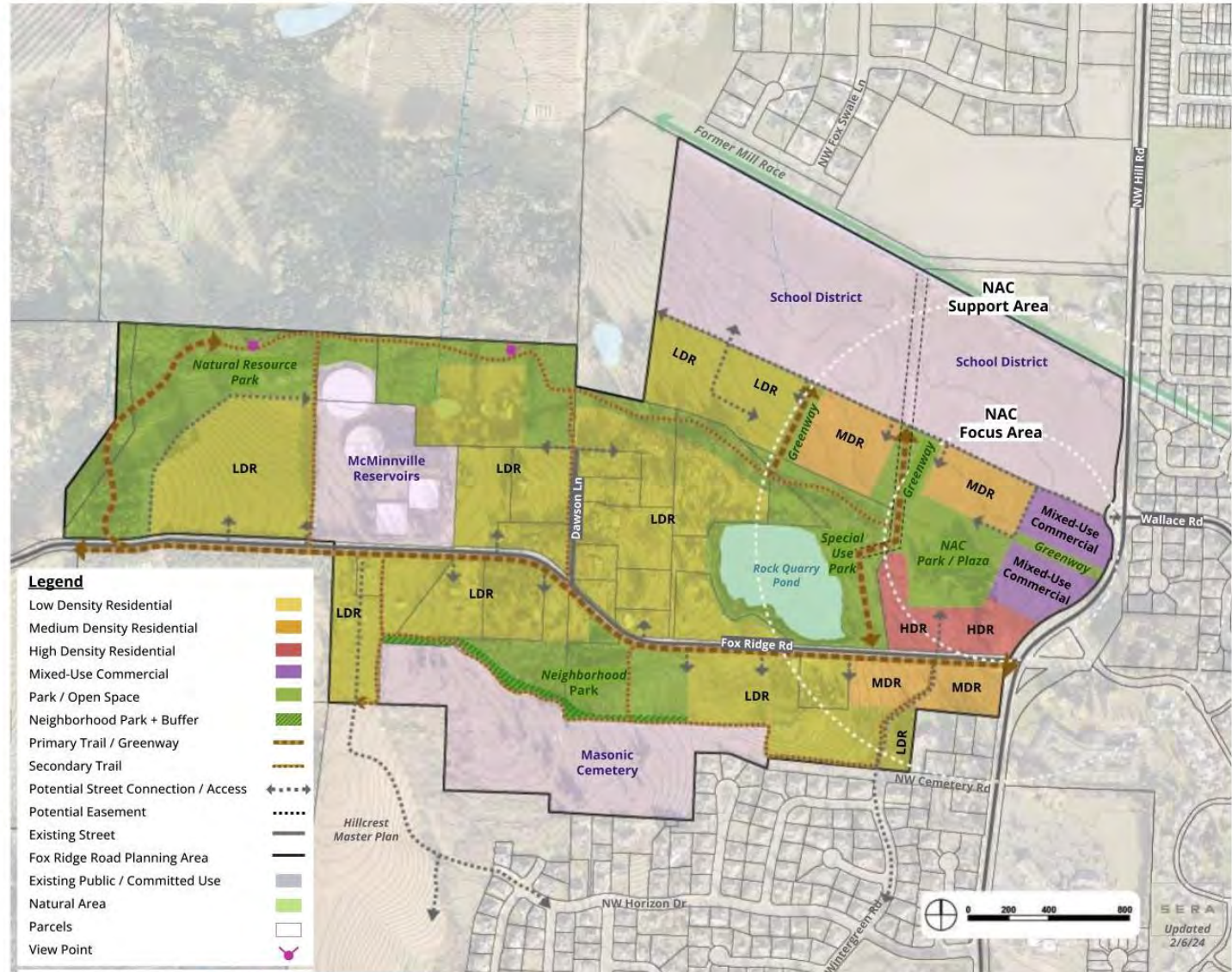


Figure 9. Preferred Land Use Concept.

## Part 5: Implementation

### Overview

As required by the area planning chapter of McMinnville’s Municipal Code, the Fox Ridge Road Area Plan reflects the long-range planning efforts intended to determine land use regulations, transportation and infrastructure plans, and community goals within the study area. This section responds to policies and regulations from McMinnville’s Comprehensive Plan, Development Code, Framework Plan, along with area and site-specific conditions. The following sections summarize the amendments that will be the primary implementation measures for the Fox Ridge Road Area Plan.

#### Land Use

The land use concept plan component of the plan will guide future Master Plans for properties as property owners pursue annexation and development. The Fox Ridge Road Area Plan includes a partial Neighborhood Activity Center, with a focus area and support area. Comprehensive Plan policies in Section 187.95 of the Comprehensive Plan apply to Neighborhood Activity Centers and will need to be addressed.

#### Water

There are three different water pressure zones with the Fox Ridge Road area, corresponding to different elevation contour bands.

- **Zone 1.** Zone 1 is currently serviceable.
- **Zone 2.** In the near-term, new pump station facilities will be needed to serve properties in Zone 2 in the Fox Ridge Road area and adjacent properties to the south which are already in City limits, which will need resolution of funding and allocation of those costs. In the longer-term, Zone 2 is proposed to be served with a new reservoir to be located west of the study area.
- **Zone 3.** A portion of the Fox Ridge Road Area located west of the reservoir site is above Zone 2 and would require Zone 3 facilities to serve. This will need to be addressed with the Water Distribution Plan update. Due to the limited acreage and lack of other UGB properties in Zone 3, an interim solution may be necessary to service that property, subject to cost feasibility analysis.

#### Sanitary Sewer

- There are some downstream capacity considerations in the Michelbook basin to the east and the Cozine basin to the south. The Wastewater Conveyance Plan update will need to consider capacity improvements in these basins.
- In conjunction with a requested annexation and development proposal, a property owner may need to request a model run of the City’s sanitary sewer model and may need to upsize certain downstream pipe segments prior to or concurrent with development.
- Sanitary sewer facilities are most efficiently provided with gravity flow rather than pump stations. With the existing topography and top-of-ridge location of Fox Ridge Road, slopes in the areas, and parcelization, there should be consideration of where sanitary sewer can be extended from higher elevation areas to and through lower elevation areas to enable gravity sewer. This should generally be provided in public street right-of way; however, where topography limits street connections, consideration should also be given to provisions of facilities along public, open space, and/or trail corridors to provide for gravity sanitary sewer alignment between and connecting to public street rights-of-way.

#### Stormwater

- In conjunction with a requested annexation and development proposal, a property owner will be subject to applicable state drainage law consistent with City policy. Due to soil conditions, new developments may be required to provide detention to offset new impervious area so the development doesn't increase downstream runoff flows.
- Forthcoming stormwater planning work may consider opportunities for fewer, larger detention facilities.

### Transportation

- The size and location of the study area does not necessitate new collector or arterial streets through the area. Other than future traffic associated with future use of the School District property, traffic within the study area will be predominantly local residential traffic.
- Within the study area, there are opportunities for good local street connectivity within the larger properties. Areas that are already parcelized and developed may limit opportunities for internal street connectivity. There may be limitations on connectivity between some of the higher elevation areas and lower elevation areas due to topography. However, there may be opportunities for more direct trail connectivity in those areas where street connections may be infeasible.
- Due to the location at the edge of the UGB and the presence of the cemetery, there are limited opportunities for street connectivity between the Fox Ridge Road Area and adjacent lands. However, there are opportunities for local street connectivity to City streets to the south, near the east side at Wintergreen Drive and near the west side at the future extension of the street in the Hillcrest Planned Development.
- The study area intersections are currently operating within the City's performance standards for peak hour traffic.
- For future year 2041 conditions, the traffic analysis considered not only assumptions for "build-out" of the Fox Ridge Road study area, but also assumed build-out of other lands added to the UGB (including the southwest area) and other undeveloped sites in the vicinity including the Baker Creek North Mixed Use site and the two sites on Hill Road owned by the School District assumed for future school development.
- The forthcoming Transportation System Plan (TSP) update will include analysis of the network needs including all new UGB areas. Based on the Fox Ridge Road Area Plan traffic analysis, study area intersections will meet the City's performance standard in the future year or are already identified for intersection improvements in the TSP. The one exception is Fox Ridge Road and Hill Road. The TSP update will need to evaluate if and when intersection improvements will be needed at this location. Options may range from separating left and right turn lanes off Fox Ridge Road onto Hill Road or other intersection improvement alternatives.
- The Fox Ridge Road Area Plan includes a preference for future improvements to Fox Ridge Road to be designed to a street standard that would have a separated multi-use path for bicycles and pedestrians, rather than a typical street section.

### Natural Resources and Hazards

- In order to preserve and protect natural and community resources within the study area, such as the Rock Quarry Pond or significant tree groves, Natural Resource planning will need to be performed that inventories these resources and creates policies for protection.
- The City is currently engaged in Natural Hazards planning to identify potential areas that will require mitigation and protection from natural hazards, such as landslide areas that have been identified within the Fox Ridge Road study area. Adoption of the Natural Hazards Overlay Zone will be necessary to determine future development within these hazard areas.

## Comprehensive Plan Amendments

The Fox Ridge Road Area Plan establishes land use, development, and transportation policies that will help the community realize their vision for future growth and urbanization of the area. The Area Plan will be adopted as a supplement to the McMinnville’s Comprehensive Plan to guide future land use and development decisions, along with transportation and utility improvements. These changes to the Comprehensive Plan reflect the extensive community engagement process and land use decisions reached.

The proposed amendment to the Comprehensive Plan to include the Fox Ridge Road Area Plan will achieve the following goals:

- Preserve the natural resources within the planning area by enforcing appropriate development controls on lands with identified building constraints such as excessive slope or natural hazards.
- Preserve cultural and historical resources that provide positive impacts on the community and protect local sites that are significant to the City.
- Provide additional commercial land within the City of McMinnville to foster economic growth and ensure neighborhood-serving retail and services are accessible to the residents of Fox Ridge Road.
- Promote the development of quality, diverse, and affordable housing for all residents.
- Encourage the development of safe and efficient transportation including street improvements, complete streets, and pedestrian routes that connect the planning area.
- Provide necessary public and private facilities and utilities that help advance urban development.
- Ensure neighborhood parks, greenways, natural resource parks, trails and special use parks are connected and have minimal impact on environmentally sensitive lands.
- Encourage mixed-use developments within the Neighborhood Activity Center to create vibrant neighborhoods consistent with the Great Neighborhood Principles.

### Comprehensive Plan Map

As a supplement to the Comprehensive Plan, the Fox Ridge Road Area Plan will require a map amendment that reflects the Area Plan Map (see Figure 9). Based on the vision of the community, the new Area Plan designates land uses within the Fox Ridge Road study area, currently indicated as Urban Holding (UH) on the City’s Comprehensive Plan map. In order for the Fox Ridge Road Area to development consistently with the Area Plan Map, the City must update the Comprehensive Plan Land Use Map to reflect these newly designated land uses within the study area. This will change the Fox Ridge Road study area from UH to Residential, Commercial or Mixed Use Urban land uses.

### Transportation System Plan

The Area Plan Map proposes potential street connections based on the City’s development standards and the traffic analysis performed within the study area that anticipates future growth through 2041. In order to support these future connections, the City of McMinnville will need to update their current 2010 Transportation System Plan (TSP) to capture these improvements. These changes include improvements at key intersections to support future development within the Fox Ridge Road Area, and sidewalk or frontage improvements that enhance the safety and accessibility of pedestrian travel. Standards from the current TSP should be revised to ensure ease of multi-modal transportation. Pedestrian greenways should be required to have wider lanes for added safety, with added standards for shared use trails.

### Utilities



Facilities for utilities that will encourage or support new development within the Fox Ridge Road Area will need to be considered and integrated as part of their relevant City master plans. An infrastructure funding plan should be considered to realize the vision of urbanization within the Study Area.

#### Policies

The policies developed within the Fox Ridge Road Area Plan act as a supplement to the existing Comprehensive Plan policies and support the implementation of the Area Plan. These policies are intended to aid in the implementation of the community vision and goals. Additional policies outline how the Comprehensive Plan's Great Neighborhood Principles are expected to be expressed in the future growth and development of the Fox Ridge Road Area.

### **Zoning Ordinance Application**

The future development of the Fox Ridge Road Area will require zone changes within the study area subject to the designated land uses shown in the Area Plan Map. Land uses and development in the study area is regulated by the City's Zoning Ordinance which governs the permitted uses, density, dimensional requirements, site design, and permitting requirements for individual zoning districts. As properties annex into the City, they will be required to rezone into urban zones that fall under their designated Comprehensive Plan land use and fulfill the goals and policies of the Fox Ridge Road Area Plan.

#### Master Planning Process

Properties greater than 10 acres in size must undergo a Master Planning process prior to annexation or development within the City. The Master Plan must comply with the submittal requirements and review criteria outlined within the City's Zoning Ordinance. These developments must:

- Be consistent with the Framework Plan, Area Plan, and Comprehensive Plan in terms of land use, density, transportation systems and networks, and open space;
- Be suitable for the area, considering existing and planned neighborhoods, retail and employment areas, and natural resource and hazards;
- Be integrated with existing developed or planned areas;
- Meet the City's adopted Great Neighborhood Principles.

#### Development of Properties Less Than 10 Acres

Land less than 10 acres in size may be annexed into the city and rezoned without the adoption of a master plan, however, are subject to the comprehensive plan map amendment and zone change review processes. These developments must:

- Be consistent with the uses identified in the area plan;
- Meet the City's adopted Great Neighborhood Principles;
- Include a local street plan that complies with the Area Plan, the McMinnville TSP, and other local street block length and connectivity requirements;
- Be consistent with all other required policies and standards of the McMinnville Comprehensive Plan and Zoning Ordinance.

#### Neighborhood Activity Center (NAC) Overlay District

The NAC Overlay may be applied to the partial Neighborhood Activity Center, which would require less than the average acreages for each land use portion listed in the overlay zone because it is only a partial NAC. The NAC Overlay permits mixed-use developments such as ground floor commercial with above ground residential or office space. The Neighborhood Activity Center Planned Overlay enables lands designated as activity centers to develop as integrated, high-quality, mixed-use, pedestrian-oriented neighborhoods.

Utilizing this district overlay will help minimize traffic congestion, suburban sprawl, infrastructure costs, and environment degradation. Specifically, the policies and procedures section of the chapter provides guidelines for Mixed Land Use that promotes easy access among store and services for pedestrians.

Shown on the Area Plan Map, the NAC follows the location guidelines implemented by the overlay chapter. This includes the following requirements (shown in Figure 9 as radiuses around the focus area):

- Maximum distance that nonresidential uses may radiate outwards from the center – 1/4 mile
- Maximum distance from the edge of the focus area for HDR within the support area – 1/8 mile
- Maximum distance from the edge of the focus area for MDR within the support area – 1/4 mile

By providing mixed-use developments and meeting the location requirements for high-density and medium-density housing, the NAC Overlay helps achieve accessible, attractive, and safe development.

### **Recommended Amendments**

*Design guidelines for the neighborhood commercial zone.*

At the present time, McMinnville has adopted Residential Design Standards for new housing developments within the City. However, design guidelines for commercial developments have yet to be adopted. After adopting the Fox Ridge Road Area Plan, the City should work towards developing and implementing commercial design standards for the Neighborhood Commercial Zone that help achieve the goals and policies of the Area Plan and the Great Neighborhood Principles.



**City of  
McMinnville**



# FOX RIDGE ROAD AREA PLAN

DOCUMENT REVIEW AND EXISTING CONDITIONS REPORT  
DECEMBER 2023



# DOCUMENT REVIEW AND EXISTING CONDITIONS REPORT

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# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** December 22, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan**  
**Task 1.2: Document Review and Existing Conditions Report**

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## INTRODUCTION AND PURPOSE OF THIS PLAN

This project will adopt an area plan for the Fox Ridge Road Area which is consistent with the Comprehensive Plan and with the Framework Plan that was adopted in 2020. Appendix G of the MGMUP provides the Framework Plan and describes the Area Planning process.

## PURPOSE OF THIS DOCUMENT

Development of the Fox Ridge Road Area Plan includes consideration of technical issues and community engagement and input. This document includes a review of data and existing plans, policies, standards, and regulations that need to be considered in development of the Fox Ridge Road Area Plan. It also includes a summary of other planning documents that are in the process of being updated. The work with this area plan will also help inform coordination with those planning efforts. This document review and existing conditions report will identify issues and parameters that guide development of the plan and inform community engagement. With the community engagement efforts, valuable information about existing conditions and neighborhood assets also supplements this report.

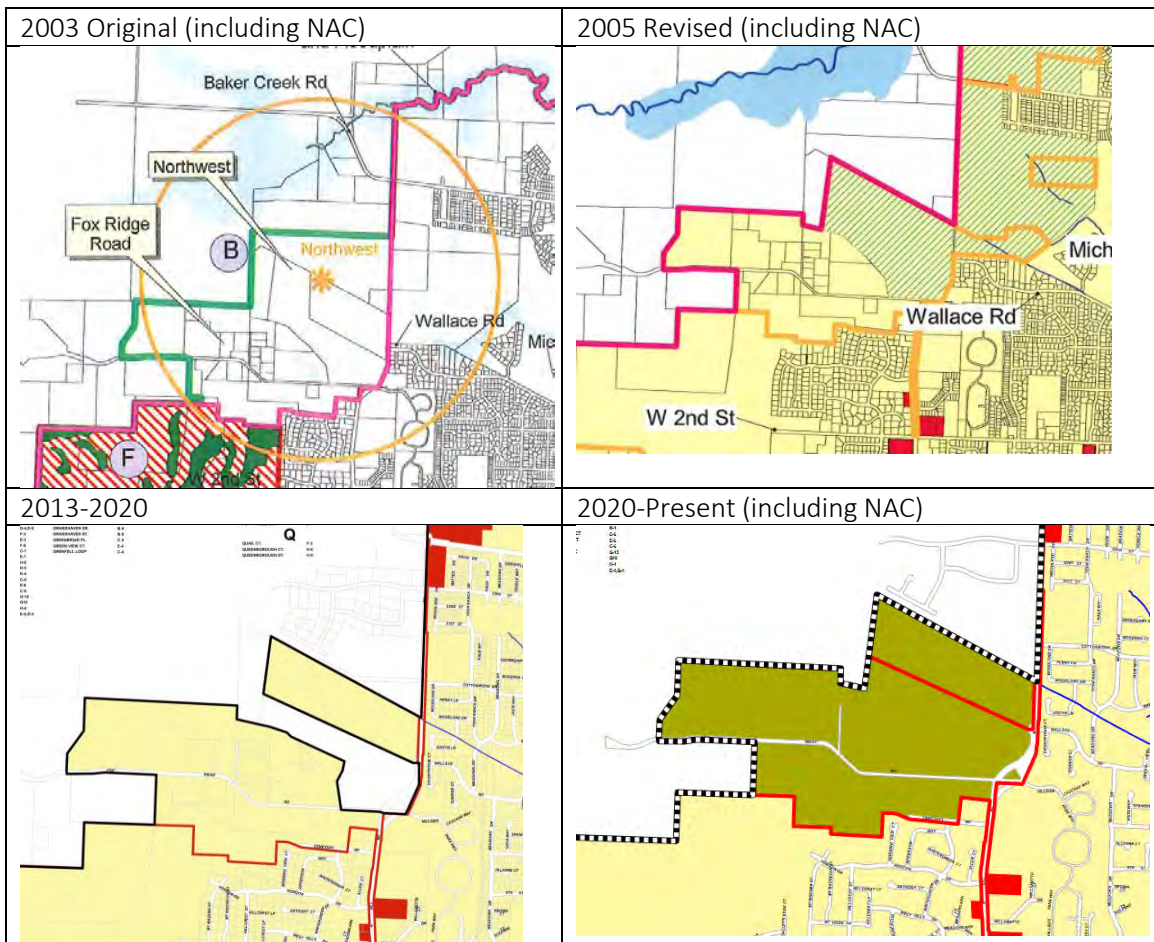
This document also includes a discussion of the existing conditions and characteristics of the Fox Ridge Road Area to be considered in development of the plan. Existing conditions are summarized graphically in an Existing Conditions Map attached as Exhibit 1. The above information has been analyzed to identify issues affecting development of the plan. That analysis is summarized in Section 5.0 of this document and in the Opportunities and Constraints Analysis map attached as Exhibit 2.

There may also be aspects of this work that will help inform coordination with other plans which are in the process of being updated, including public facility plans, the Parks, Recreation and Open Space Master Plan, and the Transportation System Plan.

## 1.0 BACKGROUND

The City of McMinnville adopted the McMinnville Growth Management and Urbanization plan (MGMUP) in conjunction an amendment to its urban growth boundary (UGB). Between two phases, the MGMUP amended McMinnville’s UGB by 924 gross buildable acres. The MGMUP was originally adopted in 2003 and refined in 2005. The original UGB expansion included 1,052 acres. Of this, 259 acres was able to become part of the UGB, and the remainder was challenged on appeal. The City addressed a remand order in 2013, removing some areas from the UGB that were previously added to the UGB and approved by DLCD and LCDC in 2005. In 2020, the City added 665 gross buildable acres to the UGB as Phase 2 of the amendment, which was approved, totaling 924 gross buildable acres between Phase 1 and 2.

The original 2003 UGB amendment included all of the property currently in the Fox Ridge Road area and additional contiguous property to the north. A portion of that was subsequently removed in the 2005 refinement, which resulted in the same boundary of the Fox Ridge Road area as now exists. Part of that was subsequently removed in 2013 as a result of the appeal and remand, being added back again with the 2020 UGB amendment.

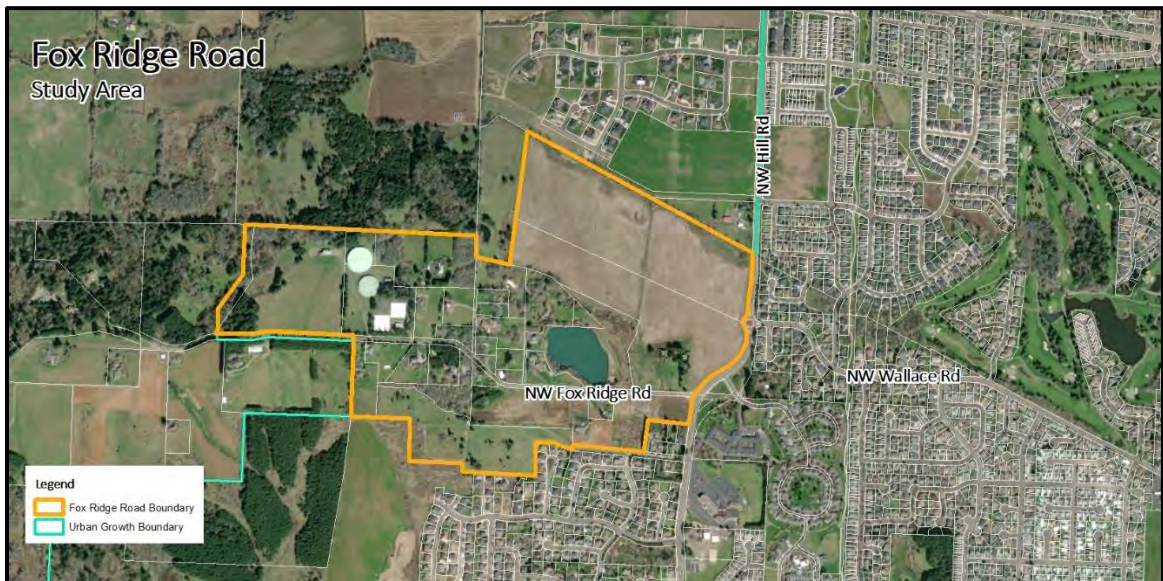


Therefore, the boundary in this area is the same in 2020 as it was in 2005, which also included planning for a portion of a Neighborhood Activity Center (NAC). Much of the public facility planning was conducted after the 2005 plan was adopted and approved by DCLD and LCDC and before the 2013 amendments in response to the remand. As a result, much of the public facility planning

which was conducted after the 2005 UGB amendment occurred before the 2013 amendment and was therefore based on the same boundary for the Fox Ridge Road area boundary that currently exists following adoption of the 2020 UGB amendment.

Most of the land added to the UGB has been placed into an Urban Holding (UH) comprehensive plan designation. All land within a UH comprehensive plan designation must undergo an area planning process prior to annexation into the city limits, rezoning, or development. The City of McMinnville has committed to investing and processing one area plan each year. The first area plan initiated by the City is the Fox Ridge Road Area Plan. The Fox Ridge Road Area is known as the area around Fox Ridge Road, as well as the property of about 42 acres in City limits owned by the School District for a future high school site (see Framework Plan). Collectively, the Fox Ridge Road study area is comprised of approximately 230 acres. With the exception of the property owned by the School District, which is in City limits, the other properties are within the UGB but outside City limits. Those properties continue to be subject to County zoning and land use regulations until property owners apply for annexation into City limits.

### Fox Ridge Road Area Map



The Area Planning process and Area Plans guide future development as individual property owners within the UGB seek annexation to the City.



## 2.0 PROJECT GOALS

This project will adopt an area plan for the Fox Ridge Road Area which is consistent with the Comprehensive Plan and with the Framework Plan that was adopted in 2020. Appendix G of the MGMUP provides the Framework Plan and describes the Area Planning process. The Framework Plan also provides information regarding the area plans for the different areas in the UGB. It provides the following information for the Fox Ridge Road Area Plan:

The Fox Ridge Road Area Plan will primarily be housing. However the Fox Ridge Road Area Plan will include a significant land use within the site that is owned by the McMinnville School District and identified for the development of a future high school. The high school site will be within the northern portion of the Fox Ridge Road Area Plan.

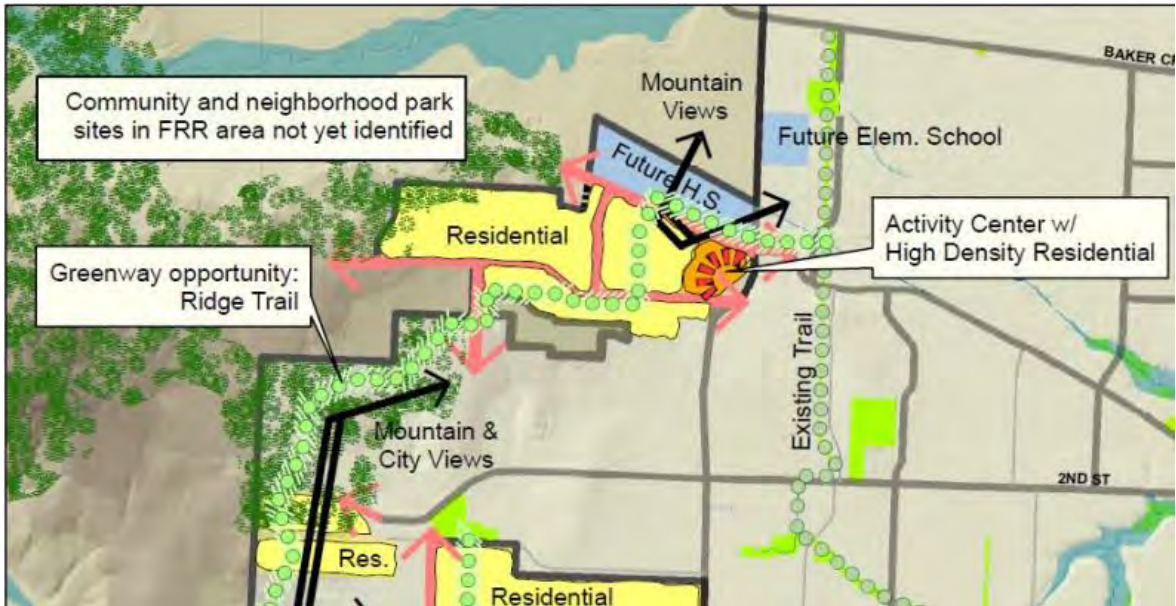
The Fox Ridge Road Area Plan should also provide an opportunity for a partial or half of a Neighborhood Activity Center (NAC) along the area's Hill Road frontage between the Wallace Road roundabout and the intersection of Fox Ridge Road. This modified and reduced NAC should be approximately 5 – 10 acres, with approximately 1 - 2 acres of neighborhood serving commercial and office development, approximately 2 acres of high density residential development (R-5), and approximately 2 – 5 acres of medium density residential housing. The remainder of the residential land within Fox Ridge Road Area Plan will likely be suitable for lower density residential housing, where the lands begin to exhibit steeper slopes within the southern and western portions of the Fox Ridge Road area.

To further provide services to support this residential area and to accommodate the park land need identified in the MGMUP, the Fox Ridge Road Area Plan should incorporate one neighborhood park of approximately 3 - 5 acres in size. The neighborhood park should be placed to ensure that every residence is within a ½ mile of a neighborhood park, and due to slopes should likely be placed in the northern portion of the area. The Fox Ridge Road Area also includes several natural and geographic features that provide an excellent opportunity for a natural resource community park. Natural greenspaces or greenways should be considered that could connect the Fox Ridge Road Area to the West Hills and Redmond Hill Road area, potentially in the form of a ridgeline greenway/greenspace. A greenway/greenspace could also serve to preserve the tree stands in the Fox Ridge Road and West Hills areas that currently provide habitat for protected avian species.

Connectivity and coordination with the development of the high school site will be important in the Fox Ridge Road Area Plan. Land uses should anticipate the development of this major community feature, and land uses should transition appropriately to surrounding areas. Any trail networks considered should incorporate connectivity to the high school site. Bike and pedestrian connectivity should also be considered in the Area Plan, with consideration of connecting to the existing trails and linear parks (BPA and Westside trail systems) that are located just east within the existing UGB and may be able to be linked via Wallace Road.



The following illustrative map from the Framework Plan provides a high-level concept of these provisions:



The Framework Plan also outlines the potential assignment of land needs associated with the UGB amendment to the different areas, as shown below:

**Potential Assignment of Land Need:**

Land Need		Southwest	Fox Ridge Road	Riverside South	Redmond Hill Road	Booth Bend Road	Riverside North
Residential							
R-5	36 acres						
Parks							
Neighborhood Park	88.11 acres						
Community Park	58.84 acres						
Greenways/Natural Areas	106.81 acres						
Schools	43 acres						
Commercial	39.3 acres						
Industrial	Surplus						

The Parks, Recreation, and Open Space Master Plan is currently in process of being updated. However, the adopted 1999 Plan defines park types, provided in Table 1, which provides information regarding typical sizes of different types of parks. Neighborhood Parks are typically 5-13 acres and Community Parks are typically larger than 12-13 acres.

Table I  
**PARK SYSTEM DEFINITIONS**

Types of Facility	Definition	Benefits	Size Criteria	Includes	Does Not Include	Site Selection Criteria	Maintenance Level and Standard
<b>Mini-Park/Playlot</b>	Mini-parks, urban plazas, or playlots provide recreation opportunities for residents in areas not adequately served by neighborhood parks, such as town centers or areas of high density development.	Provides for the day-to-day recreational needs of residents; provides space for community events; balances high density development and communicates neighborhood character.	2500 square feet to 1 acre	Mini-parks or playlots may include passive or low intensity activities, such as children's play areas, pathways, multi-purpose paved areas, public art, small scale sports facilities, seating, picnic areas, community gardens, multipurpose performance space, and landscaping.	Mini-parks would generally not include high intensity sports facilities, restrooms, or off-street parking.	Mini-park sites are generally level, and the site should have physical characteristics that are appropriate for its intended use, such as well-drained soils and desirable topography. The parks should be accessible by sidewalks and/or interconnecting trails, and bike lanes or low traffic streets.	Maintenance standards will vary depending on design features. Urban plazas in high density areas should utilize NRPA Maintenance Mode I - frequent to very frequent maintenance. In low density residential areas, mini-parks should utilize NRPA Maintenance Mode III - moderate level maintenance.
<b>Neighborhood Park</b>	Neighborhood parks are the foundation of the parks and recreation system, providing accessible recreation and social opportunities to nearby residents. When developed to meet neighborhood recreation needs, school sites may serve as neighborhood parks.	Provides access to basic recreation activities for nearby residents of all ages; contributes to neighborhood identity.	5 to 13 acres	Neighborhood parks should include both passive and active recreation opportunities, such as children's play areas. Informal sports areas, picnic facilities, public art, open turf areas, landscaping, community gardens, and pathways. Security lighting may be provided if needed.	Neighborhood parks generally do not include facilities for large groups, such as sports tournaments, off street parking, or permanent restrooms. Activities that result in overuse, noise, parking problems and congestion should not be provided.	Neighborhood parks should be located within a 1/2 mile radius of residences without crossing a major street for easy pedestrian and bicycle access. Neighborhood park sites are generally level, and sites with natural aesthetic appeal are most desirable. Locating neighborhood parks next to other park system components, such as greenways, increases use and desirability. Neighborhood parks should be located adjacent to schools and fire stations whenever possible.	Neighborhood parks should utilize NRPA Maintenance Mode III - moderate maintenance to maintain the appearance and functional use of facilities and to support public safety.
<b>Community Park</b>	Community parks provide a variety of active and passive recreational opportunities for all age groups. These parks are generally larger in size and serve a wider base of residents than neighborhood parks. Community parks often include developed facilities for organized group activity as well as facilities for individual and family activities.	Provides a variety of accessible recreation opportunities for all age groups; provides environmental education opportunities; serves recreation needs of families and provides opportunities for community social activities.	Greater than 12 to 13 acres	In addition to those amenities provided at neighborhood parks, community parks may include sports facilities for team play, group picnic areas, skateboard and rollerblade facilities, natural areas, botanical gardens, amphitheaters, festival space, swimming pools, interpretive facilities and community centers. Higher quality children's play areas may be provided to create a family play destination.	Facilities that do not meet recreation needs.	The site should have physical characteristics appropriate for both active and passive recreation, such as suitable soils, positive drainage, varying topography, and a variety of vegetation. A naturally attractive site character is highly desirable. Land within the flood plain should generally be considered only if facilities are to be located above the 100-year flood elevation.	Community parks should utilize NRPA Maintenance Mode II - high level maintenance - in developed portions to maintain the appearance and functional use of facilities, and to support public safety. In natural areas, NRPA Maintenance Mode IV - moderately low maintenance - should be utilized.
<b>Linear Park</b>	Linear parks may be developed along built or natural corridors to provide opportunities for trail-oriented activities and nature-oriented outdoor recreation. Linear parks may also provide some active and passive recreation facilities to meet neighborhood needs, especially in areas not adequately served by traditional neighborhood parks. Linear parks connect residences to major community destinations.	Protects natural resources; provides environmental education opportunities; provides opportunities for trail-oriented activities and provides access to basic recreation opportunities for nearby residents of all ages to encourage an active, healthy lifestyle, reduces automobile dependency.	Of adequate size to protect natural resources and accommodate intended uses.	Linear parks can include paved or soft-surfaced trails to accommodate jogging, biking, walking, skateboarding, dogwalking, horseback riding, canoeing or rollerblading. Active and passive recreation facilities may include small-scale sports facilities, such as basketball hoops, children's play equipment, off-leash dog areas, seating, public art, picnic tables, lighting, community gardens, and landscaping.	Recreation facilities intended for large groups, permanent restrooms, and off-street parking are generally not provided.	Although natural corridors, such as creeks and rivers are preferred, opportunities to create built corridors should be strongly encouraged. Built corridors are constructed during development or redevelopment, such as corridors created in residential subdivisions, revitalized waterfronts, abandoned railroad beds, roadway right-of-ways, boulevards, utility right-of-ways and drainage-ways. The minimum corridor width should accommodate a multi-use trail plus buffer planting (approx. 24 feet).	Linear parks should utilize NRPA Maintenance Mode II - high level maintenance - in developed portions to maintain the appearance and functional use of facilities, and to support public safety. In natural areas, NRPA Maintenance Mode IV - moderately low maintenance - should be utilized to support the natural character of the area, to maintain functional use of facilities, to provide fire and hazard mitigation, and to support public safety.
<b>Special Use Park</b>	A special use park is a facility for a specialized or single recreational activity, including historic and cultural sites, and recreation facilities.	Meets the recreational needs of the community; preserves historic, natural, and cultural resources; provides life-long educational opportunities and provides opportunities for community wide social events.	Size should be suitable for its use.	<b>Historic and Cultural Sites:</b> these may include local historical resources, arts facilities, public gardens, nature centers and amphitheaters. <b>Recreation Facilities:</b> many of these facilities may be located in park facilities, especially in community parks. Some single purpose facilities may be freestanding, such as community centers, senior centers, theaters, golf courses, sports facilities, and aquatic parks. In addition, compatible support facilities, such as seating, interpretive signage, public art and picnic tables should be provided to increase function, use and attractiveness.	Facilities that do not meet recreation needs.	The physical site should be appropriate for the intended use. The site should be accessible by arterial and collector streets, and by public transportation and the Citywide trail system. A central location is preferred. Depending on the facility type and adjacent uses, locating special use facilities in parks or adjacent to other public facilities may be preferable for increased safety and security.	Maintenance will vary according to facility type. In general, high use may require NRPA Maintenance Mode I or II - high level maintenance to maintain functional use of facilities and support public safety.
<b>Greenspace / Greenway</b>	A greenspace or greenway is an area of natural quality that protects valuable natural resources and provides wildlife habitat. It also provides opportunities for nature-related outdoor recreation, such as viewing and studying nature and participating in trail activities.	Protects valuable natural resources; protects wildlife; contributes to the environmental health of the community and provides opportunities for outdoor recreation, environmental education, and trail-oriented activities.	Size should be adequate to protect the resource.	Developed features that support outdoor recreation and trail-oriented recreation may be provided, such as trails, picnic areas, benches, interpretive signs, and native landscaping. Trail-head amenities, such as small scale parking, portable restrooms, bike racks and trash enclosures, may be included.	Facilities that do not directly support outdoor recreation and trail-oriented recreation should not be included, such as ornamental plants, lawns, and active recreation facilities.	The quality of the resource is the most important determinant for site selection. In addition, sites that provide medium to high potential for environmental education, aesthetics or buffering qualities, and outdoor or trail-oriented recreation are preferred. The minimum corridor width is approximately 100 feet.	NRPA Maintenance Mode IV - moderately low maintenance - should be utilized to support the natural character of the area, to maintain functional use of facilities, to provide fire and hazard mitigation, and to support public safety.
<b>Trails and Connectors</b>	A public access route for commuting and trail-oriented recreational activities, includes sidewalks, bikeways, multi-use trails and paths.	Provides opportunities for trail-oriented activities; reduces auto-dependency; and connects community facilities and neighborhoods.	Width of the trail and right-of-way depends on its intended use and location.	A variety of pathways types are needed to accommodate activities, such as walking, running, biking, dogwalking, rollerblading, skateboarding, and horseback riding. Trails can be located within parks, within linear parks and greenways, or be designed as a part of the Citywide transportation system. Waterways can provide trail-like facilities for boating and canoeing. Each type of trail should be designed to safely accommodate users, and meet recognized design standards.	Active recreation facilities and facilities that do not directly support outdoor recreation and trail-oriented recreation should not be included, such as ornamental plants, lawns, and active recreation facilities.	McMinville's trail system should be coordinated with the City's Transportation Master Plan to create a pedestrian and bicycle system that connects all components of the park system and major community destinations. The trail system should provide access for people with disabilities and accommodate diverse recreational needs. Trail development is guided by site opportunities and constraints, such as pedestrian access, slope, natural resources, views and drainage.	<b>Hard surfaced trails</b> should utilize NRPA Maintenance Mode II - moderate level maintenance - in developed portions to maintain the appearance and functional use of facilities, and to support public safety. For <b>soft surfaced trails</b> , NRPA Maintenance Mode IV - moderately low maintenance - should be utilized to support the natural character of the area, to maintain functional use of facilities, to provide fire and hazard mitigation, and to support public safety.

Reference: *Park Maintenance Standards*, National Recreation and Park Association (NRPA), 1996.

### 3.0 EXISTING CONDITIONS

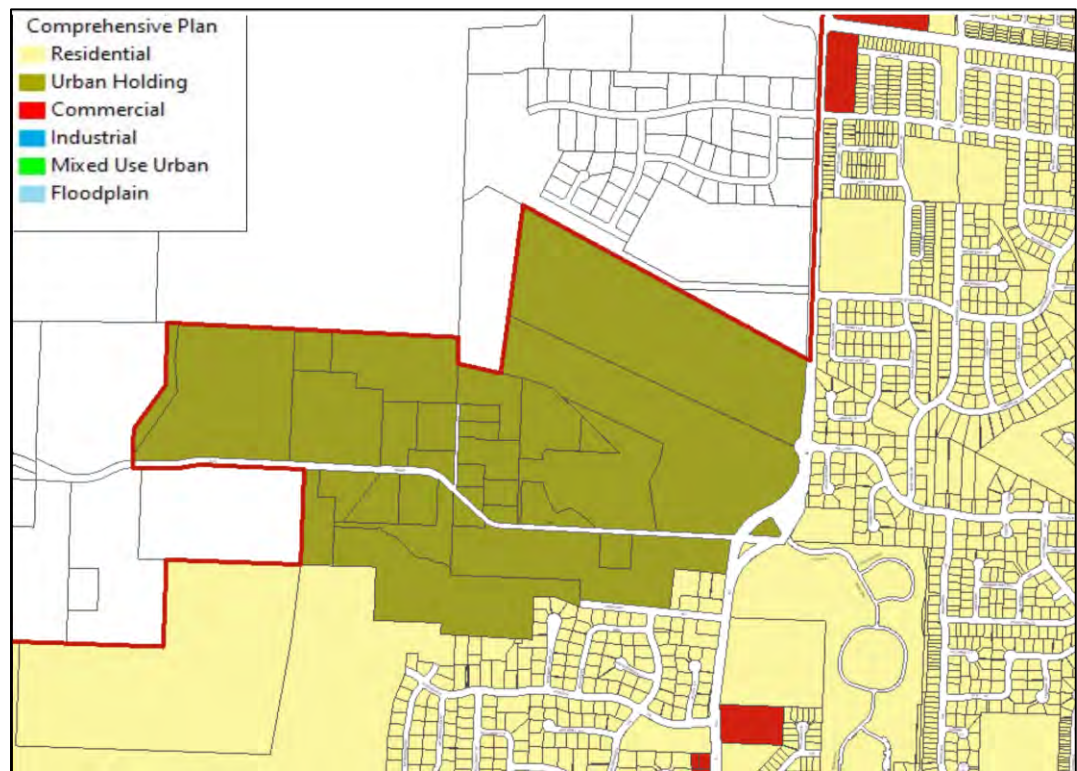
#### 3.1 PROPERTY AND DEVELOPMENT PATTERNS

Among other data collected for UGB areas as part of the MGMUP, data was collected and analyzed for the buildable land analysis. Properties were classified as part of the analysis. With a few exceptions, most of the properties with rural-residential zoning have been divided and developed consistent with the rural residential lot sizes authorized by county zoning. Other than the School District property, the properties with AF-10 and EF-80 zoning are generally the largest properties in the area which are predominantly vacant, at approximately 33 acres and 24 acres respectively.

#### 3.2 LAND USE AND ZONING

The Fox Ridge Road Area is within McMinnville’s Urban Growth Boundary (UGB). Most of the area is unincorporated, outside City limits. However, the property owned by the School District, approximately 42 acres, was previously annexed to the City, and is the only property within the Fox Ridge Road area already in City limits.

**Comprehensive Plan Map.** The properties in the area have a Comprehensive Plan Map designation of Urban Holding (UH), which means the Area Planning/Master Planning process applies prior to annexation, to address the different land uses planned for the area.

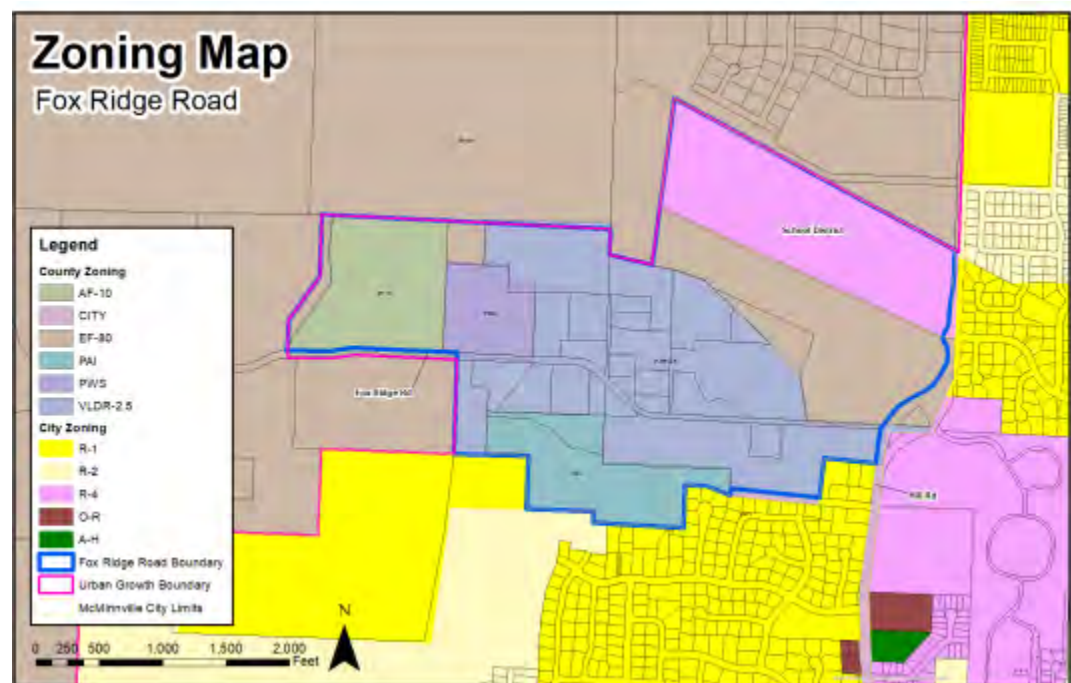




**Zoning Map.** The School District property was annexed and was rezoned to R-4 PD in 2005, applying a Planned Development Overlay to the property (Ordinance 4829). That ordinance specifies the use of the property is limited to a public high school and ancillary use, subject to an approved conditional use permit.

The other properties in the Fox Ridge Road area are unincorporated. Therefore, they are currently subject to the County zoning and county land use regulations which continue to apply to those properties unless/until they are annexed and rezoned to City zoning. Therefore, any land use and building permit applications for those properties are processed by the County prior to annexation.

The predominant county zoning of the area is rural residential (VLDR-2.5) in the central area, with agricultural zoning (AF-10 and EF-80) of properties near the west end of the Fox Ridge Road area and south of the School District property. Public and institutional use zones apply to the McMinnville Water and Light property and the cemetery.



**Existing Land Uses.** The properties with VLDR-2.5 zoning are predominantly developed with single-detached homes, with approximately 19 developed homesites, with most situated to take advantage of the views of McMinnville, the Willamette Valley, and the surrounding hills and mountains. Most of these residential sites have existing barns, storage buildings, workshops, or other assorted outbuildings.

Other existing uses in the area include the Masonic Cemetery, McMinnville Water and Light facilities, the Christmas tree farm, and the quarry.

The MGMUP and Framework Plan, adopted as part of the Comprehensive Plan in 2020, outline the planned land uses for the Fox Ridge Road area, summarized above in this document.

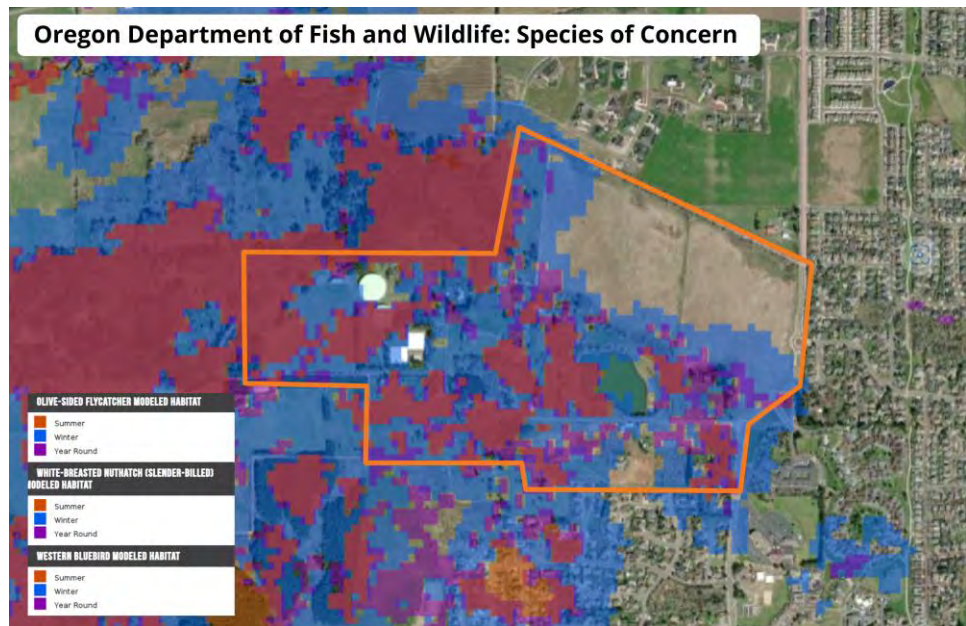


### 3.4 NATURAL FEATURES

Data regarding natural features was inventoried as part of the MGMUP planning work. The City has also initiated work on a “Goal 5” (Natural Resources) per state law.

#### 3.4.1 HABITAT AND NATURAL FEATURES

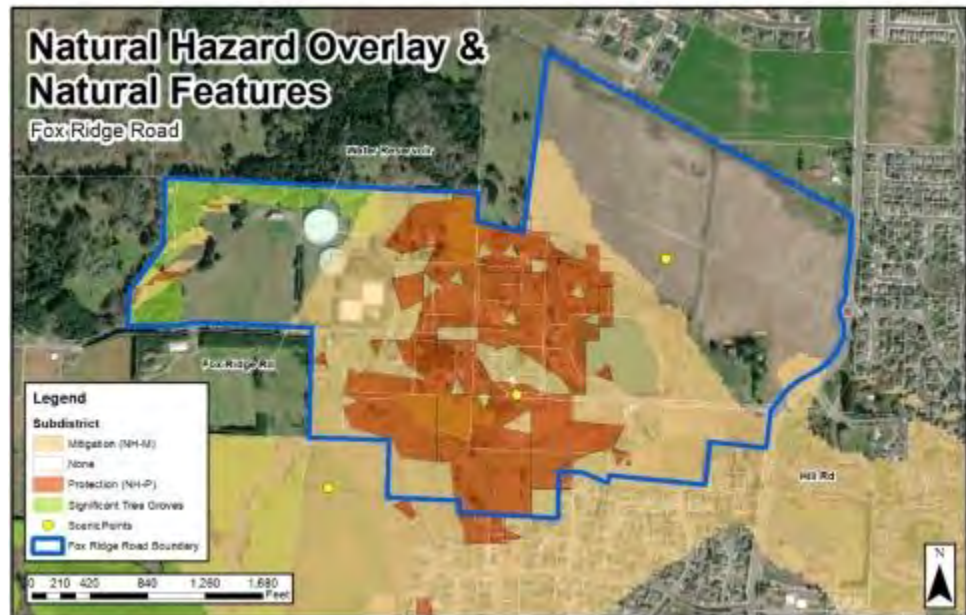
The Fox Ridge Road Area includes several existing natural and geographic features. Existing tree groves are shown on the Opportunities and Constraints Diagram. The area also includes winter, summer, and year-round habitat for three avian species identified by ODFW as Species of Concern: Western Bluebird, White-Breasted Nuthatch (Slender-Billed), and Olive-Sided Flycatcher. The quarry pond is also used by wildlife. There are opportunities to coordinate natural greenspaces or greenways to connect the Fox Ridge Road Area to the West Hills and Redmond Hill Road areas. Greenway/greenspace features could also be located to minimize impacts to the significant tree stands in the Fox Ridge Road and West Hills areas that currently provide habitat.



#### 3.4.2 HAZARDS

As part of the analysis of study areas conducted for the UGB study areas, the City inventoried hazards. The predominant hazards in the Fox Ridge Road area are geologic and wildfire hazards. There is no mapped floodplain within the Fox Ridge Road area. Following the 2020 UGB amendment, the City initiated planning for “Goal 5” (Natural Resources) and “Goal 7” (Natural Hazards). The Natural Hazards Planning work is in the public hearing process. The plan includes proposed implementation measures that establish two overlay zones based on a composite hazard rating: a mitigation zone (NH-M) and a protection zone (NH-P). **See map below.** Areas within the NH-P overlay would be subject to limitations on further land division and development. The implementation measures also include a proposal for transfer of density to allow density/development rights to be transferred to portions of the property or to other properties outside of the NH-P overlay area.

The overlays won't apply to properties unless/until they annex into City limits. Properties remain subject to county land use regulations unless/until annexed.



### 3.4.3 TOPOGRAPHY

The City made findings describing the topography of areas, including, the Fox Ridge Road study area, as part of the MGMUP work, including analysis of slopes. Mapping of moderate (15-25%) and steep (>25%) slopes was conducted. The steep slopes are shown as part of the information on the attached Opportunities and Constraints diagram.

### 3.4.4 LANDSCAPE AND VIEWS

The Fox Ridge Road area is characterized by its moderate to steeply sloping terrain, dense stands of mature tree groves and the expansive views of the surrounding lands. The north and northeast portions of this study area are larger parcels that have historically been agriculture. The area slopes upwards from NW Hill Road to the west, affording some of the best views of McMinnville within the area. In addition to encouraging the preservation of the existing landscape to the extent possible, the Fox Ridge Road Area Plan intends to incorporate one neighborhood park of approximately 3 – 5 acres in size, as well as greenways or trails throughout the area for both passive and active recreational opportunities within the area.

## 3.5 INFRASTRUCTURE AND SERVICES

### 3.5.1 TRANSPORTATION

Fox Ridge Road itself is a paved, County rural road with no sidewalks, curb or gutter. The road extends westward from Hill Road providing the only means of public vehicular access into the study area. Fox Ridge road generally travels along the ridgeline that cuts east-west through the study area's midsection. Additional access to individual parcels within the study area is provided by long and narrow private driveways and Dawson Lane. The right-of-way dimension for Fox Ridge Road measures 40-feet in width, and includes a constructed paved surface that

averages 25-feet in width with narrow gravel shoulders on either side. The road will require improvements as the area urbanizes to meet City design standards. The City’s complete street standards provide for curb, gutter sidewalk, and planter strips on both sides of the street. The standard for a local street specifies 28 feet paved width within a 50-foot right-of-way. The plan may consider an alternative section that provides for a separated multi-use path.

Hill Road was recently constructed with curb, gutter, sidewalk, bike lanes and landscaping. The intersection with Wallace Road was constructed with a roundabout, designed to accommodate a fourth leg to the west. The intersection at Hill Road and Fox Ridge Road is currently a through movement on Hill Road with stop-sign control on Fox Ridge Road. Information regarding the Transportation System Plan is provided below in the “Planning and Regulatory Framework” section. Please see information in that section below.

The County adopted an updated transit plan in 2018, and the City subsequently adopted this as part of the transportation plan. Transit service is not currently present along Hill Road, but the transit plan identifies future transit service areas. The City should continue to coordinate with Yamhill County regarding coordination of transit to serve Hill Road. The plan identifies potential future service along Hill Road which could ultimately benefit the Fox Ridge Road study area. See the figure below (*Figure 2-11 from the YCTA plan identifying areas that would potentially benefit from future transit service*). The Fox Ridge Road study area is located between areas 1b and 1c. Higher densities and other plan elements within the area would potentially increase the demand for these services sooner than later.

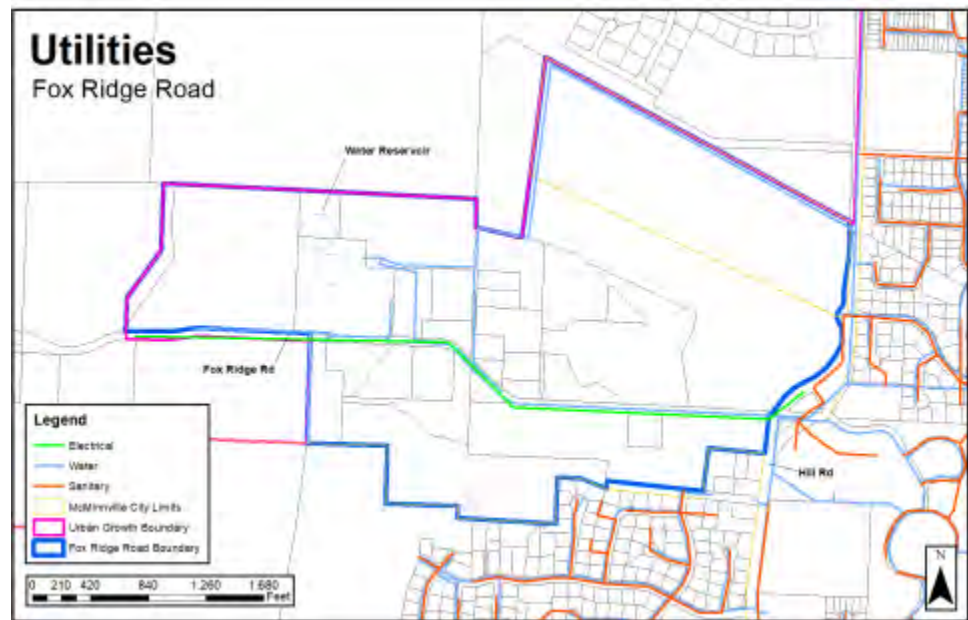


The City will also be coordinating with Yamhill County Transit as part of the Fox Ridge Road Area Plan in order to better understand the potential for future public transit services to connect Baker Creek Road, Hill Road, and 2<sup>nd</sup> Street. Yamhill County Transit updated their transit plan in 2018, with future short- to long-term service expansions discussed within the region. The transit plan indicates that,

“McMinnville’s R-3 residential zoning district allows nearly 12 units per acre and the R-4 residential district allows for higher-density developments (over 20 units per acre), which could support transit service that is more frequent than today; however, current residential density in the city is relatively low, even in areas currently zoned for medium- or higher-density housing.”

Connectivity and coordination with the development of the high school site will be important in the Fox Ridge Road Area Plan. Any trail networks considered will incorporate connectivity to the future school site. Bike and pedestrian connectivity will be considered in the Area Plan, with consideration of connecting to the existing trails and linear parks (BPA and Westside trail systems) that are located just east within the existing Urban Growth Boundary (UGB). The trail system may potentially be linked via Wallace Road.

### 3.5.2 UTILITIES (WATER, SEWER, STORMWATER, AND OTHER)



Because the property is still unincorporated and developed under county land use regulations, urban services haven’t generally been extended outside of City limits. Properties within the area are generally served by wells and private on-site septic systems, and Fox Ridge Road is constructed as a rural road. Because of the MWL facilities located in this area, there is municipal water infrastructure within this area which is extended to serve McMinnville with legacy connections to some nearby properties. Where the Fox Ridge Road area is adjacent to city limits, there are locations where urban services are present along the street frontage of the area and/or are already stubbed or planned to be stubbed to the area in public right-of-way from adjacent developments.

When properties annex to the City, they are rezoned to city zoning and develop to city standards with developer-installed provision of urban services including municipal sewer and water, and streets improved to city standards for new development. The key public facility plans are currently in the process of being



updated, including water; wastewater; stormwater; transportation; and parks, recreation, and open space.

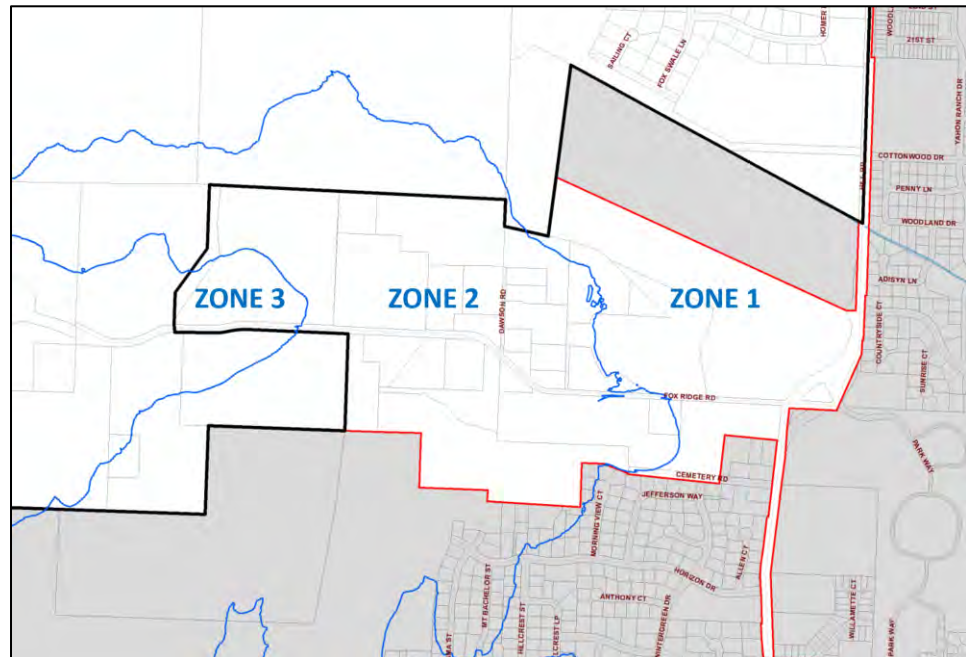
### Water

McMinnville Water and Light (MWL) is in the process of updating the Water Distribution Plan. Provision of municipal water service requires a system that meets domestic needs, provision of water for fire-fighting, and adequate flows and minimum and maximum water pressures. This requires a system designed with different water pressure zones based on the elevation range of the area being served. Nearly all of McMinnville is in Water Pressure Zone 1, and the system is designed to serve this zone. Serving higher elevation zones requires separate storage, gravity, and/or pumping facilities for the higher elevation zones. Properties in the Fox Ridge Road Area include elevations corresponding to pressures Zones 1, 2, and 3. The corresponding elevations are:

- Zone 1: 0'-250'
- Zone 2: 250'-400'
- Zone 3: 400'-538'

These are shown on the map below.

### Approximate Water Pressure Zone Boundaries

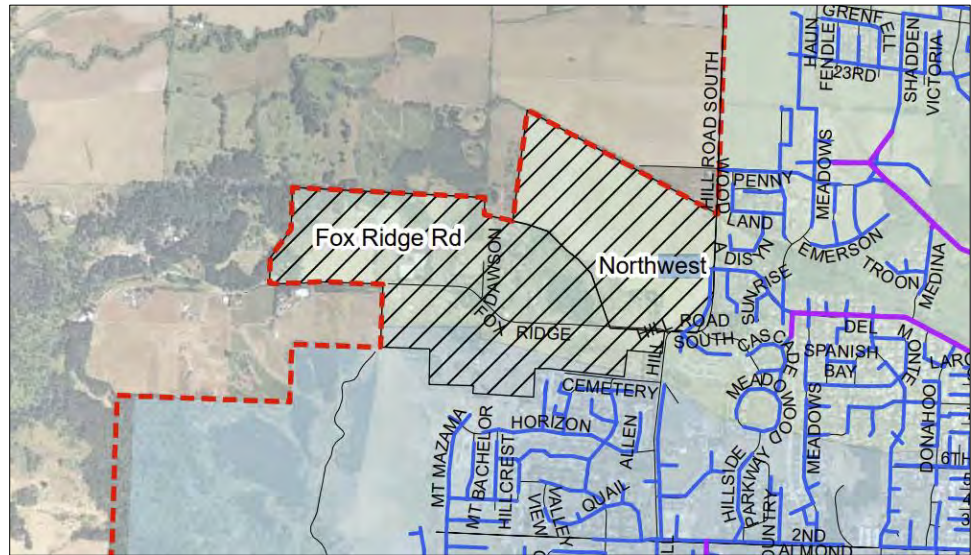


The Zone 1 properties can be served without the need for a higher level reservoir or a pump station which will be needed to serve Zones 2 and 3. To date, properties in Zone 2 and 3 have generally not yet been served with water, with limited exceptions. (A few homes at the threshold between Zones 1 and 2 were previously developed using private booster pumps, but that is not an option for serving an entire service area within a pressure zone). MWL owns a site intended for a future reservoir to serve Zone 2 west of this area. In the interim, there can be consideration of how to best phase service to serve smaller/phased developments

and address the funding of the necessary pump station or reservoir improvements if there isn't initially a critical mass or economy of scale sufficient to distribute fixed costs among new homes to be served in the early development phases or when properties aren't contiguous.

Sanitary Sewer

The Sanitary Sewer Conveyance System Mater Plan was adopted in 2008. The City of McMinnville is currently in the process of updating the plan. The 2008 master plan addressed future growth within the UGB including the Fox Ridge Road area.



**Table 3-5. Developed Land Within Proposed UGB – Future Additional**

Basin	Residential		Commercial/Industrial		Total EDUs
	Acres	EDUs	Acres	EDUs	
Airport	261	831	231	2,772	3,603
Cozine	500	2,209	16	192	2,401
Downtown	11	48	28	336	384
Fairgrounds	361	1,307	192	2,304	3,611
High School	5	25	8	96	121
Michelbook	400	1,590	14	168	1,758
Yamhill	1	3	0	0	3
<b>Total</b>	<b>1,539<sup>(1)</sup></b>	<b>6,013</b>	<b>489</b>	<b>5,868</b>	<b>11,881</b>

(1) Includes approximately 531 acres containing residential land designation that has been identified for use other than for housing—schools, parks, religious, government, semi-public services, and infrastructure.

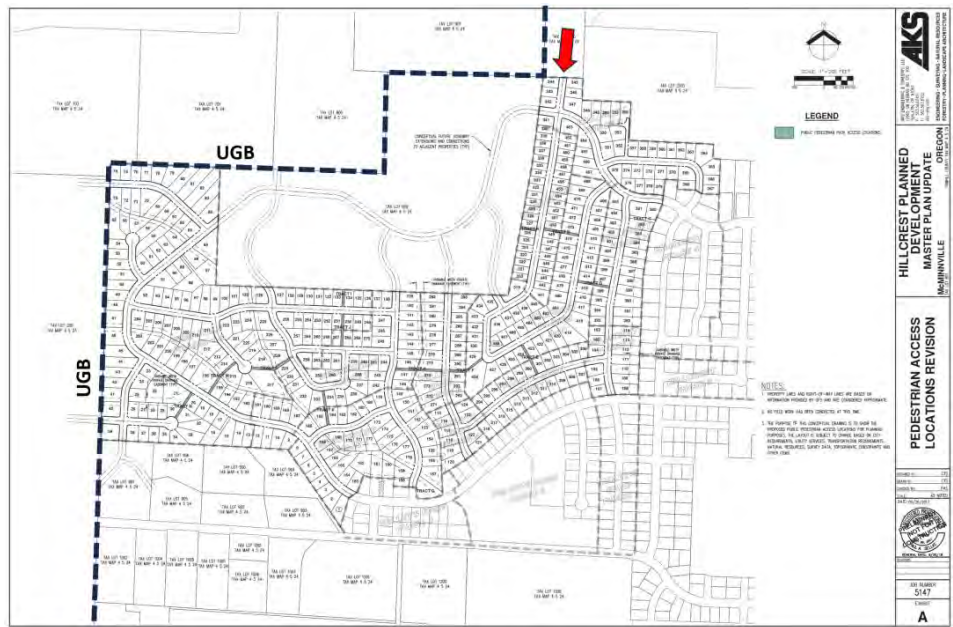
Table 3-6 summarizes the total area distribution of developed land within the planning area at buildout.

**Table 3-6. Developed Land Within Proposed UGB – Buildout Total Net Area**

Basin	Residential (Acres)	Commercial/Industrial (Acres)	Total Acres
Airport	373	396	769
Cozine	1,097	64	1,161
Downtown	208	169	377
Fairgrounds	655	661	1,316
High School	332	126	458
Michelbook	640	19	659
Yamhill	53	19	72
<b>Total</b>	<b>3,358</b>	<b>1,454</b>	<b>4,812</b>

Gravity flow is more cost-effective than pumping. Due to the site's topography, sanitary sewer effluent would gravity flow in two general directions: to the east into the Michelbook basin; and, to the south into the Cozine basin. There are opportunities to connect to the existing system where conveyance pipes are present to the east at Hill Road and to the south at the northerly terminus of the sewer main in Wintergreen Drive at Cemetery Road. Public sewer mains are typically installed in public right-of-way, and some of the upper elevation areas generally slope to the northeast and could gravity flow in that direction if there are adequate opportunities for public right-of-way connections or possible use of easements over public lands. Provision of a sewer line in the future street extension which is part of the Hillcrest Planned Development master plan will also provide an additional opportunity for connection to the sewer system to the south near the southwest corner of the Fox Ridge Road area.

The City conducted additional flow monitoring in 2019 and identified potential downstream capacity limitations that will be addressed in the stormwater master plan update and could require upsizing of some sections downstream pipe prior to or concurrent with development in the Fox Ridge Road area above a certain threshold.



Stormwater

The City is in the process of updating the 2009 stormwater master plan. Stormwater runoff in the study area is predominantly to natural drainageways and in part to the quarry pond. Stormwater treatment facilities are present along Hill Road and stormwater conveyance pipe is present in the adjacent neighborhoods within city limits abutting the Fox Ridge Road area to the south and east of the Fox Ridge Road area that may be connected to any new storm pipes extended as part of the area plan. There is some surface water runoff to the existing quarry pond. The water rights for the quarry are separately owned from the land. The water collected in the quarry pond currently provides irrigation water to the golf

course property and the West Wind development to the north. As part of new development, stormwater management plans are required.

Electric

There are existing feeders on North Hill Road that would have to be upgraded to accommodate the additional projected load.

**3.5.3 COMMUNITY FACILITIES AND PROXIMITY**

Resource	Facility	Address	Location
Schools	Newby Elementary School	1125 NW 2 <sup>nd</sup> St	1 mile – East
	Duniway Middle School	575 NW Michelbook Ln	1 mile – East
	Memorial Elementary School	501 NW 14 <sup>th</sup> St	1.5 miles – East
	McMinnville High School	615 NE 15 <sup>th</sup> St	2 miles – East
Higher Education	Linfield University	900 SE Baker St	2 miles – SE
	Chemeketa Community College	288 NE Norton Ln	3.5 miles – SE
Parks	Jay Pearson Neighborhood Park	2120 NW Yohn Ranch Dr	0.6 miles – NE
	Westside Bicycle and Pedestrian Greenway	Runs north/south NW Baker Creek Rd to SW 2 <sup>nd</sup> St	0.5 miles – East
	McMinnville Linear Park	Runs east/west S. Agee St to SW Westvale St	0.6 miles – SE
Hospitals	Oregon Whole Health	349 SE Baker St	1.6 miles – SE
	Physicians Medical Center	2435 NE Cumulus Ave	3.3 miles – SE
	Willamette Valley Medical Center	2700 SE Stratus Ave	3.3 miles – SE
Police Stations	McMinnville Police Department	121 SE Adams St	1.6 miles – SE
	Yamhill County Sheriff's Office	535 NE 5 <sup>th</sup> St #143	1.8 miles – SE
Fire Station	McMinnville Fire Department	175 E 1 <sup>st</sup> St	1.6 miles – SE
Playground	Scotty's Playhouse Indoor Playground	700 NW Hill Rd	0.1 mile – East
Senior Care	The Manor at Hillside Retirement Community	900 NW Hill Rd	0.1 mile – East
	The Village at Hillside Assisted Living Facility	440 Hillside Pkwy	0.3 mile – SE
	Traditions at Hillside Retirement Community	300 Hillside Pkwy	0.3 mile – SE
	Vineyard Heights Assisted Living Facility	345 SW Hill Rd	0.5 mile – South
	McMinnville Memory Care	320 SW Hill Rd S	0.5 mile – South
Cemetery	Masonic Cemetery	NW Cemetery Rd	0 miles



#### 4.0 REGULATORY CONTEXT AND PLANNING FRAMEWORK

The Fox Ridge Road Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan and adopted by the City Council as a guiding land use document. The Area plan must embody the development principles of the McMinnville Comprehensive Plan, including the MGMUP, the Framework Plan, and other applicable City land use policies. The MGMUP provides guidance for the planning and development of fully integrated, mixed-use, pedestrian-oriented neighborhoods. The Area Plans are expected to be developed consistent with:

- 1) The guidelines of the Traditional Neighborhood model, as described in the McMinnville Growth Management and Urbanization Plan.
- 2) Neighborhood Activity Centers (NACs) to meet neighborhood commercial land needs as identified in the MGMUP Framework Plan, and support surrounding residential development.
- 3) The City's adopted Great Neighborhood Principles, as described in Comprehensive Plan Policies 187.10 through 187.50.

#### 4.1 MCMINNVILLE GROWTH MANAGEMENT AND URBANIZATION PLAN

##### *Traditional Neighborhood Model Guidelines*

As highlighted in the MGMUP, McMinnville's plan for urbanization is modeled around the planning and development of a "traditional neighborhood," designed to be fully integrated, mixed-use, and pedestrian oriented. This type of development includes narrower streets that emphasize pedestrian orientation and scale, highly connected street patterns with small blocks or grids, streets lined with trees and sidewalks on both sides, and diverse housing types and lot sizes that are intermixed throughout the neighborhood. Uses and housing types are mixed and in close proximity to one another, with public spaces such as neighborhood parks or plazas serving as focal points for community interaction. As an essential feature, the McMinnville model for a traditional neighborhood calls for a neighborhood activity center at the heart of the neighborhood to provide opportunities for social interactions, structure to surrounding land uses, and neighborhood identity. The concept of a traditional neighborhood aims to minimize traffic congestion, suburban sprawl, infrastructure costs, and environmental degradation.

To be consistent with the MGMUP, the Fox Ridge Road Area Plan will follow the guidelines set forth for the development of a traditional neighborhood model. As the Area Plan is conceptually planned and refined, key considerations for the subarea include mixed-use planning that integrates diverse commercial and residential developments, pedestrian oriented and connected streets, and public green spaces as social gathering opportunities. A partial neighborhood activity center is expected to be a focal point of the subarea.

#### 4.2 MCMINNVILLE FRAMEWORK PLAN

The Framework Plan is Appendix G of the MGMUP, adopted in 2020 as part of the Comprehensive Plan.

##### *Neighborhood Activity Centers (NACs)*

The MGMUP emphasizes Neighborhood Activity Centers as the most critical element of the City's growth management and land use plan. Accordingly, the Framework Plan identifies general locations for NACs. Surrounding the neighborhood activity center are residential uses with the highest-density housing developments that progressively decrease in density outward from the activity center.

According to the MGMUP:

- The location of a neighborhood activity centers should be selected based on their proximity to vacant buildable land.
- Have the ability to accommodate higher intensity development.
- Provide local context with the ability to foster the development of a traditional neighborhood.
- Located at major street intersections with their service areas extending to a group of neighborhoods ranging from a one (1) to three (3) mile radius.
- The focus area of a neighborhood activity center should contain facilities necessary for day-to-day activity (such as personal services, grocery and convenience shopping, schools, places of worship, limited office space, public plazas or parks) and ideally located within close proximity to one another in the focus area so that all essential services for the subarea are easily accessible in a single stop.
- The support areas that surround the activity center's focus area should contain the neighborhood's high- to medium-density housing options and enables the highest concentration of population to easily access the focus area within walking distance (reducing the number of automotive trips for daily needs or services and allows for a single transit stop to serve the shops, services, and adjacent higher-density housing in the subarea).

Shown in the MGMUP Framework Plan, the Fox Ridge Road Area Plan is planned to provide an opportunity for a partial Neighborhood Activity Center. The development of the neighborhood activity center allows for a traditional neighborhood that will be livable, healthy, social, inclusive, safe and vibrant, meeting all the Great Neighborhood Principles within the Comprehensive Plan.

**Fox Ridge Road Area as shown in MGMUP Framework Plan:**



As described in the Framework Plan, the partial Neighborhood Activity Center will be approximately 5 – 10 acres, with approximately 1 – 2 acres of commercial and office development to serve the neighborhood, approximately 2 acres of high-density residential development (R-5), and approximately 2 – 5 acres of medium density residential housing. This mixed-use center is proposed to be located along the area's Hill Road frontage

between the Wallace Road roundabout and the intersection of Fox Ridge Road. The remainder of residential land within the Fox Ridge Road study area is most suitable for lower density residential housing due to the presence of steep slopes and natural hazards (i.e., areas subject to landslides). The location, uses, and accessibility of the Neighborhood Activity Center ensure the study area's consistency with the City's adopted Great Neighborhood Principles described in the MGMUP.

#### **4.3 COMPREHENSIVE PLAN – VOLUME II: GOALS AND POLICIES**

Volume II of the Comprehensive Plan provides goals and policies in nine chapters by topic. Among the most critical provisions for area planning are the Great Neighborhood Principles.

##### *Great Neighborhood Principles*

Adopted in 2019, the Great Neighborhood Principles are incorporated as policies in the Urbanization Goal of Volume II of the Comprehensive Plan as Policy 187.10, described as a means to guide the land use patterns, design, and development of the places that McMinnville citizens live, work, and play. These principles ensure the livability, accessibility, safety and beauty of all new development or redevelopment. The following are the 13 principles described in the policy:

1. Natural Feature Preservation
2. Scenic Views
3. Parks and Open Spaces
4. Pedestrian Friendly
5. Bike Friendly
6. Connected Streets
7. Accessibility
8. Human Scale Design
9. Mix of Activities
10. Urban-Rural Interface
11. Housing for Diverse Incomes and Generations
12. Housing Variety
13. Unique and Integrated Design Elements

In order for the Fox Ridge Road Area Plan to be consistent with these principles, Comprehensive Plan Policy 187.50 provides policies on how to achieve each of the listed principles as it refers to design, location and orientation of these necessary neighborhood resources. By following the model of a traditional neighborhood and planning around the centralization of a partial neighborhood activity center, the overall development of the area plan is intended to achieve each individual principle.

#### **4.4 TRANSPORTATION SYSTEM PLAN AND TRANSPORTATION ISSUES**

The City's Transportation System Plan (TSP) was adopted in 2010. The plan was adopted prior to the 2013 UGB remand, and therefore the TSP was based on the same boundary for Fox Ridge Road that exists following the 2020 UGB amendment, and the MGMUP in place at that time also planned for a Neighborhood Activity Center in this area. See Exhibit 3-1 from the TSP below. At that time, the Comprehensive Plan designation was Residential (R). It is now Urban Holding (UH).

The Comprehensive Plan and the Transportation System Plan are plans for the UGB overall, not just the portion within City limits, so the 2010 TSP included planning for the Fox Ridge Road Area.

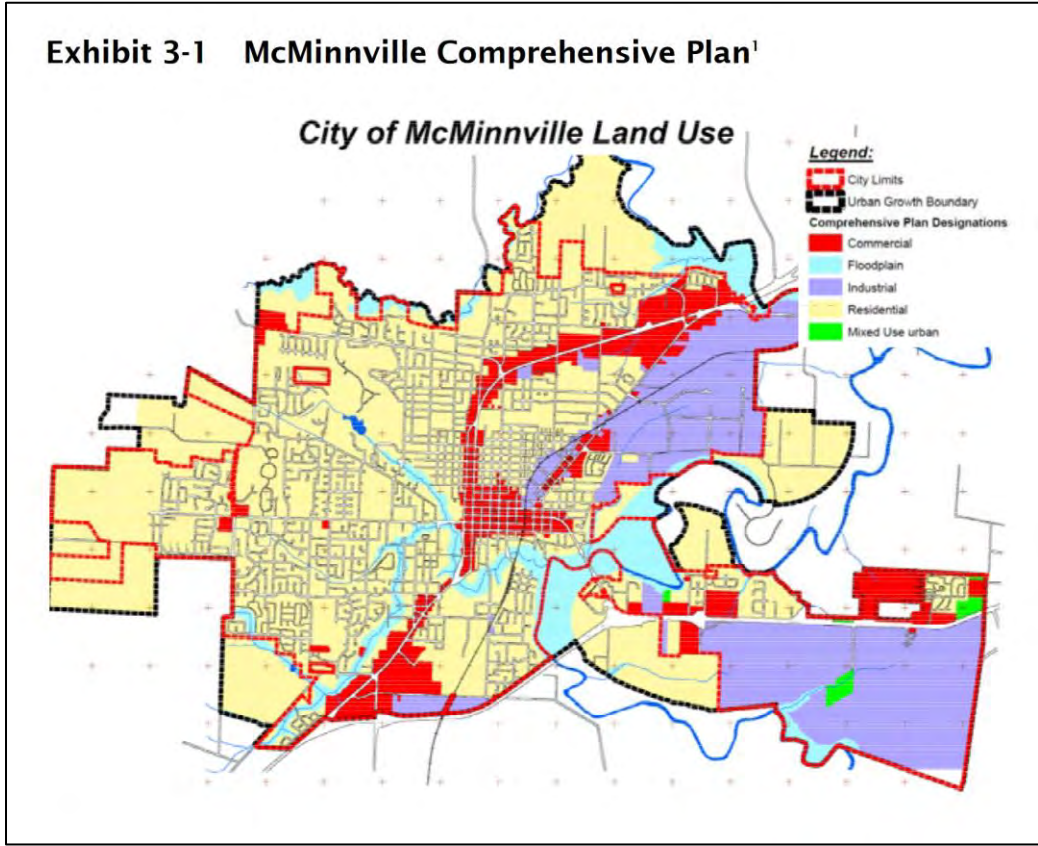


Exhibit 2-3 of the TSP, below, shows existing and planned functional classification of streets. Hill Road is classified as a Minor Arterial. The other streets in the study area are classified as local streets. These classifications are used to determine issues such as complete street design standards, access management, etc.

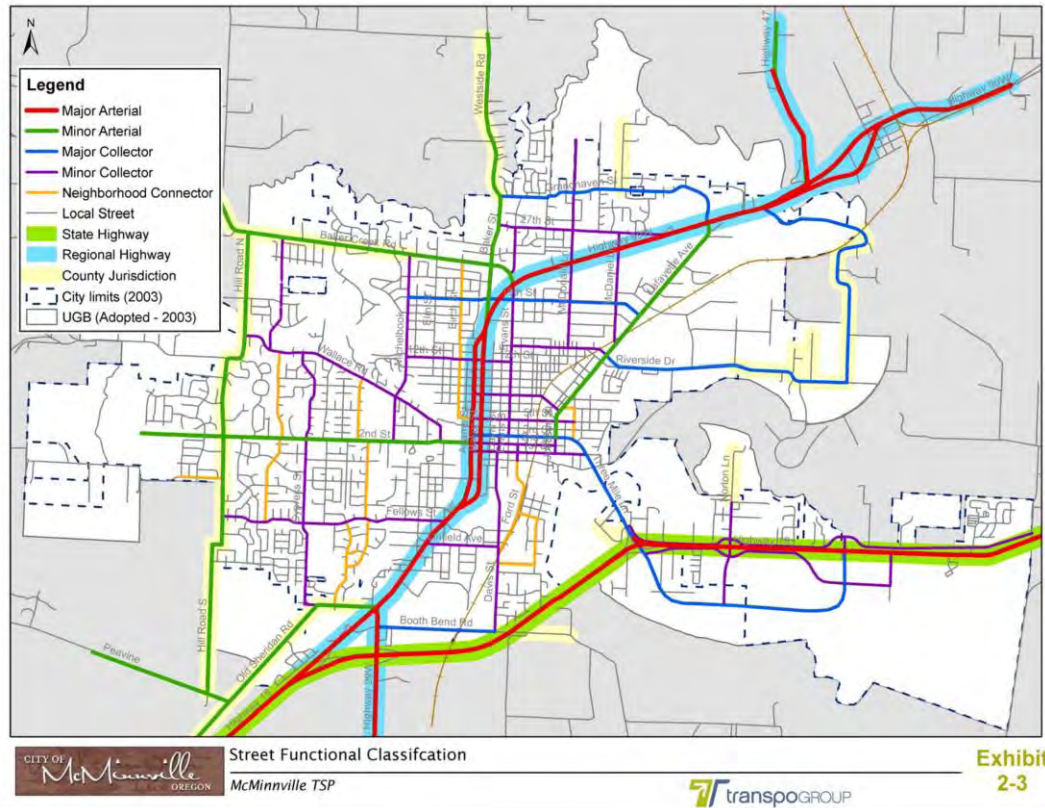
**Complete Streets**

Development per city standards includes street designs for complete streets for all modes.

**Access Management**

Because Hill Road is classified as a Minor Arterial, access management policies will likely limit direct access to Hill Road to the existing public streets at the west leg of the Wallace Street roundabout and the Fox Ridge Road intersection.

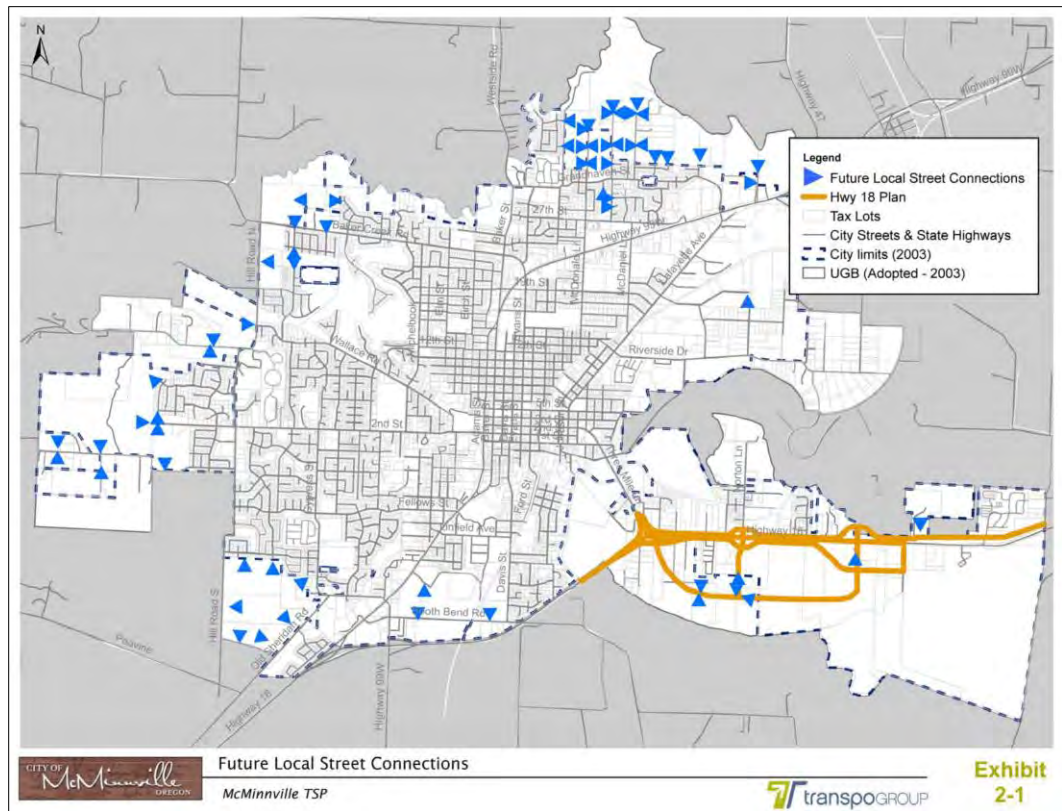




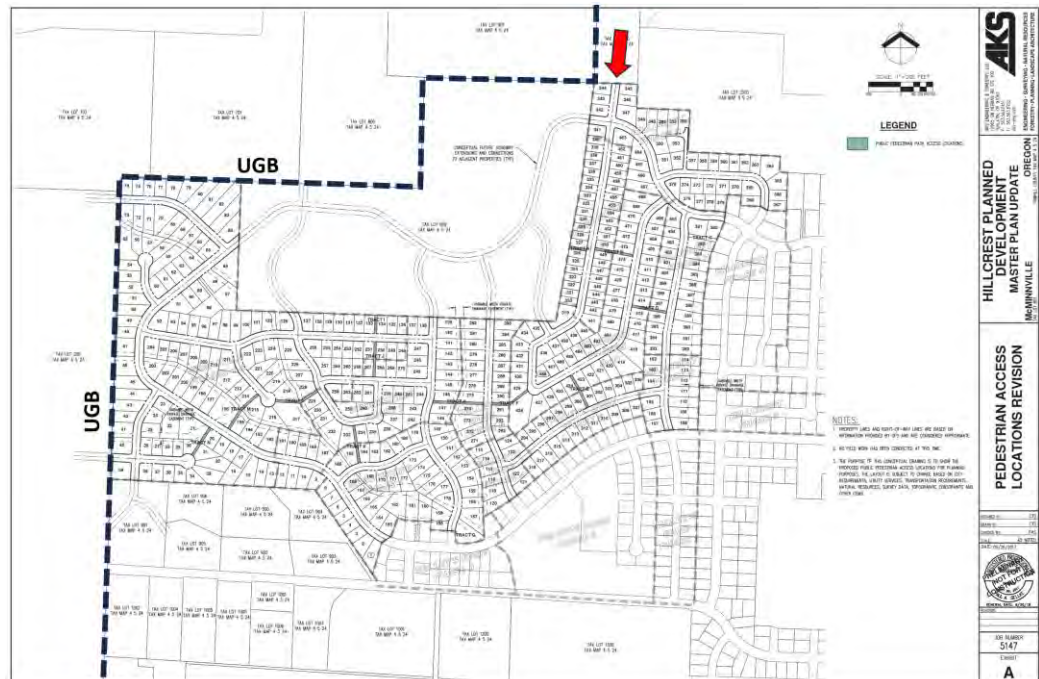
### Connectivity

Transportation policies outline the need for a well-connected street network to serve all modes of transportation and to provide multiple routes for public safety ingress and egress. In part, this is achieved by street connectivity standards for land divisions that specify maximum block length and perimeter standards, limitations on the use of cul-de-sac and permanent dead-end streets, etc. In addition, the TSP includes a map which identifies where certain local street connections are critical. See Exhibit 2-1 below. This shows the approximate location of connection that are needed for local streets, without showing specific local street alignments. Connectivity for existing and future streets of higher classifications are shown on Exhibit 2-3, which also indicates general alignments needed.

Due to topography, existing parcelization, and location of existing land uses such as the cemetery and McMinnville Water and Light property, there may be some limitations to achieving street connectivity in some locations. Exhibit 2-1 identifies needs for at least local street connections from the westerly extension of Wallace Road to the south and allowing for an extension of Wintergreen Drive from Cemetery Drive north to Fox Ridge Road. Additional street connectivity to the south is limited by the location of the cemetery and the westerly extent of the UGB. There may also be limitations for street connectivity due to topography between the lower elevation northerly properties and the higher elevation southerly properties further to the west. If topography limits the extent of street connectivity in that vicinity, there is also the potential to instead provide non-vehicular connectivity for pedestrian and/or bicycle connections in those locations, as addressed in Chapter 17.53 of the Zoning Ordinance.



It is also noted that the Hillcrest Planned Development is located in City limits to the southwest of the Fox Ridge Road Area. The Planned Development has an approved master plan which includes a street connection to the Fox Ridge Road area west of the cemetery, just inside the UGB. See below.





## Traffic

In the TSP, the City has established performance standards for transportation facilities. In advance of construction of the Hill Road improvements, traffic analysis was conducted in 2016, including evaluation of different intersection designs and traffic control options. The analysis evaluated the capacity of the roundabouts at Wallace Road and Baker Creek Road including traffic from projected growth. Table 6, excerpted below, summarizes the results. With existing traffic and projected growth, the roundabouts were projected to operate at Level of Service(LOS) A during both the am and pm peak hours.

**Table 6. Peak-Hour Intersection Analysis (2035 Alternative Roadway/Intersection Configuration)**

Intersection Name	2035 (Existing Channelization)			2035 (With Improvements)			
	Average Vehicle Delay (sec)	Level of Service	V/C Ratio	Improvement Type	Average Vehicle Delay (sec)	Level of Service <sup>1</sup>	V/C Ratio
<b>AM Peak-Hour</b>							
1 NW Hill Road/ NW 2nd Street	32.9	D	0.86 (EBL/T/R)	Complete Streets, Stop-control	24.0	C	0.80 (EBL/T/R)
				Complete Streets, Signalization	12.5	B	0.62 (Int)
				Roundabout	9.7	A	0.63 (Int)
2 NW Hill Road/ Wallace Road	59.7	F	0.77 (EBL/R)	Complete Streets, Stop-control	55.3	F	0.75 (EBL/R)
				Complete Streets, Signalization	9.5	A	0.42 (Int)
				Roundabout	7.6	A	0.51 (Int)
3 NW Hill Road/ NW Cottonwood Drive	17.4	C	0.40 (WBL/R)	Complete Streets, Stop-control	17.3	C	0.40 (WBL/R)
				Complete Streets, Signalization	8.1	A	0.48 (Int)
				Roundabout	5.0	A	0.38 (Int)
4 NW Hill Road/ NW Baker Creek Road	29.0	D	0.80 (NBL/R)	Complete Streets, Stop-control	16.6	C	0.61 (NBL)
				Complete Streets, Signalization	12.9	B	0.43 (Int)
				Roundabout	6.6	A	0.62 (Int)
<b>PM Peak-Hour</b>							
1 NW Hill Road/ NW 2nd Street	49.8	E	0.93 (SBL/T/R)	Complete Streets, Stop-control	30.0	D	0.92 (WBL/T/R)
				Complete Streets, Signalization	8.4	A	0.53 (Int)
				Roundabout	9.2	A	0.63 (Int)
2 NW Hill Road/ Wallace Road	24.4	C	0.39 (WBL/R)	Complete Streets, Stop-control	23.9	C	0.38 (WBL/R)
				Complete Streets, Signalization	10.2	B	0.46 (Int)
				Roundabout	5.5	A	0.47 (Int)
3 NW Hill Road/ NW Cottonwood Drive	18.6	C	0.31 (WBL/R)	Complete Streets, Stop-control	18.3	C	0.30 (WBL/R)
				Complete Streets, Signalization	5.2	A	0.36 (Int)
				Roundabout	4.9	A	0.40 (Int)
4 NW Hill Road/ NW Baker Creek Road	52.2	F	0.92 (NBL/R)	Complete Streets, Stop-control	44.6	E	0.48 (NBL)
				Complete Streets, Signalization	10.2	B	0.43 (Int)
				Roundabout	6.5	A	0.51 (Int)

<sup>1</sup> Level of service is based on vehicle delay, and not on volume-to-capacity ratio.

Average vehicle delay reported in seconds.

Int. = intersection (result is reported for overall intersection operations).

Two-way stop-controlled analysis results are reported for the worst operating movement and based on HCM 2010 methodology.

All-way stop-controlled analysis results are based on HCM 2010 methodology.

Roundabout analysis results are based on HCM 2010 methodology.

Additional traffic analysis is also being conducted as part of the scope of work for the Fox Ridge Road Area Plan.

### Public Safety

The City has adopted street standards designed to ensure adequate access for public safety vehicles including fire trucks. Street standards specify maximum grades. In addition, fire sprinklers are required for residential and commercial structures accessed from roads with grade exceeding 12 percent slope.

## 4.5 TRANSIT PLAN

Yamhill County adopted a new transit plan in 2018: the Yamhill County Transit Area Transit Development Plan. In 2021, the City of McMinnville adopted this plan as a supplemental document to the McMinnville Transportation System Plan (TSP) and amended Chapter 7 of the TSP accordingly.

Figure 6-19 McMinnville Map with Near-Term, Short-Term, and Mid-Term Changes

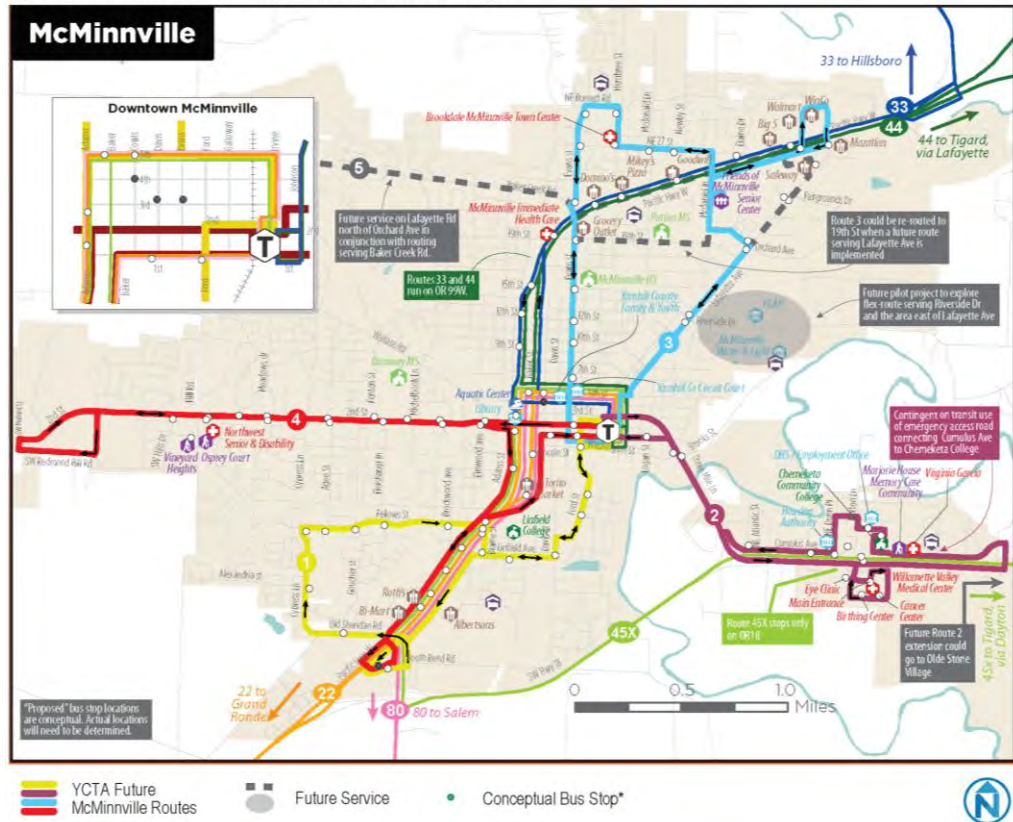
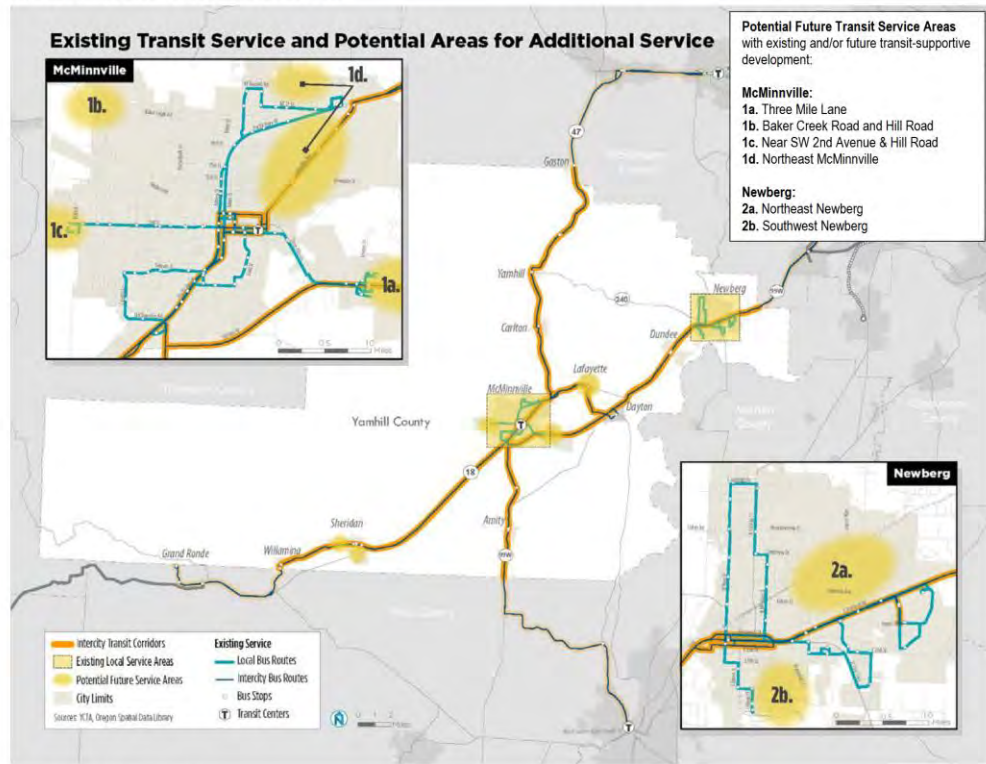




Figure 2-11 Potential Future Transit Service Areas



Source: TM #3, Fig 3-12 (Minor Updates)

Yamhill County Transit Area | 2-18



## 4.6 MCMINNVILLE MUNICIPAL CODE

Key provisions of the McMinnville Municipal Code include Title 16 which outlines the process for annexation, and Title 17, which is the Zoning Ordinance. Chapter 17.10 outlines the master planning process that applies as specified in Title 16. The Zoning Ordinance also provides the procedures, land use regulations, and standards that apply to rezoning property from rural zoning to urban zoning and development of property that apply when property is within City limits.

### Title 16: Annexations

The purpose of the annexation of land is to bring a property into city limits where the city is able to ensure consistency with the McMinnville comprehensive plan while providing a complete range of public services and public facilities to the annexed territory. Currently, the Fox Ridge Road area is undergoing the area planning process required by MMC Chapter 17.10 in order to identify new comprehensive plan designations that will ultimately be applied to subject properties at the time of annexation. These new comprehensive plan designations will identify the future city zoning classifications of properties that will apply in conjunction with annexation to the city. Prior to development of properties within the Fox Ridge Road area, annexation must be completed.

### Chapter 17.10: Area and Master Planning Process

#### *Urban Holding Overlay District*

As part of the City's UGB expansion areas, the Fox Ridge Road subarea has been assigned the urban holding (UH) comprehensive plan map designation. The Fox Ridge Road subarea must undergo area planning to identify appropriate land uses, their locations, and their relationship to public facilities, natural resources, and other existing urban uses nearby to remove the urban holding designation. Land uses should be consistent with the framework plan. The final Fox Ridge Road Area Plan will be consistent with the Traditional Neighborhood Model, include a Neighborhood Activity Center, and comply with the Great Neighborhood Principles to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe and vibrant neighborhood for all of McMinnville's current and future citizens. The final area plan will be adopted by the city council and utilized as a guiding land use document for development within the area. Once adopted, properties within the urban holding zone may annex and assume developable city zones as specified in Title 16 and Chapter 17.10. This initial area planning process has been initiated by the City with the guidance of the Project Advisory Committee appointed by City Council.

#### *Master Planning Process*

Within the Fox Ridge Road area, properties with 10 acres or more are required to undergo a master planning process prior to or concurrent with annexation. Several of the properties within the subject area would be subject to the master planning process due to this requirement. Properties over 10 acres looking to develop must demonstrate that they are able to extend services to make urbanization of the area orderly and efficient.

### Chapter 17.11: Residential Design Standards

The City of McMinnville has recently amended Title 17 of the McMinnville City Code, adopting a new Chapter (17.11) that includes residential design and development standards. This chapter provides new residential development and design standards for all housing types in McMinnville's residential and commercial zones and reflects the City's vision for housing and development, including the Great Neighborhood Principles. All new development in the Fox Ridge Road study area would be expected to comply with the provisions of Chapter 17.11.

### Chapter 17.53: Land Division Standards

In order for annexing properties to urbanize effectively and contiguously with city standards, developable lots planning to subdivide, partition land, or adjust property lines must comply with the regulations of Chapter 17.53 which provides procedures and standards for all land divisions within the city. Partitioning and subdividing of land, and adjustment of property lines within the Fox Ridge Road study area must be able to ensure adequate width and arrangement of streets, coordinate proposed development with plans for utilities and other public facilities, and provide adequate health, sanitation, safety, services, and recreation outlined in the goals and policies of the McMinnville comprehensive plan. These regulations include the following standards for:

- Lot Layout
- Block Length and Perimeter
- Street Connectivity Standards
- Maximum Street Grades
- Utility provision
- Fire Access Standards

### Chapter 17.57: Landscaping and Chapter 17.58: and Trees

Landscaping, tree coverage, and tree preservation are all integral components of a complete comprehensive development plan. The purpose of Chapters 17.57 and 17.58 are to both encourage and require the use of landscape elements, tree planting, and tree preservation within new developments that will enhance, protect, and promote the economic, ecological and aesthetic environment of McMinnville.

These chapters address standards for landscaping and street tree planting plans for new development and land divisions, and they address tree preservation for development sites. These standards would apply to development upon annexation of property to the City. The purpose statement of Chapter 17.57 summarizes some of the key objectives of the standards.

1. Reduce soil erosion and the volume and rate of discharge of storm water runoff.
2. Aid in energy conservation by shading structures from energy losses caused by weather and wind.
3. Mitigate the loss of natural resources.
4. Provide parking lot landscaping to reduce the harmful effects of heat, noise and glare associated with motor vehicle use.
5. Create safe, attractively landscaped areas adjacent to public streets.

6. Require the planting of street trees along the city's rights-of-way.
7. Provide visual screens and buffers that mitigate the impact of conflicting land uses to preserve the appearance, character, and value of existing neighborhoods.
8. Provide shade, and seasonal color.
9. Reduce glare, noise, and heat.

#### 4.5 PLAN UPDATES

The above information summarizes key provisions of plans and polices which are adopted as part of the Comprehensive Plan. As noted above, the City has also initiated updates to elements of the Comprehensive Plan, including those noted below. The work on this and other Area Plans will also inform coordination with that work.

- Natural Hazards Planning (Oregon Land Use Goal 7) several plans and updates
- Natural Features Planning (Oregon Land Use Goal 5)
- Parks, Recreation, and Open Space Master Plan Update
- Public Facility Plan Updates (water, wastewater, stormwater)
- Transportation Systems Plan (TSP) Update

#### 5.0 FINDINGS AND KEY ISSUES

*A summary of study area plan implications, based on the existing conditions, are provided below:*

##### Land Use and Zoning

- The Fox Ridge Road Area Plan is expected to be adopted in reference to the MGMUP to ensure the study area complies with the goals and objectives established through the area planning process
- A significant land use within the area will be the 42-acre site owned by McMinnville School District that is slated for the potential development of a future high school.
- The plan will include a Neighborhood Activity Center that allows for small scale commercial and office development, NAC park/plaza, and high-density residential development within the center.
- The Neighborhood Activity Center should be strategically located to provide services and amenities to the diverse residential developments proposed within the study area.
- A neighborhood park is to be located within ½ mile of all residences within the neighborhood.

##### Natural Features

- Topographically, the majority of the study area consists of gradual to steeply sloping land that may affect the constructable residential densities and related utilities.
- A majority of the area's soils are of moderate to poor permeability which limits the types of stormwater facilities that can be utilized in support of future urban development.
- The area plan will need to plan for a useable open green space network that includes greenways and trails throughout the area to improve the walkability and accessibility of the study area.
- Two ridges running parallel to Fox Ridge Road, one on the north side and one to the south, further divide the properties along Fox Ridge Road from flatter areas at the northeast corner of the study area and land immediately to the south.
- Recent mapping conducted by the City of McMinnville to identify natural hazards and natural features in conjunction with Statewide Planning Goals 5 and 7 identified significant tree groves



at the western edge of the study area, and scenic viewpoints along ridgelines to the north and south of Fox Ridge Road. It will be important to conserve natural greenspaces and greenways that may also serve to protect the dense stands of mature trees that provide habitat for protected avian species.

- Relatively flat properties at the northeast corner of the study area and at the base of Fox Ridge Road, near its intersection with NW Hill Road, are less impacted by slopes and closer to existing utilities.
- A large remainder of land within the Fox Ridge Road Area Plan is most suitable for lower density residential housing development due to steep slopes.
- Preliminary mapping of potential NH-P and NH-M overlay zones indicate that development may be limited by natural hazards on the middle portion of Fox Ridge Road, above the cemetery and tree farm properties at the base of the hill, and below the westernmost edge of the study area. In combination with other development constraints (parcelization, serviceability), new residential development along the higher portions of Fox Ridge Road may take place later than other portions of the area, or at a lower intensity. These areas could be evaluated in conjunction with identified natural features and habitat areas for possible designation of open space areas and/or transfer of development rights.

#### Infrastructure and Services

- If a different street standard is applied to Fox Ridge Road, future development would require road frontage improvements to meet City standards, including improvements to the right-of-way, remove and reconstruction of the existing subgrade, construction of paved travel surfaces, as well as 5-foot minimum sidewalks along both sides of the street, curbs and gutters.
- Connectivity and coordination with the development of the high school site, adjacent to the proposed mixed-use concept plan development, will be critical to the area plan.
- Bike and pedestrian connectivity should occur between the Fox Ridge Road area and existing trails and linear parks throughout McMinnville.
- Coordination with Yamhill County Transit should occur to provide public transit services, especially in conjunction with the proposed partial Neighborhood Activity Center location.

#### Wallace Road Extension

- The three-legged roundabout at the intersection of NW Hill Road and Wallace Road provides an opportunity to extend Wallace Road westward for access to the location of the Neighborhood Activity Center and the McMinnville School District property.
- A Wallace Road extension would provide access for the future high school site and the Neighborhood Activity Center on TL 700. Due to these adjacent uses, the Wallace Road extension will likely be the most used street in the study area, by all modes of travel, making the design and alignment of the road particularly important.

#### Regulatory Context and Planning Framework

- The Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan, and act guide for future urbanization of the land located within the Fox Ridge Road Area Plan.
- The Area Plan will reflect the principles of the MGMUP, MGMUP Framework Plan, McMinnville Comprehensive Plan and other applicable City land use policies and standards including:
  - The guidelines of the Traditional Neighborhood model
  - Standards for a partial Neighborhood Activity Center
  - The adopted Great Neighborhood Principles (Comprehensive Plan Policies 187.50)

- The MGMUP Framework plan identifies potential planned uses such as a partial or half Neighborhood Activity Center (5 – 10 acres) with commercial and office development (1 – 2 acres), medium-density residential development (2 – 5 acres) and high-density residential development (2 acres) located at the perimeter of the Neighborhood Activity Center. This will also include a Neighborhood Park located within a ½-mile distance from all residences in the study area, and a natural resource park.

#### School District Property

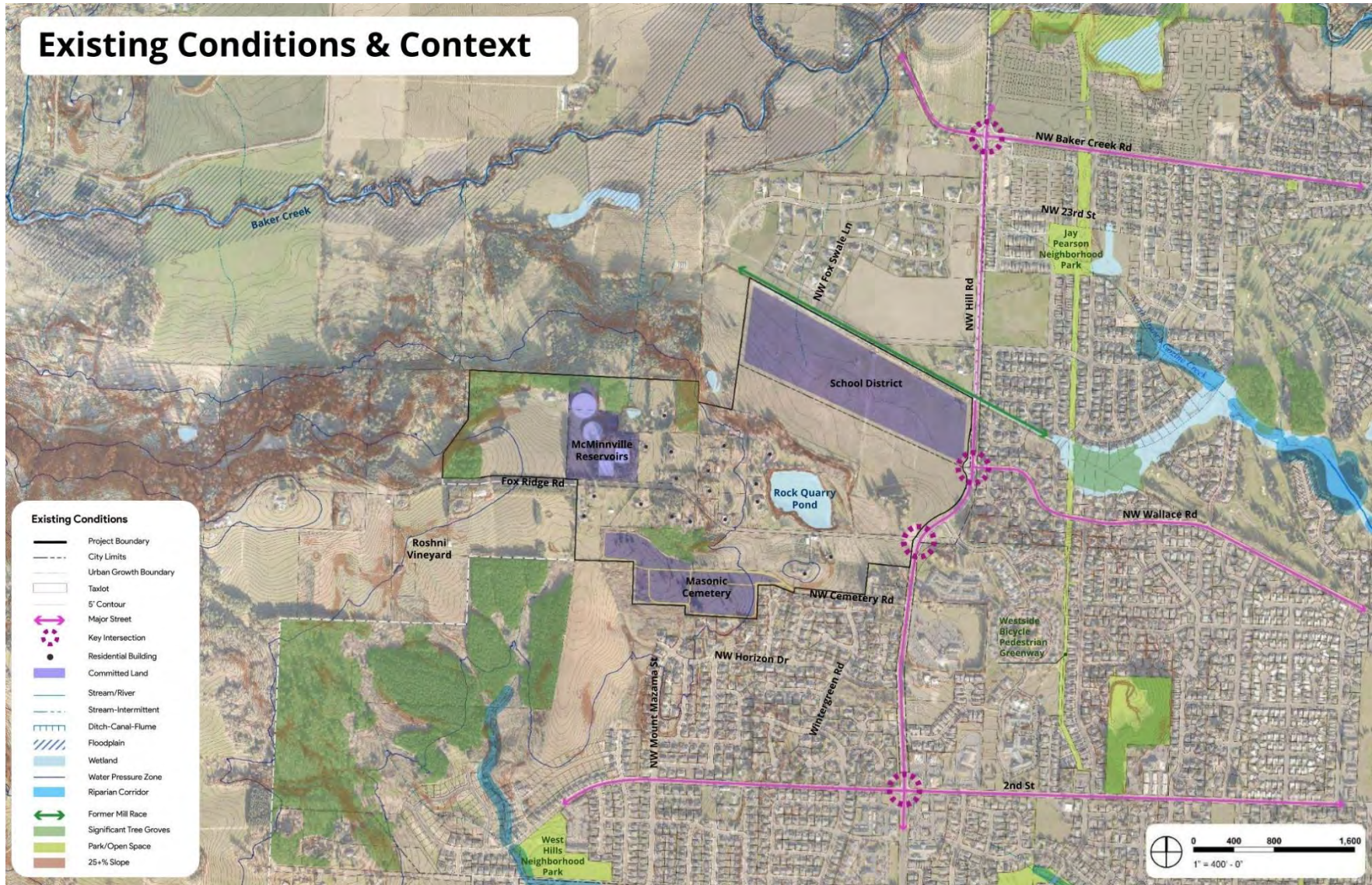
- McMinnville School District owns a 42-acre site at the northern edge of the study area, intended for a future high school. The site is a parallelogram, extending only about 700 feet in depth from the anticipated future extension of Wallace Road.
- The future high school site occupies a significant portion of the flat land at the northeast corner of the study area that is most easily accessed and serviced by existing utilities. Depending on the size of the high school, utility needs may vary. The timeline for development is uncertain.
- The district has not adopted specific programming or plans for a high school at this time, pedestrian, bicycle, and vehicular connectivity to the school will need to anticipate the future layout of the site.
- The shape of the property may pose challenges for configuring a high school, depending on the eventual programming intended for the facility.

#### Other Permanently Occupied Sites

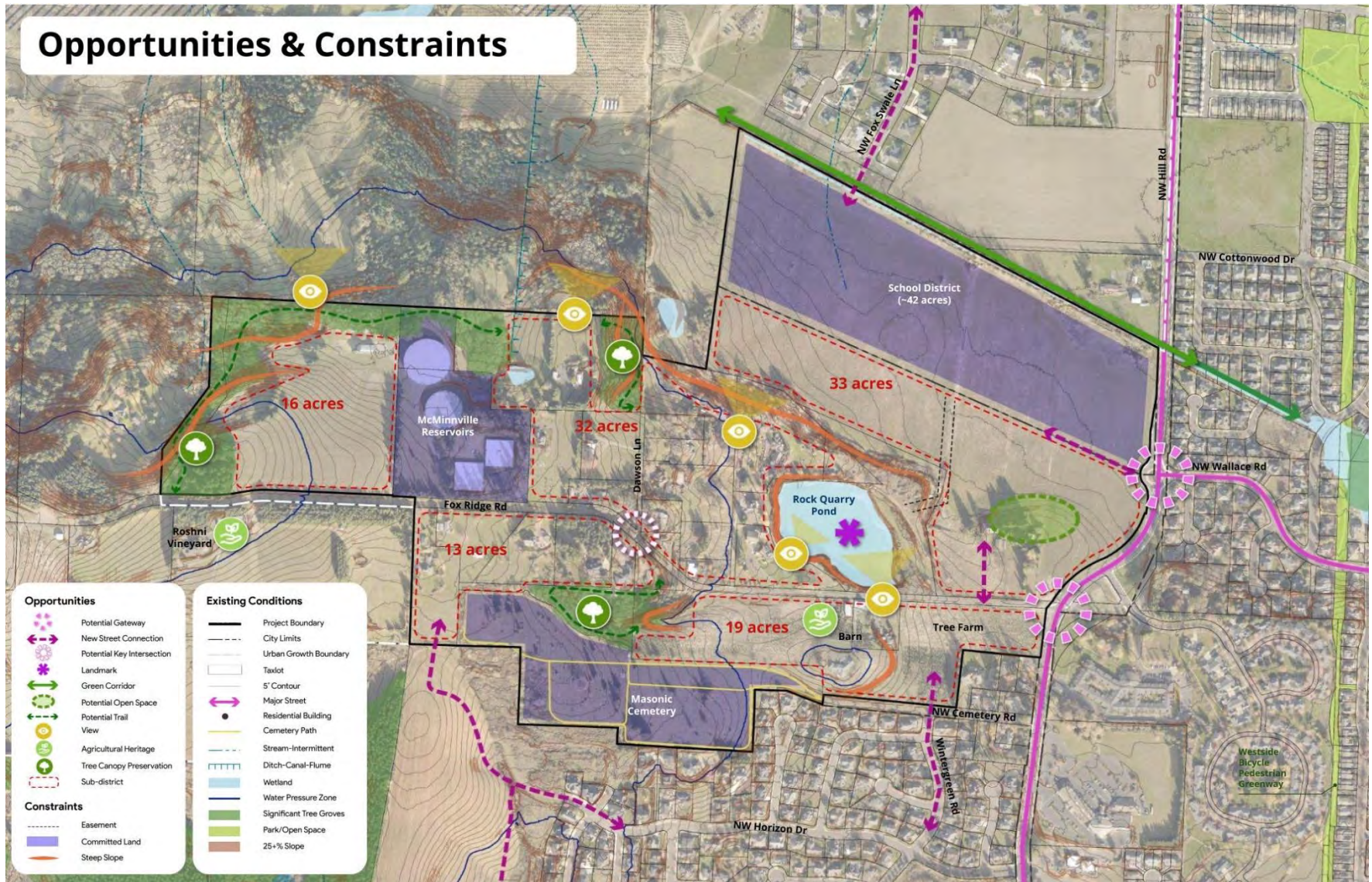
- Two of the larger properties within the southern portion of the study area are occupied by uses that have been committed to specific uses that make them unlikely to redevelop at any time in the future:
  - The Masonic Cemetery occupies a 21-acre site, occupying nearly 70 percent of the southern boundary of the study area.
  - McMinnville Water and Light owns 13-acres near the center of the study area, along Fox Ridge Road, that houses four above-ground water reservoirs.
- These sites do not directly impact the development potential of neighboring properties but could interrupt the continuity of annexation and utility extensions, as property is urbanized from the existing City limits at the base of the hill. Annexations contiguous to City limits could occur relative to the City limits to the east or the south.

#### Rock Quarry Pond

- A large gravel quarry, now filled with water, is centrally located within the study area, near the base of Fox Ridge Road and adjacent to the approximate location suggested in the Framework Plan for the Neighborhood Activity Center. The gravel pit currently stores runoff from uphill lands and provides supplemental irrigation to properties outside of the study area.
- The pond created on the gravel pit site could provide a feature to a future park site or amenity for development in the vicinity.
- A park site or public park at the gravel pit site would occupy a possible connection point between the higher ground along Fox Ridge Road and potential future locations for a high school and Neighborhood Activity Center. However, the pond itself is not visible from either of these lower elevation sites.
- The pond currently plays a role in stormwater drainage and retention, and changes in configuration may have impacts in and around the site.









# FOX RIDGE ROAD COMMUNITY SURVEY SUMMARY

City of McMinnville Fox Ridge Road Area Plan

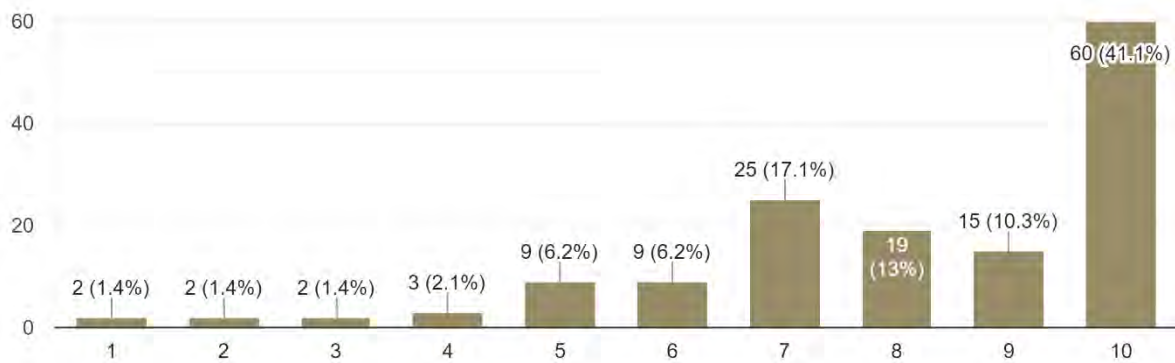


**Harper  
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Righellis Inc.**

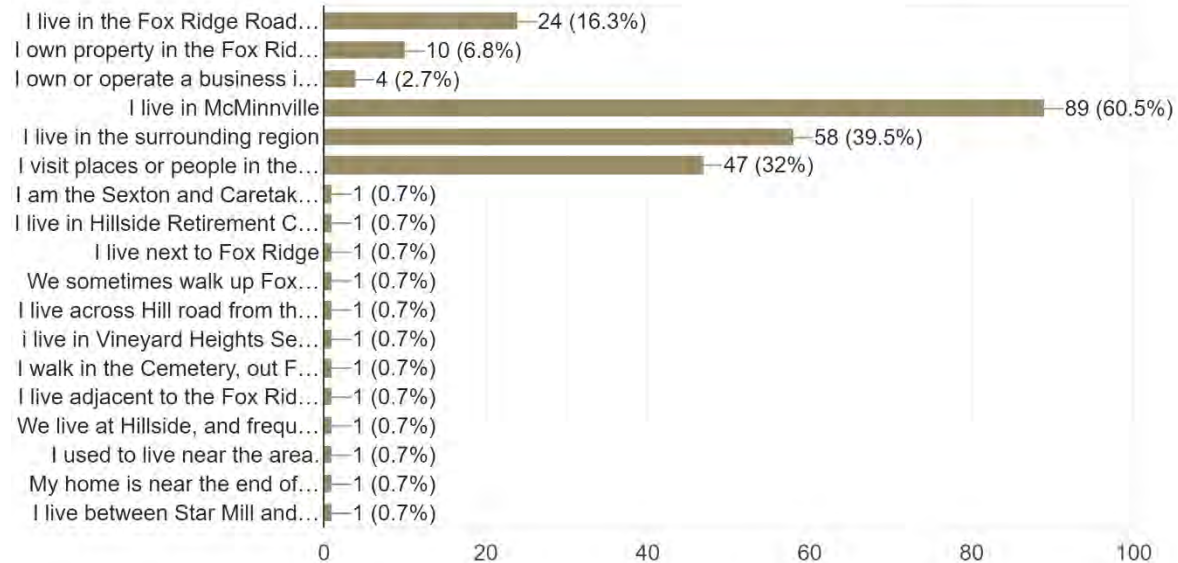
ENGINEERS ♦ PLANNERS  
LANDSCAPE ARCHITECTS ♦ SURVEYORS  
205 SE Spokane Street, Suite 200, Portland, OR 97202  
PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

**Date:** April 13, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Chris Green, HHPR  
**Subject:** Fox Ridge Road Community Survey Responses and Summary

## QUESTION 1 – How are you familiar with the Fox Ridge Road Area? [146 responses]



## QUESTION 2 – What is your relationship to the Fox Ridge Road Area? Select all that apply. [147 responses]



**QUESTION 3 - Imagine 20 years from now there are new neighborhoods and features in the Fox Ridge Road Area, as shown on the Framework Plan. What would you like to see? [143 responses]**

- Parks/trails/open space
- Housing (wide range of opinions on density/affordability)
- Neighborhood-serving retail
- Preserving views

Many of the responses from residents included reoccurring themes such as the need for additional community spaces, achieving walkability with appropriate neighborhood retail development and the need for green open spaces incorporated throughout the area plan with connecting trails and pedestrian passages. Generally, those who participated in the survey want to see walkable neighborhoods that eliminate the need for cars, as there is an already existing concern for traffic in the surrounding area. The wide range of housing opinions included the preservation of low-density housing to the inclusion higher density, multi-unit housing options that are affordable for residents. Many survey responses mentioned the location of any medium to high-density housing developments should remain in or near the proposed Neighborhood Activity Center area at the intersection of Fox Ridge Road and Hill Road. Several responses also mentioned the need for a grocery store in the area to serve the existing and any new neighborhood residents and prevent additional traffic impacts. In addition to a grocery store or neighborhood-serving retail, most responses to this question have mention of parks, open space, and trails to make the area more walkable and accessible. Many residents of McMinnville walk within the area, and with observed increases in surrounding traffic, responses appear to prioritize the walkability of the neighborhood. Recreational opportunities and community spaces were also mentioned in several responses.

The responses from residents who live in the Fox Ridge Road Area highlighted the preservation of open space and natural habitats that currently exist or surround the area, especially the scenic views that the area's higher elevation is able to afford. More specifically, residents who live in the Fox Ridge Road Area would like to see careful attention to architectural features and details for any new development, as there were mixed responses regarding the density of housing for the area. Some examples of specific features include parkway and landscaping, requiring undergrounded utilities to preserve the scenic landscape, or the requirement of architectural standards that may break up building planes, add neighborhood character and preserve the unique features of the area.

**Question 4 — As this area transitions from rural to urban uses over time, are there assets or distinctive features within the area that you think should be conserved and/or incorporated into the plan? [136 responses]**

- Impacts on nature, wildlife and mature tree stands
- Preservation of rural lifestyle, local views
- Conservation of rock quarry, masonic cemetery and tree farms
- Incorporate community parks, green spaces as buffers

Generally, many responses to this question pose a concern for impacts due to urban development. Many of the responses have the same themes that include the preservation of nature, wildlife, and the areas rural charm and lifestyle. Distinctive features of the area were notably the existing dense

tree stands, open rural land, and several responses specifically mention the conservation of the rock quarry with potential use as a community park, as well as the existing masonic cemetery. Along the theme of rural preservation, new commercial development was suggested to be appropriate for the area in scale and use, such as small-scale or multi-use retail development with attention to architectural features. Residents also mentioned creating buffers between development of neighborhoods with green spaces, preserving existing trees that line the area and provide natural habitat for wildlife. This also includes the incorporation of open green spaces throughout the majority of the Fox Ridge Road Area Plan.

#### **Question 5 — What else should we know or consider as we move forward with the Fox Ridge Road Area Plan? [116 responses]**

- Traffic impacts
- Walkability and pedestrian/bike paths
- Open green spaces
- Various opinions about housing affordability
- Concerns for new development density, utilities and aesthetics

Moving forward with the Fox Ridge Road Area Plan, residents expressed their concerns for traffic impacts from new urban development. There is existing concern for traffic near the roundabout on Hill Road, and the general increase of traffic on Hill Road. Responses specified consideration to traffic impacts as the plan moves forward, with suggestions on how to mitigate existing and new traffic conditions. Much of these suggestions also revolve around increasing the walkability of the area through the inclusion of carefully planned pedestrian and bike paths that connect the existing features of the Fox Ridge Road area. These connections were also suggested to include neighborhood green spaces in order to consider connectivity between open space and any new development. Especially considering the potential future development of the high school site, residents expressed further concern for traffic impacts and circulation along Hill Road.

There were also many varying opinions about housing affordability, whether or not new units should be market rate or primarily affordable. Some responses expressed the need for affordable housing options for residents within the City of McMinnville, while others expressed concerns for density and a desire to preserve the rural nature of the area. Overall, there is consistent responses regarding the overall density of new units in their appearance, ensuring that any new development does not appear to be out of place from the existing neighborhood character. When discussing medium to high-density developments, considerations to new utilities and their impacts, and overall aesthetics were noted. The survey responses emphasize community and neighborhood-oriented development for residents of Fox Ridge Road the surrounding area.

Date 3/28/2023  
Project Name Fox Ridge Road Area Plan

To Chris Green, HHPR  
cc Tom Schauer, City of McMinnville  
From Margaret Raimann, SERA Design

Subject Fox Ridge Road Area Plan Community Design Workshop #1 Summary

As part of the planning process for the Fox Ridge Road Area Plan, the City of McMinnville hosted a community design workshop on March 21<sup>st</sup>, 2023 from 6 to 8 p.m. SERA Design led the workshop with assistance from the prime consultant on the project, Harper Houf Peterson Righellis Inc. (HHPR). The purpose of the workshop was to present the findings from the opportunities and constraints analysis and gather feedback from community members on the preferred development scenarios for the Fox Ridge Road area. Over 50 people attended and participated in the design workshop, and community members also have an opportunity to provide input through a survey open through April 10<sup>th</sup>, 2023. This memorandum summarizes the workshop event and the key themes that emerged from the community input.

## Workshop Summary

The format of the workshop included a 30-minute presentation with an opportunity for questions from community members. The City of McMinnville and HHPR started the presentation with an introduction to the project and previous planning efforts that led to the development of the Fox Ridge Road Area Plan. They provided an overview of the consultant team and the project phases. This event was the first of two community design workshops with the first focusing on development scenarios and the second focusing on plans for parks, open space, and connectivity.

SERA Design presented background information that helped to guide community members in the workshop activity following the presentation. This section of the presentation included an overview of potential development typologies for the area; land use guidelines provided in the Fox Ridge Road Framework Plan; an overview of existing conditions in the area; and a draft of an opportunities and constraints area for consideration in the development scenarios. Prior to starting the small-group workshop activity, community members were welcomed to ask questions to help clarify the purpose and potential development scenarios.

Following the presentation, City staff and the consultant team facilitated small-group discussions in table groups with about 8-10 community members at each table. Each table was provided with a map of the Fox Ridge Road area, precedent imagery with potential development typologies, and tools for drawing and envisioning the location of land uses for future development. Facilitators asked questions to guide the discussion including:

- Are there opportunities or constraints we missed in the draft map?
  - What opportunities are you excited about?
  - What other ideas do you have for this area?
- Given the opportunities and constraints where would you like to see the following land use development typologies?
  - High-density residential
  - Medium-density residential
  - Low-density residential
  - Neighborhood-service commercial / office
  - Parks / open space



After about one hour of small group discussions, the workshop concluded with a representative from each group sharing a few ideas with all workshop participants. The key themes that emerged from the workshop activity are summarized in the next section, and images of each map that the groups produced are provided in Appendix A. Community Design Workshop #1 Notes.

## Key Themes

The key themes that emerged from the community design workshop are summarized below. The project team will use these themes to guide the draft development scenarios and further discussions with the Project Advisory Committee.

- **Offer a range of housing types.** The Framework Plan outlines minimum acreages for medium and high-density housing. Some groups stated they preferred to meet the minimum acreage for these housing types while other groups proposed exceeding these minimums. One rationale given for exceeding these limits was to bring a greater variety of housing density to an area of McMinnville with existing residential densities that are generally lower than other areas of the city.
- **Locate medium higher density housing types near eastern boundary of area.** Most groups agreed that the medium and high-density housing types would fit best along Hill Road or other areas along the eastern boundary of the Fox Ridge Road area, given physical constraints and limited capacity of Fox Ridge Road.
- **Focus on design of new development.** Many groups raised concerns about creating well-designed developments with the new housing proposed for this area. They asked whether certain design standards could apply to the planning area to ensure this goal is achieved.
- **Connect open spaces.** This area will include substantial acreage for parks and open space due to the constraints that may restrict development and overall community need for more areas for recreation. The workshop participants suggested that the open spaces should also be connected via greenways and include connections to the existing multimodal network in the City of McMinnville. Open green spaces were suggested to preserve existing community resources including the masonic cemetery, rock quarry pond, and key viewpoints. Many groups proposed that the neighborhood park should be accessible by a range of residents living in all housing types. The second community workshop will focus on open spaces and will provide another opportunity for the community to provide input.
- **Consider traffic impacts of new development.** Many of the concerns related to increased development along Hill Road focused on increased traffic demand and the existing function of intersections along Hill Road that border the area. A future task of this planning effort will include analysis of transportation infrastructure and an identification of needs for the preferred development scenario.
- **Provide alternative access and connectivity.** Related to the traffic concerns, some groups suggested alternative access points to reduce demand on Hill Road and Fox Ridge Road. Community members raised concerns about the existing capacity and condition of Fox Ridge Road as a narrow right of way with sight distance issues and no shoulders. Future work on this project will include a more detailed look at these potential connections as well as another opportunity for the community to provide input on this topic.

## Next Steps

The next step in this process is for the SERA team to develop the draft development scenarios based on the community input provided in the design workshop and the survey (open through April 10<sup>th</sup>). City staff and the Project Advisory Committee will provide further input on the development scenarios, leading to a preferred scenario for the Fox Ridge Road Area Plan. The community will have another opportunity to provide feedback at the second community design workshop in June 2023.

# Memorandum

## APPENDIX A. COMMUNITY DESIGN WORKSHOP #1 NOTES

This appendix includes images of notes taken on maps for the small-group activity at the March 21, 2023 workshop.





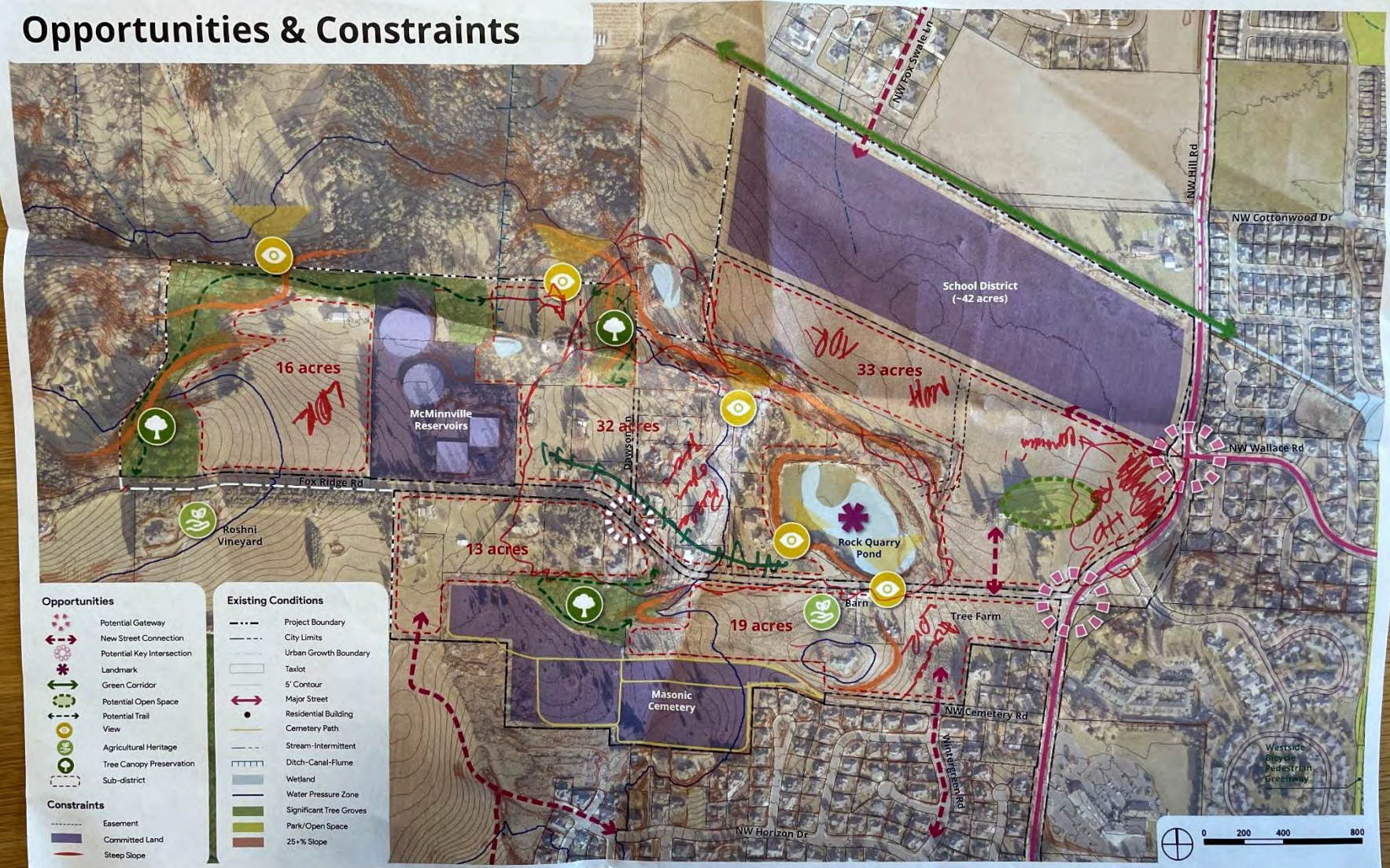








# Opportunities & Constraints





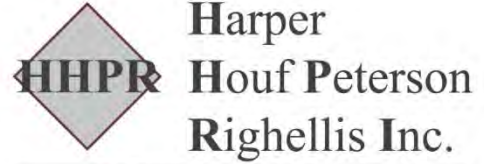








City of McMinnville  
**Fox Ridge Road Area Plan**  
Memorandum



ENGINEERS ♦ PLANNERS  
LANDSCAPE ARCHITECTS ♦ SURVEYORS  
205 SE Spokane Street, Suite 200, Portland, OR 97202  
PHONE: 503.221.1131 www.hhpr.com FAX: 503.221.1171

**Date:** June 14, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Chris Green, HHPR  
**Subject:** Community Design Workshop #2 Summary

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### COMMUNITY DESIGN WORKSHOP #2

On June 6, 2023, City of McMinnville hosted a second Community Design Workshop to gather feedback on opportunities for potential park sites and connection points in the Fox Ridge Road Area and begin developing concept plans for future parks, trails, and connections. Planners and landscape architects from Harper Houf Peterson Righellis Inc. (HHPR) led the workshop with assistance from City staff. Over 30 people attended and participated in the design workshop. Building from the workshop feedback and land use concepts developed in the first Community Design Workshop (March 21, 2023), the project team will develop concept plans for future parks, trails, and connection opportunities in the Fox Ridge Road Planning Area. This memorandum summarizes the workshop event and the key themes that emerged from the community input.

### WORKSHOP FORMAT

The format of the workshop included a 30-minute presentation by HHPR with opportunities for questions from community members. Workshop attendees were presented with the background of the project, the project timeline, goals, and the purpose of the workshop. Following the presentation, the consultant team and City staff facilitated small-group discussions with about 8-10 community members at each table.

Each table was provided with one base map of the draft preliminary land use concept for the Fox Ridge Road area, one base map of the neighborhood activity center (focused on the neighborhood park site identified in the preliminary land use concept), and smaller maps for reference of the opportunities and constraints, existing conditions, and natural hazard overlays of the area. Tools such as markers, trace paper, and sticky notes were provided for participants to draw and annotate the base maps with suggestions for future parks, trails, open space and connections within the Fox Ridge Road area. Facilitators guided the small groups through two exercises with 30 minutes allocated for each exercise. The first group exercise focused on looking at the neighborhood park centered within the neighborhood activity center, ensuring that the park was both well-connected and accessible. The second exercise focused on open space and trail opportunities throughout the overall Fox Ridge Road area based on the draft preferred land use concept map, including potential features and linear parks. Both exercises sought out input for suggested amenities and important features to preserve in the area plan.

After discussion, a representative from each small group shared their ideas with all workshop participants for consideration. The workshop concluded with final questions from the community and a regroup of the PAC to review the results of the community design workshop.



## KEY THEMES

The key themes that emerged from the community design workshop are summarized below. Images of each annotated map produced by the workshop groups are provided in Appendix A. The project team will use these themes to guide the park, trails, and open space concepts for the area.

### Neighborhood Park

- **Pedestrian connections.** Among all the groups, bike and pedestrian friendly connections were agreed to be a priority of the neighborhood park. These pathways were discussed as pedestrian only connections and accessible for all age groups and uses such as bikes, pedestrians, strollers, and wheelchairs. All groups also mentioned that these connections should connect the proposed residential units adjacent to the neighborhood park within the neighborhood activity center, as well as the school district site and Fox Ridge Road area. However, it was also discussed that the neighborhood park should primarily serve the community within the neighborhood itself.
- **Community gathering area.** Most groups mentioned the need for a community gathering area or space within the neighborhood park. Ideas that were proposed include a large gazebo, auditorium built into the topography of the park landscape, or other picnic and barbeque areas for community members to gather.
- **Amenities.** Each group had their recommendations on different amenities that should or needed to be provided. Restrooms and potable water stations were considered necessary within the park, and other recreational amenities were suggested such as smaller sport courts (tennis, basketball, pickle ball, etc.), casual outdoor games (horseshoe, bocce ball, etc.), large children play areas and play structures, shade structures, and even a bicycle repair station was proposed for passing bicyclists. All groups notes that amenities should be accessible to all age groups and provide diverse uses in activity types.
- **Tree preservation and shade trees.** There are many existing mature trees within the study area, which each group noted as an important natural feature of the area and should be made as a priority to preserve as many mature trees as possible. The additional planting of shade trees was also mentioned as another priority of the neighborhood park. Additional tree planting would not only provide shade but also a buffer to the surrounding residential uses as well.
- **Community garden.** Several groups mentioned using available open green areas as community garden space for the neighborhood activity center. Specifically, for residents who may live in future medium- to high-density residential units that may not have access to private yard space.
- **Traffic safety/traffic calming on surrounding streets.** Among the largest concerns for the neighborhood park was traffic safety and parking. Many groups voiced their concerns with the existing traffic issues within the area and expressed that those issues should not be exacerbated by visitors to the neighborhood park. Several groups expressed that no parking or parking lots should be proposed for the park and that access to the parks should be primarily through pedestrian connections.

### Other Opportunities for Parks, Trails, Open Space, and Connectivity

- **Pedestrian connections.** Most workshop groups shared that pedestrian and bike friendly connections are a priority for the Fox Ridge Road area. These proposed trail or pathway connections should provide safe access to all users and connectivity to both the Fox Ridge Road area and the surrounding neighborhoods. Groups discussed the concept of a trail or sidewalk connection along Fox Ridge Road further, and many groups proposed a pedestrian connection further south, at the north boundary of the Masonic Cemetery rather than along Fox Ridge Road itself, due to traffic safety concerns along the roadway.

- **Trails and viewpoints.** All groups were asked to consider natural trails and open spaces throughout the project area, with many groups agreeing with the proposed location of trails along the northern boundary and connecting back to the neighborhood activity center to the east. Many groups emphasized prioritizing the viewpoints along the trail loop at the northern end where expansive views of McMinnville can be seen and enjoyed by the community. Amenities such as trail benches for seating and potable water stations were recommended at these scenic viewpoints. Some groups also suggested that north to south connections should be considered throughout the project area, especially for the areas marked for low-density residential north of Fox Ridge Road in order to connect the trails back to the public street system and provide varying levels of trail opportunities.
- **Park around the Rock Quarry.** Each group considered the rock quarry pond for possible preservation as a notable natural feature, or even for development as a natural park space with a trail surrounding the pond, with access to the area from both Fox Ridge Road and the bottom of the slope where the neighborhood activity center is proposed, and some smaller amenities such as benches for additional seating opportunities. Some groups expressed safety concerns about topography around the pond, both for accidents around the water and lack of visibility to allow monitoring from other public spaces.
- **Preserve natural topography.** Along with the preservation of natural features, the general topography of the area was discussed and favored for preservation. Ensuring that the land is not graded in a way that diminishes the natural landscape and that park or open spaces work to preserve that topographical feature.
- **Traffic safety and parking.** Again, among the largest concerns for the area was traffic safety and parking. Many groups voiced their concerns with the existing traffic issues along Hill Road and Fox Ridge Road, stating that drivers not only exceed the speed limit creating dangerous conditions, but also the increasing traffic impact of congestion to the area. Many groups emphasized that pedestrian connections through linear parks and trails should be utilized to encourage access to the area, rather than parking lots that would only increase existing traffic issues and concerns. Specifically along Fox Ridge Road, groups agreed that any potential park features at the top of Fox Ridge Road to the west should be very careful about providing parking, if any, at all.

#### NEXT STEPS

- Project Advisory Committee (PAC) Meeting #3 – June 21, 2023
- Project Advisory Committee (PAC) Meeting #4 – August 2, 2023

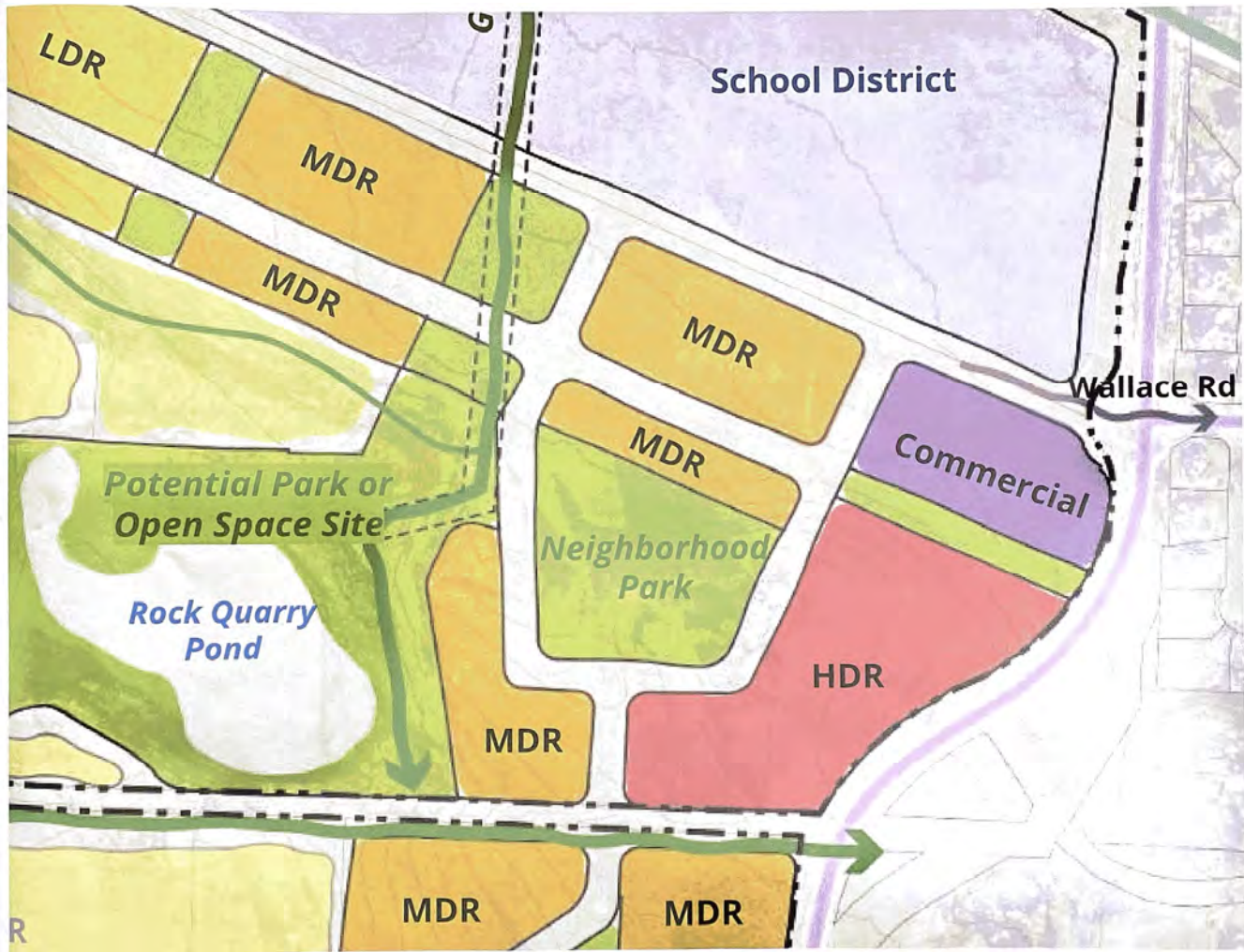
**ANNOTATED BASE MAP NOTES**

[Refer to Appendix A]





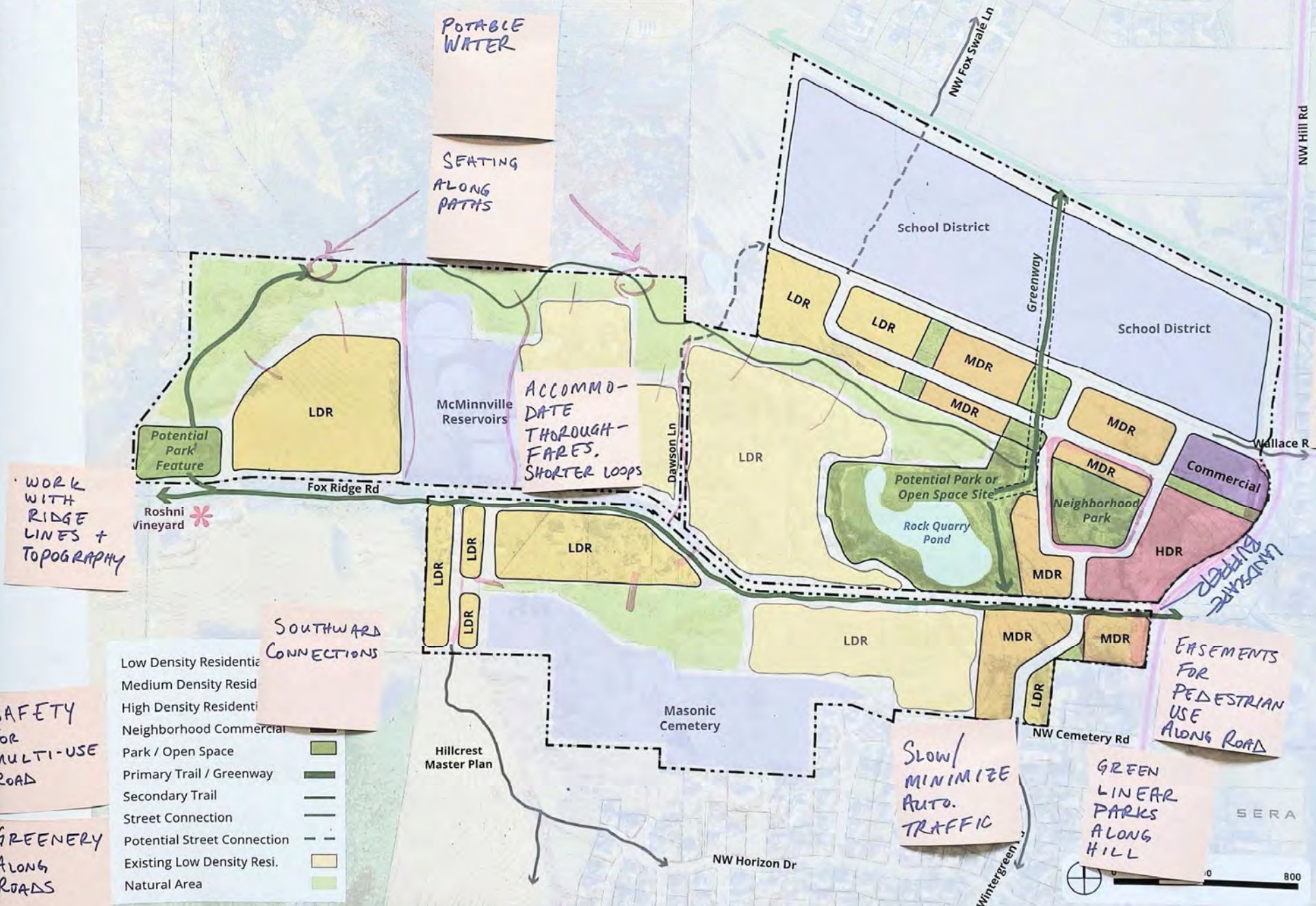




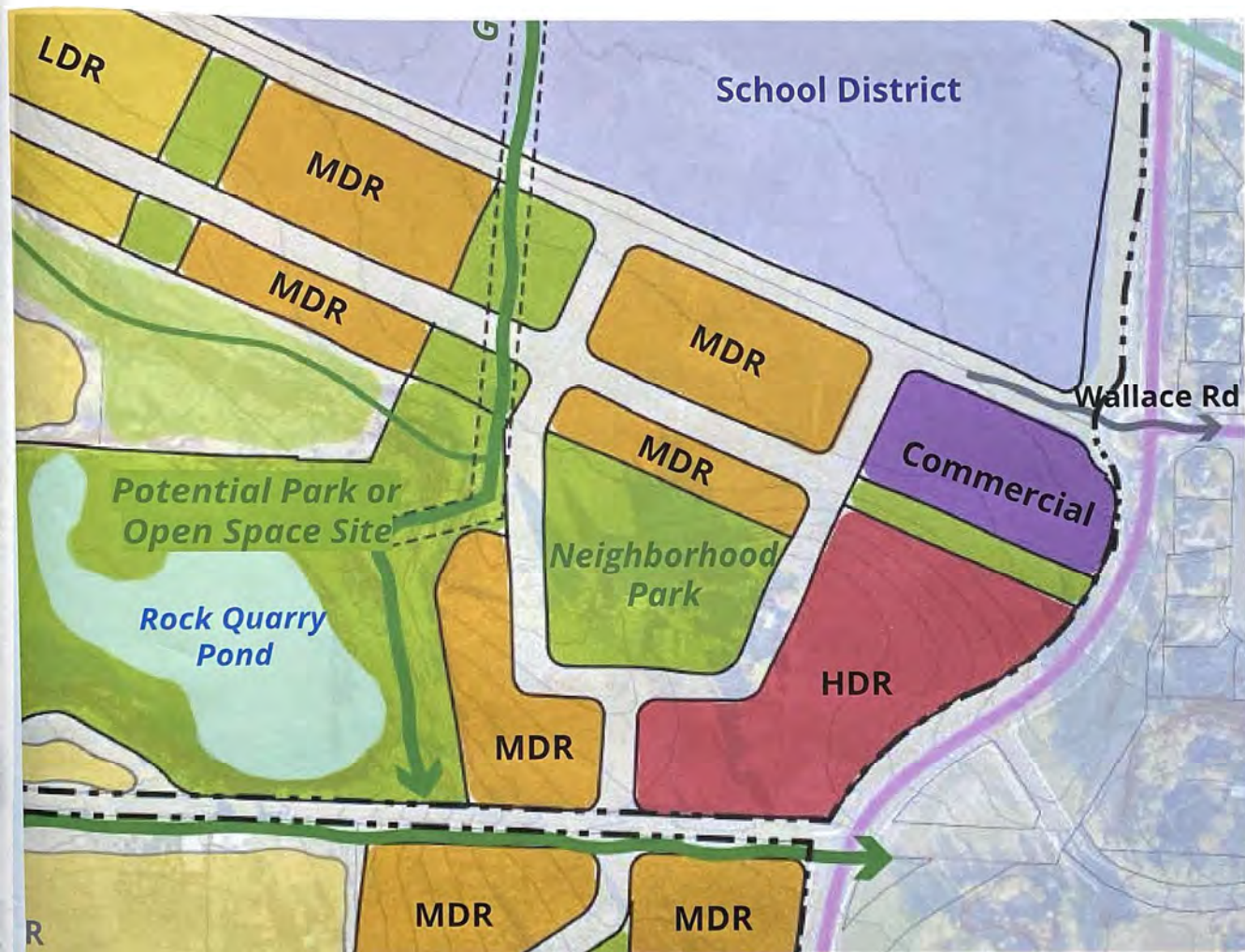
- MIXED AGE / MULTI AGE ACTIVITIES

- WATER FEATURE
- VIEW OF MT.
- DOG PARK
- BASKET BALL
- PLAYGROUND
- PICKLE BALL?
- GAZEBO
- TREES / SHADE
- OUTDOOR ROOMS / PICNIC
- SAFE PLAY STRUCTURE (BIG)
- AS BIG AS POSSIBLE
- WIDE STREETS / SAFE STREET
- WALKING PATHS / LINK ROOMS
- MULTIPLE PICNIC AREAS VS. A SINGLE LARGE SPACE
- CLIMBING
- REST ROOMS
- HORSE SHOE









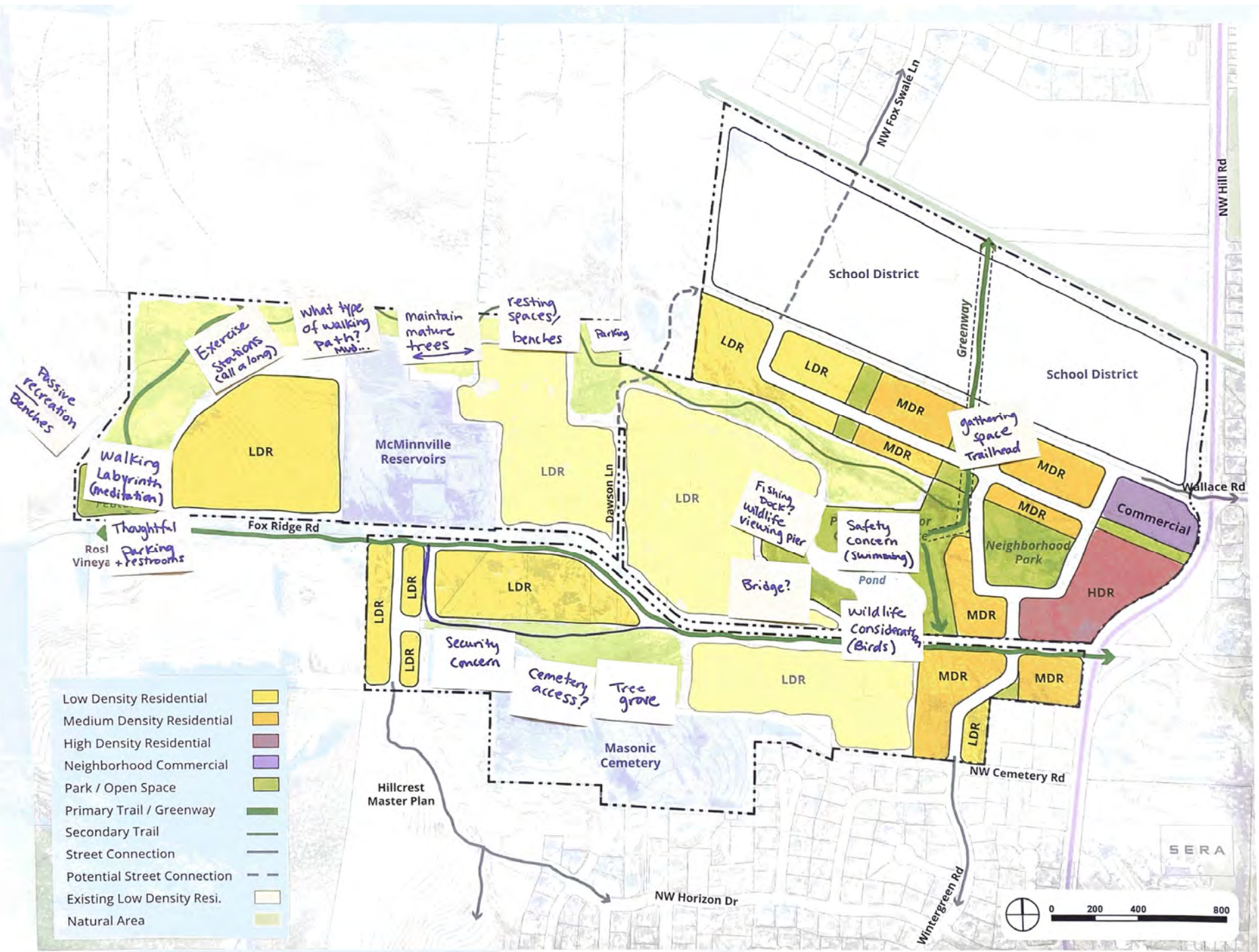
QUARRY

- WALKING LOOP
- COMMUNITY MEETING SPACE
- VIEWPOINTS
- SEATING/BENCHES
- MORE of an OPEN SPACE/NATURAL

• SAFETY

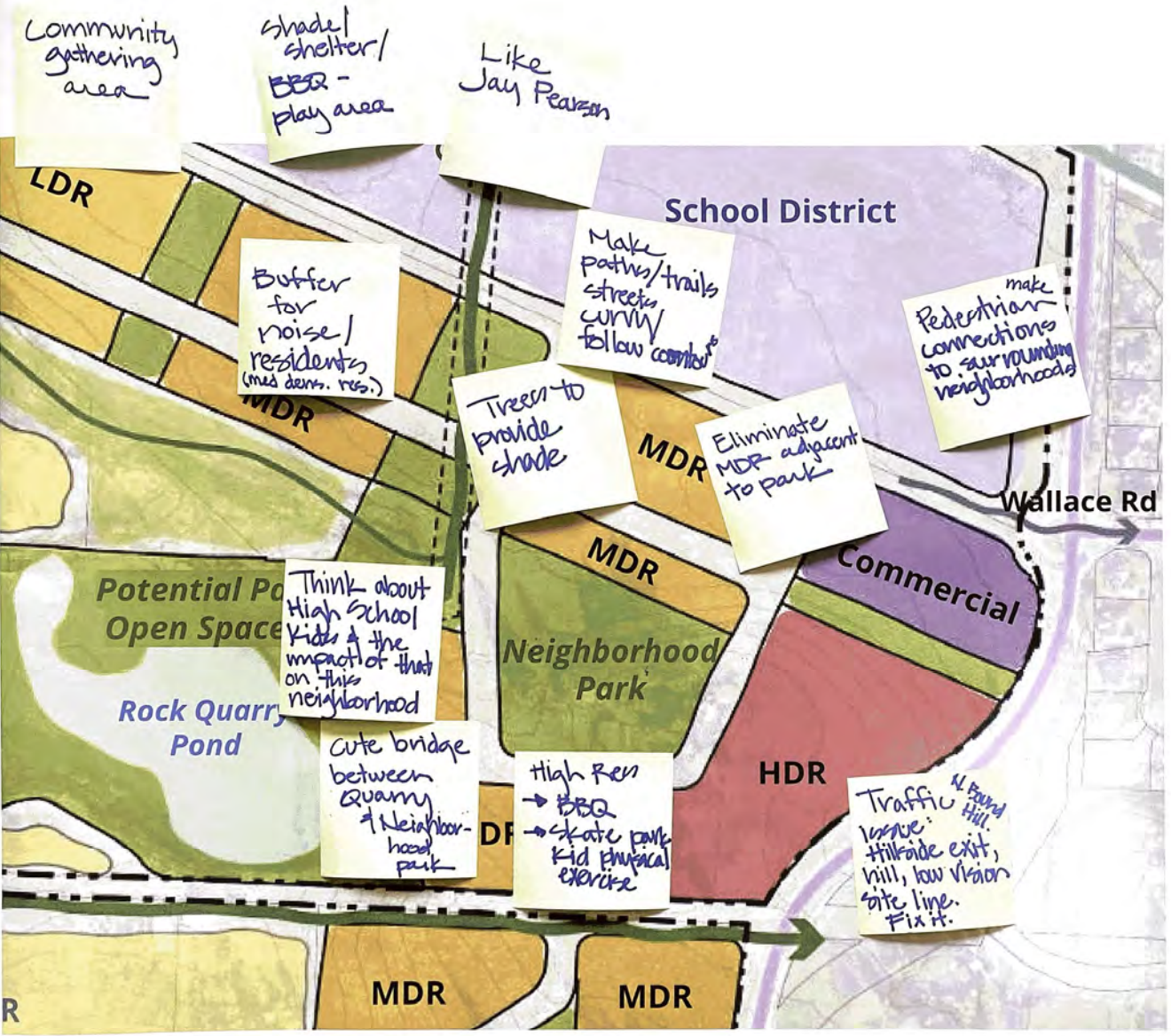
- BIKE-FRIENDLY PATHS (STROLLERS, WHEELCHAIRS, ETC.)
- CONNECTIVITY (PROMOTE NON-AUTO.)
- PRESERVATION OF MATURE, EXISTING TREES
- PARKING THAT IS APPROPRIATE FOR THE NEIGHBORHOOD/VISITORS PROJECTS - TO SCALE
- COLLABORATION WITH LOCAL ORGS. (EDIBLE LANDSCAPES, IE.)
- COMMUNITY GARDEN
- MULTI-GENERATIONAL APPEAL
  - DOG PARK
  - SKATE PARK
  - MOVIE NIGHTS, AMPITHEATER; MUSIC
- MAINTAIN OPEN SPACES FOR MULTI-USE
- UTILIZE SMALLER GREENSPACES
  - POSSIBILITY FOR SMALLER SCALE GARDENS
  - EMPHASIS ON AREAS NEAR HDR
- PLAN FOR FUTURE SHADE TREES
  - LOW-INTENSITY/IMPACT PLANTINGS
- PICNIC TABLES
- BATHROOMS, WASTE ~~NECESSARY~~ MANAGEMENT, WATER, FOUNTAIN
- BIKE REPAIR STATION
- COMMUNITY-BASED ART INSTALLATIONS
- COMMUNITY/CENTRAL MEETING LOCATION
- GREEN SPACE PROPORTIONAL TO MAX. DENSITY

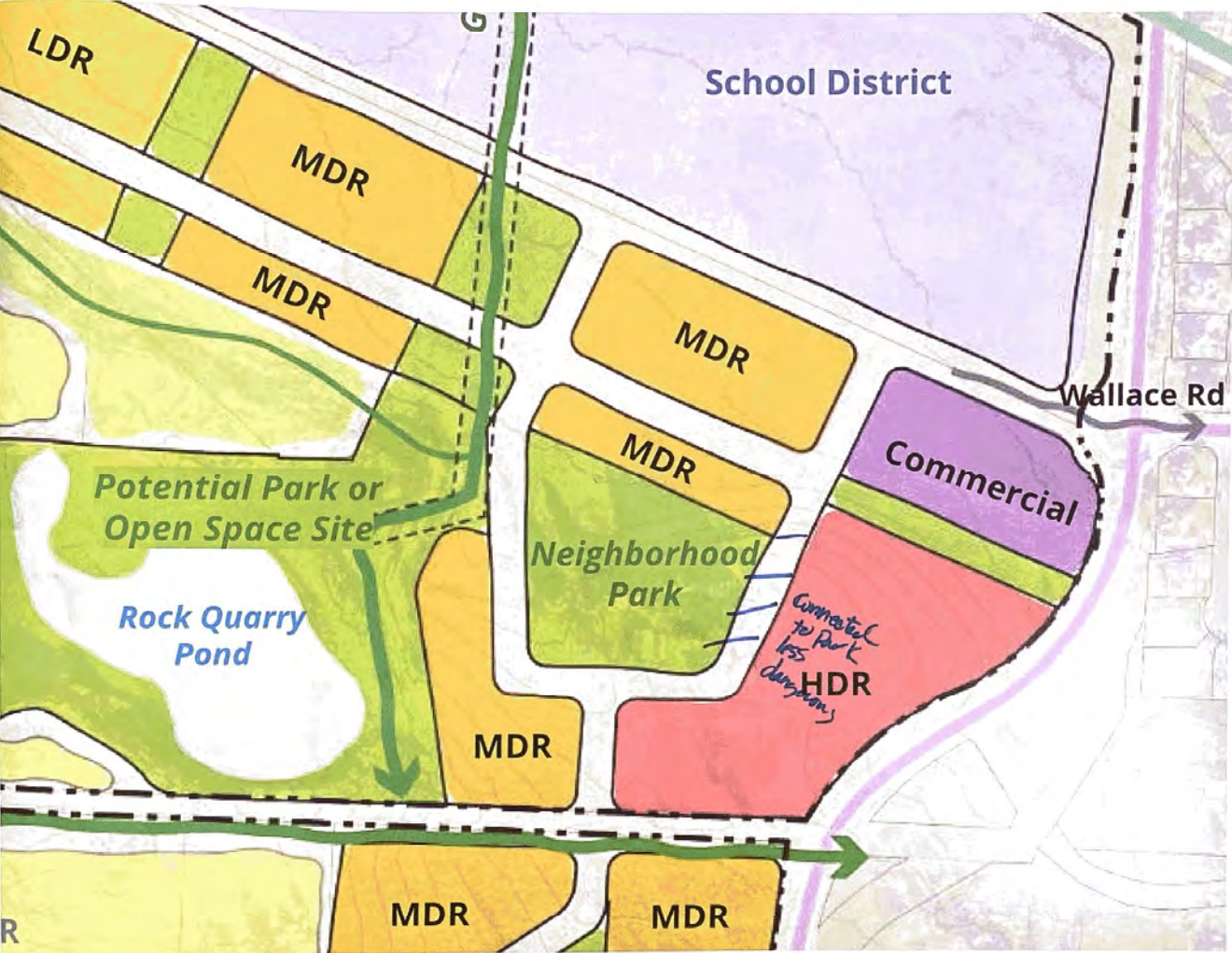




- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Park / Open Space
- Primary Trail / Greenway
- Secondary Trail
- Street Connection
- Potential Street Connection
- Existing Low Density Resi.
- Natural Area









# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** December 1, 2022  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #1 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Minutes: None
4. Establishing the PAC
  - a. Committee Role and Ground Rules
  - b. Election of Chair and Vice-Chair
5. Information Sharing and Action Items: Project Overview
6. Action Items – Discussion and Direction
  - a. Evaluation criteria – how will success be measured?
  - b. Public engagement: survey & stakeholder interview
  - c. Existing conditions
  - d. Opportunities and constraints
7. Next Steps
  - a. Tour of planning area
  - b. Survey and stakeholder interviews: Dec-Jan
  - c. Community Design Workshop
  - d. Next PAC meeting
8. Citizen Comments
9. Task Force Member Comments
10. Adjournment

***Next PAC Meeting: May 10, 2023***

## Summary:

This was the first Project Advisory Committee (PAC) meeting for the Fox Ridge Road Area Plan. At the meeting, staff and the consultant provided a PowerPoint presentation that reviewed the project purpose, the role of the PAC, and set ground rules including expectations for the PAC. A thorough overview of the project area reviewed the boundary of the Fox Ridge Road study area, the area planning process, and the MGMUP Framework Plan and its applicable requirements. Discussion was then held to develop the evaluation criteria for the area plan, examine public engagement strategies, and existing conditions including applicable plans and policies; natural features and hazards; and opportunities and constraints. This information and discussion provided the PAC with necessary context to the study area and clarified questions on the project boundary, methods of evaluation, intent of the area plan, and the role of the PAC.



**Next Steps:**

Following PAC Meeting #1, the HHPR team will:

- Schedule a tour of the Fox Ridge Road planning area with the PAC.
- Publish the online survey based on suggested topics from the PAC and perform stakeholder interviews throughout the months of December and January.
- Work with SERA to develop Opportunities and Constraints diagram prior to Community Design Workshop #1 where we will review housing typologies and land use concepts with the community.
- Report back findings and results from all public engagement at the next PAC meeting.

# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** May 10, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #2 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Minutes (forthcoming)
4. Selection of Chair and Vice-Chair
5. Information Sharing and Action Items:
  - a. Project Update
  - b. Review of Draft Concepts and Background Information
6. Citizen Comments
7. Task Force Member Comments
8. Adjournment

*Next PAC Meeting: June 28, 2023*

## Summary:

The purpose of the meeting was as follows:

- To provide a project status update to the Project Advisory Committee (PAC),
- To present a summary of the work completed to date, key findings, and the results of public engagement activities.
- To review the three preliminary draft concepts that were prepared based on the work to date, and to obtain input and guidance from the PAC regarding aspects of this work to be developed into a preferred draft concept.

At the last meeting held on December 1, 2022, the Project Advisory Committee was presented with the project summary and schedule and asked to discuss key questions such as the criteria for measuring project success and development scenarios, identifying key stakeholders within the study area, and potential topics for questions to gather feedback for an online survey and stakeholder interviews. Since then, the online survey was conducted, and Community Design Workshop #1 was held on March 21, 2023 to reviewed the opportunities and constraints of the Fox Ridge Road Area and asked community members to provide input on land uses and the development of land use concepts appropriate for the study area. At PAC Meeting #2, Sara Tucholsky was selected as Chair for the Fox Ridge Road Project Advisory Committee, with Sid Friedman selected as the Vice-Chair to the committee. Following this selection, a summary of the work completed to date, key findings , and the results of all public engagement activities were shared with the PAC. Based on these findings and results, three land use concepts were created and presented to the PAC for discussion.





A summary of the key themes from this meeting based on the community design workshop findings and land use concept evaluations are provided below:

**Key Themes:**

- **Element 1: Neighborhood Park.** The PAC generally agreed that Concept 1 provided the greatest potential for the neighborhood park, centrally located within the Neighborhood Activity Center and allowing for a mix of passive and active recreational uses due to the flat, large, open space area. This open space would allow for sports courts and larger gathering spaces for the community. The Neighborhood Park would not require a parking lot and street parking would be provided within the adjacent higher density uses surrounding the neighborhood park location. This element sparked discussion of the Community Park at the west end, with some committee members sharing their concern for increased traffic due to the size and typical capacity of a Community Park.
- **Element 2: Location of Commercial/Mixed-Use.** Several committee members shared their concerns about the proposed commercial locations regarding access, safety, and traffic. The PAC ultimately agreed that the commercial location near the Wallace Road extension made the most sense when considering traffic and the proximity to the future high school site so that students may have safe access to commercial development. Alternative points and routes for access would need to be considered due to the existing limitations along Hill Road.
- **Element 3: Residential Development and High School Site.** Several committee members shared their concerns for the lack of housing units within the city, expressing their desire to maximize housing units within the concept plan. It was pointed out that the market analysis did indicate that there is market potential above the minimum requirements of acreage for multi-family residential within the study area. A majority of the PAC agreed that medium-density and high-density residential units should be maximized to provide diverse and affordable housing to the area.
- **Element 4: Rock Quarry Pond.** The Rock Quarry Pond had been identified as a key community feature to be preserved. Discussion around the use of the Rock Quarry Pond revolved around the impact of current private ownership and existing hazards surrounding the area. There was interest in preserving the quarry pond as a park that could potentially provide future access to residents, however, the Community Park designation in Concept 3 was not favorable due to the intensity of uses associated with community parks per the Parks Master Plan. A Special Use Park designation was suggested as a possible use to both preserve the quarry pond and provide some limited amenities or access to the natural area.
- **Element 5: Connection at Eastern Edge.** The eastern edge is key to the area plan as it contains the location of the Neighborhood Activity Center and one of the main thoroughfares of Hill Road. The PAC shared significant concerns regarding the speed of traffic and safety of Hill Road, and wanted to ensure that any connections along the eastern edge considered both accessibility and safety of Fox Ridge Road. The PAC expressed interest in the suggested pedestrian greenway that provided a shared use path protected from the street along Fox Ridge Road from Hill Road. North/south connections were discussed as pedestrian trails rather than auto-oriented street connections.
- **Element 6: West End of Fox Ridge Road.** The Community Park identified in Concept 1 was heavily discussed due to repeated concerns about traffic on Fox Ridge Road and impact to adjacent communities. The committee expressed their desire to maintain the natural area located along the northern ridge to preserve identified scenic views, while also agreeing that sports fields may not be appropriate at the west end park. The PAC reached a consensus that a smaller park feature with



benches, canopies and other passive uses would be suitable for the west end. The Community Park was suggested to be shifted towards the east end, however, no location was ultimately decided.

- **Element 7: Southern Ridge and Cemetery.** The Masonic Cemetery was another key community feature identified in the Opportunities and Constraints diagram. Because of its sensitivity, the PAC discussed the use of a buffer between the cemetery and any abutting uses. Specifically, committee members agreed that low-density housing should not be located adjacent to the cemetery.

At the conclusion of the meeting, it was noted that Concept 1 was favored for the provided housing typologies, commercial location, and neighborhood park allocation, with Concept 2 being preferred for the smaller west end park and natural open space designations. The PAC considered the relationship between land uses within the concept plan layouts, urban design components, and a mix of housing densities. The feedback provided by the PAC will be captured within one draft preferred plan that will be presented at the upcoming Community Design Workshop #2 and the following PAC Meeting #3.

### Next Steps:

Following PAC Meeting #2, the HHPR team will:

- Work with SERA to create a draft preferred land use concept that reflects the feedback provided from the PAC at the meeting.
- Begin considering draft goals and policies for the Fox Ridge Road Area Plan.
- Prepare for Community Design Workshop #2 to discuss specific neighborhood park uses and opportunities for trails and connections.

# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** July 14, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #3 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Information Sharing and Action Items, *Exhibit 1*:
  - a. Project Status Update
  - b. Draft Preferred Concept
  - ~~c. Goals and Policies Discussion~~
  - ~~d. Next Steps~~
4. Citizen Comments
5. Task Force Member Comments
6. Adjournment

***Next PAC Meeting: August 2, 2023***

## Purpose:

The purposes of the meeting were as follows:

- To provide a project status update to the Project Advisory Committee (PAC),
- To summarize the work completed to date, key findings, and the results of the most recent public engagement activities.
- To review the draft preferred land use concept developed following guidance from the PAC provided at PAC Meeting #2 and public input received through Community Design Workshop #2.
- To obtain input and guidance regarding draft goals, policies, and implementation measures for the area plan.

At the meeting, staff and the consultant provided a PowerPoint presentation that reviewed a summary of the items above and lead into a discussion regarding the preferred draft land use concept. Due to time restrictions and prolonged discussion regarding the preferred draft land use concept, feedback on potential draft goals and policies for the draft area plan document was not received during the meeting. A summary of the meeting is provided that includes key themes and comments from the Project Advisory Committee that will be taken into consideration when developing the draft goals and policies. An updated draft of the preferred land use concept and the draft goals and policies will be presented at the next PAC meeting on August 2, 2023, for additional comments and final recommendations.

*(Graphics presented at reduced scale in this report and attachments were presented with full-sized graphics in the PowerPoint presentation, and large-format hard copies of graphics are available).*





## Key Themes:

- **Traffic impact from park location on west end of Fox Ridge Road.** When looking at the proposed park location on the west end, committee members shared their concerns for increased traffic impacts along Fox Ridge Road. The PAC agreed that a large community park use would not be appropriate due to the existing traffic concerns along both Hill Road and Fox Ridge Road. However, a smaller scale park feature was expressed to complement the area well.
- **Rock quarry pond discussion – Special Use Park.** Committee members further discussed changes to the draft preferred land use concept that included graphic updates to better reflect the vision for the area plan. Minor changes, such as the depiction of the rock quarry pond needing to be updated to the correct shape, were addressed. Several committee members raised concerns regarding the steep slopes and general terrain surrounding the rock quarry pond. However, many committee members expressed that the rock quarry pond should be designated as a special use park, rather than a community park, as the area is not appropriate for typical recreational uses of a community park but may serve the area better as a natural feature with trail access.
- **Clarification of all green area in Fox Ridge Road and green patches shown in NAC.** Other concept map updates requested by the committee included the distinction between open green spaces, neighborhood park space, and special use park space around the rock quarry pond or elsewhere. The shades of green used to depict these green spaces were noted to be too similar and therefore difficult to distinguish. Specifically, the committee discussed the green patches throughout the neighborhood activity center that were not directly part of the neighborhood park. Those identified green patches were intended to be open green space/buffers between residential buildings and should be separately identified on the draft preferred land use concept for clarification of use.
- **Trails, connectivity, and shorter loops.** The committee reviewed the proposed trails and connectivity of the draft preferred land use concept plan and shared additional feedback concerning both north and south side connections of the Fox Ridge Road area. The north expansion of the McMinnville reservoirs was brought to the committee’s attention, which may impact access through the north side of the area. On the south side of the area, trail access through the low-density residential areas and masonic cemetery were discussed as possible options. Concerns regarding trails being located on the steep topography of the Fox Ridge Road area led to discussion of providing short trail loops as options for accessibility. Alternative street access points for vehicular traffic were also discussed to help alleviate traffic along Fox Ridge Road and provide additional means of connection with the surrounding neighborhoods.
- **Housing densities and the NAC.** There was some discussion about the low-density residential (LDR) designations within a majority of the Fox Ridge Road area, with some committee members sharing their preference for the possibility of a community park designation on some of those areas rather than LDR. However, due to traffic impacts, the committee agreed that a special use park would be favored to a community park use. Within the neighborhood activity center, committee members drew attention to an area previously designated as high-density residential (HDR) that had been changed to medium-density residential (MDR) in the draft preferred land use concept. The committee agreed that due to the location of that specific area on the intersection of Hill Road and Fox Ridge Road, it should return to the HDR designation and be utilized for high-density residential under the plan. An additional update to the draft concept plan is to emphasize property lines of existing parcels to make it clear and legible for existing property owners.

### Next Steps:

Following PAC Meeting #3, the HHPR team will:

- Work with SERA to update the draft preferred land use concept and reflect the feedback provided at the meeting.
- Create draft goals, policies and implementation measures based on comments and concerns from both community design workshops and all three Project Advisory Committee meetings for review at the next meeting (to be held August 2<sup>nd</sup>). These draft goals, policies and implementations will be informed by all community feedback received and will be the topic of discussion during the next Project Advisory Committee meeting (PAC Meeting #4).
- After PAC Meeting #4 the draft goals, policies, and implementation measures based on comments and feedback from the Project Advisory Committee will be refined before being presented at both Planning Commission and City Council work sessions.

# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** August 30, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #4 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Information Sharing and Action Items:
  - a. Project Status Update
  - b. Refinement of Draft Preferred Concept
  - c. Goals and Policies Discussion
  - d. Next Steps
4. Citizen Comments
5. Task Force Member Comments
6. Adjournment

***Next PAC Meeting: September 19, 2023***

## Purpose:

The purposes of the meeting were as follows:

- To provide a project status update to the Project Advisory Committee (PAC),
- To review the regulatory requirements and planning framework for the area plan.
- To discuss the draft preferred concept highlights and deficiencies.
- To obtain input and guidance regarding draft goals and policies for the area plan.

At the meeting, staff and the consultant provided a PowerPoint presentation that reviewed a summary of the items above and led into a discussion regarding the preferred draft land use concept. In order to clarify the regulatory and planning frameworks of the Fox Ridge Road Area Plan, the regulatory standards and planning goals were carefully reviewed with the PAC, including the MGMUP, MGMUP Framework Plan, McMinnville Comprehensive Plan, and the Parks Master Plan. Using these set requirements, the draft preferred concept was evaluated against all applicable standards and a list of plan highlights and deficiencies was provided to the PAC for review. After discussion on amendments to the preferred concept plan, an open discussion was held regarding aspirational goals and policies the PAC felt the area plan should successfully accomplish. An updated draft of the preferred land use concept and the draft goals and policies will be presented at the next PAC meeting on September 19, 2023, for additional comments and discussion.

*(Graphics presented at reduced scale in this report and attachments were presented with full-sized graphics in the PowerPoint presentation, and large-format hard copies of graphics are available).*





## Key Themes:

- **Community Park designation.** Based on the preferred land use concept map analysis, one of the plan deficiencies identified was the lack of a Community Park designation. The MGMUP Framework Plan calls out a need for a natural resource community park within the study area. After discussion regarding an appropriate location for the park, the PAC agreed that the large open space area located at the west end of the study area would be suitable for a Community Park. This area was selected due to its potential for protecting existing significant tree groves, large acreage to accommodate both passive and active recreational opportunities, and having a potential park feature already identified within the concept plan within that area. The location was also optimal as it connected to the northern ridge that the PAC has identified for natural resource protection and could be connected via primary greenway and secondary trail connections.
- **Neighborhood Park designation.** At the time of analysis, the draft preferred concept identified a Neighborhood Park central to the Neighborhood Activity Center (NAC). However, after analysis, the Neighborhood Park did not meet the maximum distance requirement of being no more than ½-mile away from all residences within the study area. Because of this requirement, the PAC discussed new potential locations for the park that could meet the minimum size and maximum distance requirements. Per staff suggestion, the natural area located north of Fox Ridge Road at the end of Dawson Lane, and the large open area south of Fox Ridge Road abutting the Masonic Cemetery were prime locations for potential neighborhood parks as they were centrally located and could meet all regulatory requirements. The PAC ultimately decided to designate both locations as two separate neighborhood parks within the study area that were accessible on either side of Fox Ridge Road.
- **Open Space/Natural Areas calculations.** The draft preferred land use concept did not include calculations for the areas designated as “natural area,” and the PAC requested that information to be provided within the concept map for reference.
- **Goals and Policies discussion.** The following are comments provided from the PAC regarding goals and policies for the Fox Ridge Road Area Plan:
  - Protect the Rock Quarry Pond.
  - Provide a variety of housing types for current and future residents.
  - High-Density Residential to exceed minimum acreage requirement and to be located at the east end of the study area.
  - Protect existing significant tree groves.
  - Preserve scenic view sheds along the northern ridge of the Fox Ridge Road study area.

## Next Steps:

Following PAC Meeting #4, the HHPR team will:

- Work with SERA to update the draft preferred land use concept and reflect the feedback provided at the meeting.
- Create draft goals and policies based on PAC feedback and comments from previous online survey responses and community design workshops.

# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** September 19, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #5 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Information Sharing and Action Items
  - a. Project Status Update
  - b. Draft Concept Analysis and Refinement
  - c. Goals and Policies Discussion
  - d. Next Steps
4. Citizen Comments
5. Task Force Member Comments
6. Adjournment

*Next PAC Meeting: November 29, 2023*

## Summary:

The purpose of the meeting was as follows:

- To provide a project status update to the Project Advisory Committee (PAC),
- To review the most recent land use concept map analysis.
- To obtain input on the draft goals and policies for the area plan.

At the last meeting held on August 30, the Project Advisory Committee was presented with deficiencies in the land use concept plan and asked to provide input on how to address those planning requirements that were not currently being met by the plan. Based on that feedback, SERA revised the plan and provided an updated concept plan for review at PAC Meeting #5. At this meeting, staff and the consultant reviewed an analysis of the updated preferred land use concept and the newly proposed locations for neighborhood parks within the area plan. The Project Advisory Committee was then asked to provide input based on the analysis for further refinement of the concept plan. After reaching consensus on those refinements, the draft goals and policies were then reviewed with comments being provided from the committee for revisions or additions to the goals and policies of the area plan. A summary of the meeting is provided that includes key themes and comments from the Project Advisory Committee that will be taken into consideration when developing the draft Area Plan.



## Key Themes:

- **Neighborhood Park locations.** As a result of discussion during PAC Meeting #4, there were ultimately two neighborhood park locations identified to satisfy the park distance and minimum size requirements for the area. However, when reviewing the analysis for both locations in context of existing slopes, significant tree groves, and natural hazard overlays, the PAC was asked to reconsider the siting of two neighborhood parks. The PAC was asked to consider the incorporation of Neighborhood Park Location #1 (north of Fox Ridge Road at the end of Dawson Lane) as part of the open space network and removing the neighborhood park designation due to its limited use. Rather, Neighborhood Park Location #2 (south of Fox Ridge Road, above the Masonic Cemetery) would be expanded to the east to increase the designated size, allowing for a flatter area suitable for a mix of both active and passive recreation areas. The PAC agreed to these suggestions, acknowledging that Neighborhood Park Location #2 would exceed the minimum size criteria, meet the maximum distance of ½-mile from residences as it is centrally located within the study area, helped preserve identified significant tree groves, and would have flat areas for typical uses associated with neighborhood parks. The PAC also confirmed the establishment of a natural buffer along the area abutting the Masonic Cemetery.
- **Goals and Policies discussion.** Several comments were provided from the PAC regarding amendments to the Area Plan goals and policies. Specifically, suggestions for additional policies included clarifying language on aesthetics and design, lighting to accommodate dark sky practices, safety design features, or placement of specific amenities. Many of these suggestions are addressed through the City's development standards, Great Neighborhood Principles, and language within the draft goals and policies that will be considered at the time of new development prior to any new construction. Additional language has been added to the goals and policies to support the concerns and comments of the PAC where feasible.
- **Preferred Land Use Concept updates.** Concept map updates will need to include the updated Neighborhood Park location and natural buffer from the Masonic Cemetery, along with visual changes to make the map more legible such as differentiating the color of the primary and secondary trails.

## Next Steps:

Following PAC Meeting #5, the HHPR team will:

- Update the draft preferred land use concept and reflect the feedback provided at the meeting.
- Amend the draft goals and policies based on comments and concerns from the PAC.
- Present the updated preferred land use concept map, goals and policies, and key findings at the joint Planning Commission and City Council work session scheduled October 10, 2023.



# MEMORANDUM

City of McMinnville – Fox Ridge Road Area Plan



**Date:** November 29, 2023  
**To:** Tom Schauer, City of McMinnville  
**From:** Thuy Cao, HHPR  
**Subject:** **City of McMinnville Fox Ridge Road Area Plan  
PAC Meeting #6 Summary**

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## Agenda Items:

1. Call to Order / Roll Call
2. Welcome and Introductions
3. Information Sharing and Action Items:
  - a. Update on Joint Planning Commission/City Council Work Session
  - b. Recommendations on Draft Fox Ridge Road Area Plan.
4. Citizen Comments
5. Task Force Member Comments
6. Adjournment

## Purpose:

The purposes of the meeting were as follows:

- To provide an update on the joint Planning Commission/City Council work session and associated updates to the draft Area Plan Map and Goals and Policies.
- To obtain a recommendation from the PAC on the draft area plan that will go to the Planning Commission in the legislative public hearing process.

At the meeting, staff and the consultant provided a PowerPoint presentation that reviewed a summary of the items above and lead into discussion regarding the draft Area Plan Map, goals and policies, and area plan document. A summary of the meeting is provided that includes key themes and comments from the Project Advisory Committee that will be taken into consideration when refining the draft Fox Ridge Road Area Plan document and Area Plan Map. Updated drafts will be presented to the Planning Commission at a public hearing scheduled for January 4, 2024.

## Key Themes:

- **Area Plan Map.** Based on comments provided at the joint Planning Commission/City Council work session, the Project Advisory Committee agreed with the following changes to the Plan Map:
  - Increase the area designated for commercial/mixed-use within the NAC.
  - Rearrange the high- and medium-density residential configuration so that all high-density residential land use is located north of Fox Ridge Road.
  - Clearly delineate a multi-use path (Greenway along Fox Ridge Road).



- Better illustrate the NAC area on the Plan Map to clearly show the NAC boundary with labeled focus and support areas.
- **Goals and Policies.** The Project Advisory Committee considered comments provided from the joint Planning Commission/City Council work session and provided guidance on the following:
  - Include specific goals and policies for natural resource protection and conservation, especially relative to protected tree groves (including tree grove west of Dawson Lane along Fox Ridge Road). This will be accomplished during the Natural Resources Planning that is planned to occur in the near future for inventory and protection/mitigation.
  - Include specific goal and policy language regarding natural hazards and the planned reduction of density in areas with multiple natural hazards.
  - Ensure that the western park area (previously labeled as a Community Park) is developable and annexation timing/phasing issues will not prevent the realization of the natural resource park by removing the community park designation and identifying the whole area as a Natural Resource Park with trails for connections and scenic viewpoints.
  - Create a policy that planned multi-use paths should be a minimum of 10 – 12 feet wide for utility purposes.
  - Include language as a goal to protect dark night skies by preventing light pollution from new future developments.
- **Plan Narrative.** Additional narrative was discussed to help clarify specific comments and concerns raised by both the Planning Commission/City Council and the Project Advisory Committee:
  - Provide narrative in the plan equating LDR, MDR and HDR to specific city zoning (i.e., LDR is R1 (9,000 minimum lots) and R2 (7,000 minimum lots), MDR is R3 (6,000 minimum lots) and R4 (5,000 minimum lots) and HDR is R5 (multi-family only).
  - Provide narrative in the plan specifying that the Neighborhood Activity Center overlay is intended to be applied at the Wallace Road roundabout with the intent to encourage mixed-use development (ground floor commercial and upper floor residential) radiating out to high density residential and eventually medium density residential, utilizing language from the Comprehensive Plan and Zoning Ordinance.
  - Provide narrative in the plan specific to the planned Special Use Park/Rock Quarry Pond in terms of utilizing it as a nature resource park that serves the community with trail systems and interpretation for the ecosystem of the area.
  - Provide narrative about the Natural Resource Park as an intentional park to preserve natural resources that serve the community with trails systems, view sheds and protected ecosystems along the ridgeline such as significant tree groves.

**Next Steps:**

Following the final PAC Meeting #6, the HHPR team will:

- Revise the Draft Fox Ridge Road Area Plan document to submit to DLCD for noticing prior to the Planning Commission hearing.
- Update the preferred land use concept map or “Area Plan Map” to better illustrate the NAC including focus and support areas, as well as primary and secondary trails.
- Prepare for the Planning Commission hearing scheduled for January 4<sup>th</sup>, 2024.





**MARKET ANALYSIS FOR  
HIGH DENSITY RESIDENTIAL AND COMMERCIAL USES  
IN THE FOX RIDGE ROAD PLANNING AREA,  
MCMINNVILLE, OREGON**

PREPARED FOR  
CITY OF MCMINNVILLE,  
APRIL 2023

**JOHNSON ECONOMICS, LLC**

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JOHNSON  
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## I. INTRODUCTION

This report presents a market and feasibility analysis for residential and commercial uses in the Neighborhood Activity Center (NAC) envisioned within the Fox Ridge Road planning area in McMinnville, Oregon. The main objectives of the study are to provide market overviews; generate reliable assumptions with respect to achievable pricing and absorption; and outline feasible uses, scale, and development forms within the NAC. The residential analysis is focused on high-density uses, evaluating rental and ownership housing separately.

The market analysis is organized in three main sections: Rental Housing, Ownership Housing, and Commercial Space. For each use, we provide an overview of market trends, conduct a survey of comparable properties, and analyze achievable pricing and absorption within the NAC. Residential absorption estimates draw in part on conclusions from the most recent Housing Needs Analysis completed for the City of McMinnville (ECONorthwest, 2019). Identification of feasible uses, development forms, and scale is provided in the Conclusions.

## II. EXECUTIVE SUMMARY

### RENTAL APARTMENTS

#### MARKET TRENDS

Demand for rental housing increased over the last decade, reflecting higher thresholds to homeownership and strong millennial household formation. McMinnville has not seen the same development response to this demand as most other cities, and the city experienced a decline in multifamily development over the last decade. The apartment shortage has resulted in a low vacancy rate, currently 1.2% - well below the 5.0% that typically represents a balanced market. In comparison, vacancy rates in the Salem and Portland metro areas are currently 3.9% and 4.5%, respectively.

Rent levels in McMinnville are relatively low, with monthly averages of \$1,200 per unit and \$1.41 per square foot. This may have deterred some new development over the past decade. However, the low vacancy rates suggest that many properties are priced below market-clearing levels.

#### SURVEY OF COMPARABLES

JOHNSON ECONOMICS surveyed five apartment projects of relatively recent vintage in McMinnville for this analysis. Together, the properties have only three vacant units, representing a vacancy rate of 0.7%. This is unusually low, indicating capacity for additional supply and rent growth. The average rent level across the properties is \$1,524 per unit and \$1.66 per square foot. Some of the properties exhibit clear indications of underpricing.

#### ACHIEVABLE PRICING

We estimate that a new mid-market apartment project with surface parking in the NAC can achieve monthly rents in the range of \$1,380-\$1,750 per unit in today's market, depending on unit type and size, with per-square-foot (PSF) rents in the \$1.59-1.98 range. These rates are adequate to support traditional walk-up structures, but likely not adequate for more costly formats like elevator buildings with tuck-under or podium parking. We estimate that rental townhomes can achieve rents around \$2,000 per unit and \$1.59 PSF, plus premiums of \$100-150 for attached garages.

FIGURE 2.1: ACHIEVABLE RENTAL PRICING (1Q23)

Unit Type	Units	Unit Allocation	Average Unit Size	Rent per Unit	Rent per Square Foot
1B/1b Apt	50	30%	700	\$1,384	\$1.98
2B/2b Apt	70	42%	900	\$1,604	\$1.78
3B/2b Apt	30	18%	1,100	\$1,752	\$1.59
3B/2b TH	15	9%	1,300	\$1,957	\$1.51
<b>Total/Avg.</b>	<b>165</b>	<b>100%</b>	<b>912</b>	<b>\$1,596</b>	<b>\$1.75</b>

SOURCE: JOHNSON ECONOMICS



**ABSORPTION**

In the current low-vacancy market, we estimate that an apartment project in the NAC could achieve absorption of around 200 units in a year. Assuming a less pressured market in future years, we estimate that around 150 units can be absorbed in a year, plus around 15 rental townhomes. With two phases separated by 1-2 years of stabilized phase-one operations, we would assume that a project of twice this scale could be built within the NAC.

**OWNERSHIP HOUSING**

**MARKET TRENDS**

For-sale attached homes were harder hit during the 2008-09 recession than detached homes due to buyers in this segment generally being younger and more sensitive to layoffs and tightened credit standards. However, the market for attached homes has since recovered, though construction of new attached homes has been very limited in McMinnville. Thus, attached homes represent a smaller share (6%) of all homes sales in McMinnville currently than 10 years ago (10%).

Both attached and detached homes have been undersupplied in McMinnville over the past 10 years, resulting in significant declines in the market time for listed units. In 2022, the median market time was 10 days, while 60-90 days is generally considered to represent a balanced market. The undersupply has caused rapid price gains, as in all other parts of the region, with the median price of attached homes gaining 11.6% per year on average over the past 10 years. In 2022, the median price of attached homes in McMinnville was \$369,000, or \$264 PSF.

**SURVEY OF COMPARABLES**

JOHNSON ECONOMICS surveyed five subdivisions in McMinnville for this analysis. Three are townhome projects built out between 2004 and 2009, while two are newer detached-home projects with homes built over the past three years. Adjusting sales prices from the past three years to current values using the county median, the homes range from around \$243,000 to \$710,000, or \$188 to \$322 PSF. The average value is \$412,000 per home and \$243 PSF.

**ACHIEVABLE PRICING**

Based on the resale prices in the surveyed townhome subdivisions and new-home prices in the detached-home subdivisions (adjusted based on typical townhome discounts), we estimate that townhomes in the NAC in the current market would represent pricing in the range of \$360,000 to \$440,000, or \$243-258 PSF. This is likely adequate to support construction of suburban townhomes with a mid-market profile in the NAC.

**FIGURE 2.2: ACHIEVABLE OWNERSHIP PRICING, 1Q23**

2-STORY TH. Type	UNIT MIX				PRICING	
	Units (#)	Units (%)	Home Size	Lot Size	Per Home	Per SF
2B/2.5b	10	33%	1,400	2,000	\$361,400	\$258
3B/2.5b	10	33%	1,600	2,500	\$400,400	\$250
3B/2.5b	10	33%	1,800	3,000	\$436,600	\$243
<b>Total</b>	<b>30</b>	<b>100%</b>	<b>1,600</b>	<b>2,500</b>	<b>\$399,467</b>	<b>\$250</b>

SOURCE: JOHNSON ECONOMICS

**ABSORPTION**

Assuming a normalization of mortgage rates in future years, we estimate that around 15 for-sale townhomes can be absorbed annually in the NAC. This assumes that the supply of new townhomes continues to be limited elsewhere in the city.





## COMMERCIAL SPACE

### MARKET TRENDS

As in most other places, the shift to online shopping has constrained commercial development in McMinnville in recent years. 2006 was the last year with a substantial amount of new supply, when 81,000 square feet were added to the market. Over the past 10 years, only 34,000 square feet have been completed, according to CoStar. However, 87,000 square feet were absorbed on a net basis over this period, resulting in declining vacancy. The current vacancy rate is 1.8%, which is unusually low. This compares to 2.0% in Salem Metro and 3.5% in Portland Metro. Lease rates have risen in recent years, roughly in pace with general inflation.

### SURVEY OF COMPARABLES

JOHNSON ECONOMICS surveyed six commercial properties with a neighborhood orientation for this study: two just south of the NAC at the 2<sup>nd</sup> Street/Hill Road intersection (built 1990 and 2009), and four from other parts of the Portland-Salem region (built 2008-22). The latter represent some of the most recent commercial developments in peripheral suburban locations in the region. Annual PSF lease rates at the two McMinnville properties are \$18 (modified gross) and \$27.36 (full service). The four regional comparables represent lease rates in the \$23.50-28.00 range (triple net).

### ABSORPTION

Current traffic volumes and household counts around the NAC indicate inadequate support for new construction commercial space in the NAC. However, following the completion of 570 housing units in the Fox Ridge planning area, a commercial center in the NAC would be the closest shopping location for an estimated 1,500 households. At that point, we expect a small commercial project with 5,000-10,000 square feet to be feasible in the NAC, primarily with food/beverage and service tenants. Additionally, we expect a daycare center and possibly a gas station with a convenience store to be feasible around the same time.

### ACHIEVABLE PRICING

The surveyed comparables and the households sales estimates for the area around the NAC indicate lease rates in the low end of what can support new construction, likely requiring cost-effective designs and features. Based on today's market rates, we would expect lease rates in the \$24-27 range (NNN) to be achievable, with somewhat lower rates for a daycare center.

FIGURE 2.3: POTENTIAL TENANTS AND ACHIEVABLE PRICING (1Q23)\*, SUBJECT SITE

#	MAJOR CATEGORY	CATEGORY	SQ.FT.	FAR	ACRES	RATE LOW	RATE HIGH
1	Eating/drinking places	Restaurant	2,800	0.25	0.3	\$25.00	\$27.00
2	Eating/drinking places	Restaurant/coffee	1,500	0.25	0.1	\$25.00	\$27.00
3	Personal care	Hair/nail/spa salon	1,500	0.25	0.1	\$24.00	\$26.00
4	Health/medical services	Physician/chiropractor	1,500	0.35	0.1	\$24.00	\$26.00
5	Professional/financial services	Real estate/insurance	1,000	0.35	0.1	\$24.00	\$26.00
6	Education	Daycare/preschool	4,000	0.30	0.3	\$22.00	\$24.00
<b>Total:</b>			<b>12,300</b>		<b>1.0</b>	<b>\$22.00</b>	<b>\$27.00</b>

\* Achievable lease rates are annual NNN rates per square foot.

SOURCE: JOHNSON ECONOMICS

## CONCLUSIONS

### FEASIBLE USES

This analysis indicates adequate market support for rental apartments, rental townhomes, ownership townhomes, and commercial space in the NAC. With a single-phase, 12-month absorption period, we estimate that 170 housing units are feasible in the NAC. We would expect these to require roughly eight acres of land. A strip mall and daycare center may need another acre of land, while an additional acre might be absorbed by a gas station with convenience store. Together, these uses would bring the total size of the NAC to roughly 10 acres.



FIGURE 2.4: POTENTIAL LAND ABSORPTION

FEASIBLE USES				Res. Density	Com.	Land Need
LAND USE	Scale	Unit	(U/Ac)	FAR	(Acres)	
Rental apartments	150	Units	28			5.4
Rental townhomes	15	Units	14			1.1
Ownership townhomes	15	Units	10			1.5
Retail space	8,300	SF		0.27		0.7
Daycare center	4,000	SF		0.30		0.3
Gas station w/conv. store	5,000	SF		0.15		0.8
<b>Total</b>						<b>8.9 (9.7)</b>

SOURCE: JOHNSON ECONOMICS

We expect there will be potential for a larger residential component, at roughly twice the indicated scale, assuming absorption over a three- to four-year period. This would shorten the time needed to develop adequate support for the commercial component. However, the land need for the NAC would then likely increase to around 17-18 acres.

#### FEASIBLE BUILDING FORMATS

Based on the anticipated market support and pricing, rental apartments in the NAC are likely to be of a three-story walk-up format with surface parking. The rental townhomes will likely be two-story structures, either with or without attached garages. The ownership townhomes are most likely to be two-story structures with attached garages.

Commercial space for food/beverage and service tenants is most likely to have a standard single-story strip mall format, while a daycare center is most likely to be a single-story building with a gable roof.

#### LOCATION OF USES

Commercial activity in the NAC will depend on good exposure to auto traffic, and will therefore need a location near one of the major Hill Road intersections, either at Wallace Road or Fox Ridge Road. Assuming future development of the high school site, the Wallace Road intersection will likely provide the strongest exposure, positioning the commercial component to capture demand from residents east of Hill Road in addition to Fox Ridge residents. This will require a site and road layout that provides easy access between Fox Ridge Road and the commercial center.

Both rental apartments and townhomes function well adjacent to commercial uses from a market standpoint. However, we therefore recommend rental apartments closest to the commercial section, as rental housing tends to benefit more from this proximity.



### III. RENTAL HOUSING

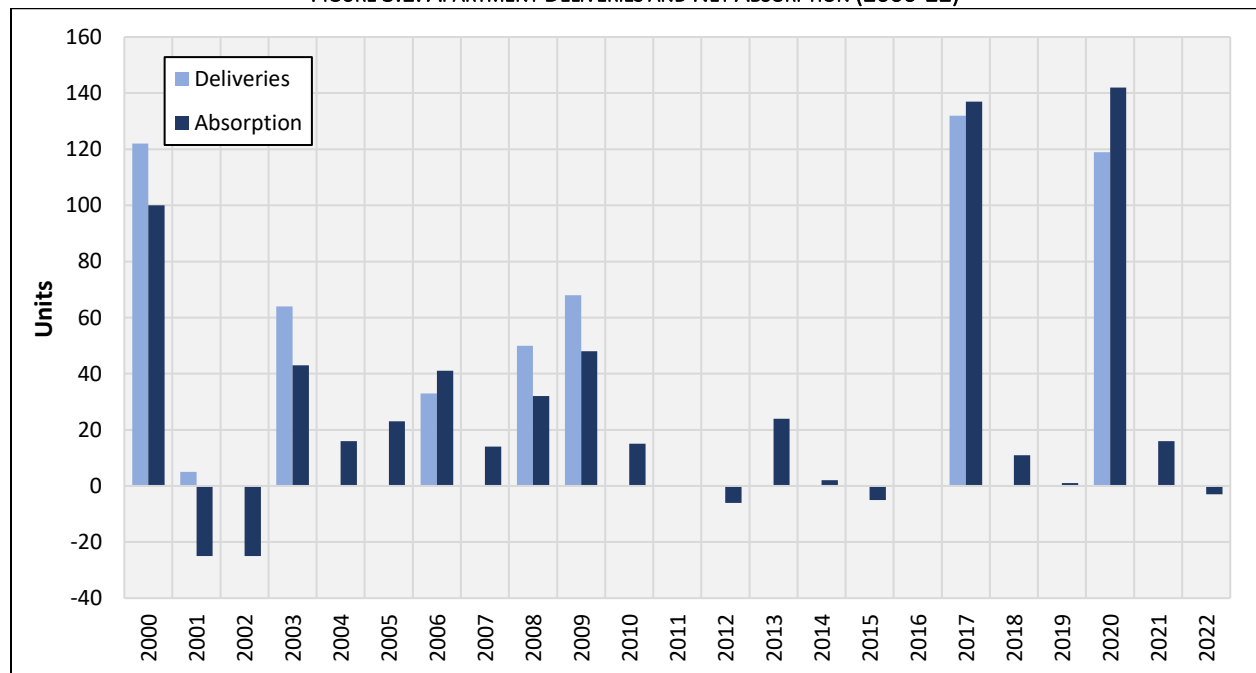
#### MARKET TRENDS

##### SUPPLY AND DEMAND

Demand for rental housing increased notably during the last decade, following the foreclosure crisis and recession in the late 2000s. Stricter credit conditions resulted in fewer households qualifying for mortgages, while rapidly rising college tuition and rents made it more difficult – especially for young households – to save up for the higher downpayment requirements. Thus, segments of the previous homeowner market were now relegated to the rental market. Early in the decade, there was excess supply of ownership housing left over from the foreclosures. Many of these were bought by investors and turned into rentals. As the ownership market recovered and these homes appreciated rapidly, many investors sold the homes – predominantly to owner-occupants. This reduced the supply of single-family rentals, forcing many renters into apartments. Thus, most markets saw strong gains in apartment demand over the decade, which in many places was met by a record construction pace.

McMinnville has not seen the same increase in apartment construction as most other parts of the region. Multifamily building permits for buildings with five or more units averaged 40 units annually over the past decade, compared to 60 units annually during the 2000s (likely including some condominium flats). According to CoStar, which tracks most rental apartment properties with online listings, the supply of new apartments in McMinnville over the past decade was roughly on par with the supply in the prior decade. The new supply was generally absorbed quickly. Net market absorption was as high as 140 units annually in 2017 and 2020, when large new projects were completed. The market absorption has been constrained by a lack of new supply over the past two years, as it was in the first half of the last decade. Note that the CoStar data does not include all recent projects in McMinnville. The Housing Needs Analysis recently completed for the City of McMinnville estimates a need for 75 new multifamily units annually over the coming years – most of which will be rental apartments.

FIGURE 3.1: APARTMENT DELIVERIES AND NET ABSORPTION (2000-22)



SOURCE: CoStar, JOHNSON ECONOMICS



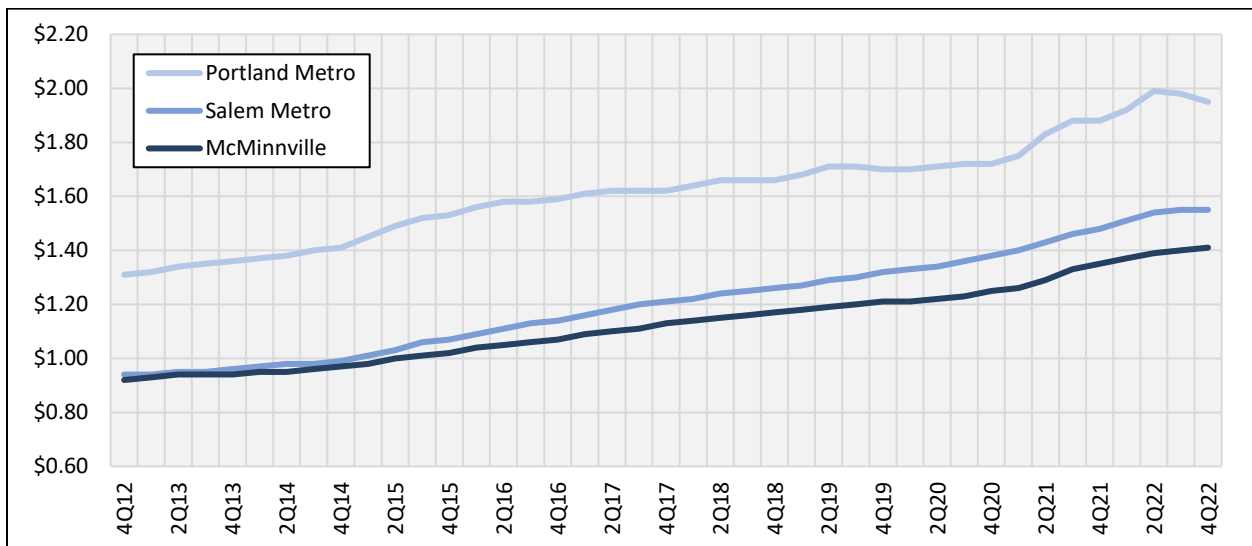
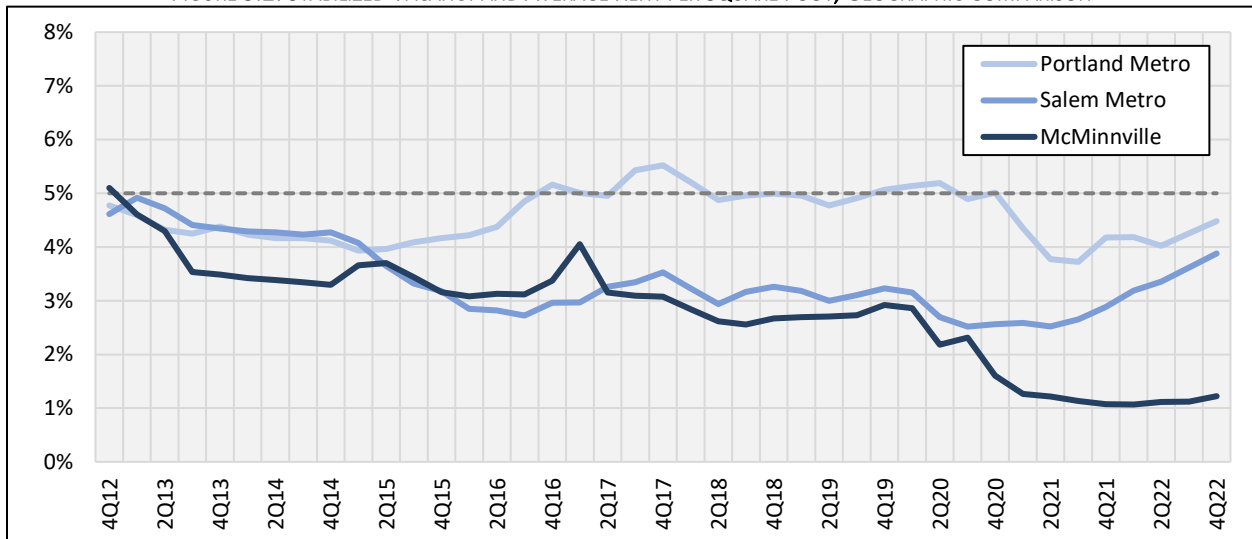


**VACANCY AND RENT GROWTH**

Reflecting the limited new supply, apartment properties in McMinnville have seen a decline in vacancy rates over the past 10 years, with a current rate of 1.2%, according to CoStar. A 5.0% rate is generally considered to represent a balanced market, where supply matches demand, and rent growth is kept in line with general income growth. McMinnville has not been at this level since late 2012, when its vacancy rate was on par with that of the Portland and Salem metro areas. Over the following 10 years, the city followed the Salem market for a while, but has diverged from the Salem trend over the past three years. The current low vacancy rate indicates considerable pent-up demand.

One of the factors that has likely sustained strong occupancy in McMinnville is its relatively affordable rent levels. According to CoStar, its average rent level for market-rate units is currently \$1,200 per unit and \$1.41 per square foot. This is well below the average in the Salem and Portland markets. Moreover, properties in McMinnville have not raised their rents as quickly as most properties in these markets, despite stronger occupancy. Over the past five years, the market-wide rent growth has averaged 4.5% per year. The current low vacancy rate suggests that the market is somewhat underpriced currently. The relatively low rents may have deterred new development over the past decade.

**FIGURE 3.2: STABILIZED VACANCY AND AVERAGE RENT PER SQUARE FOOT, GEOGRAPHIC COMPARISON**



SOURCE: CoStar, JOHNSON ECONOMICS



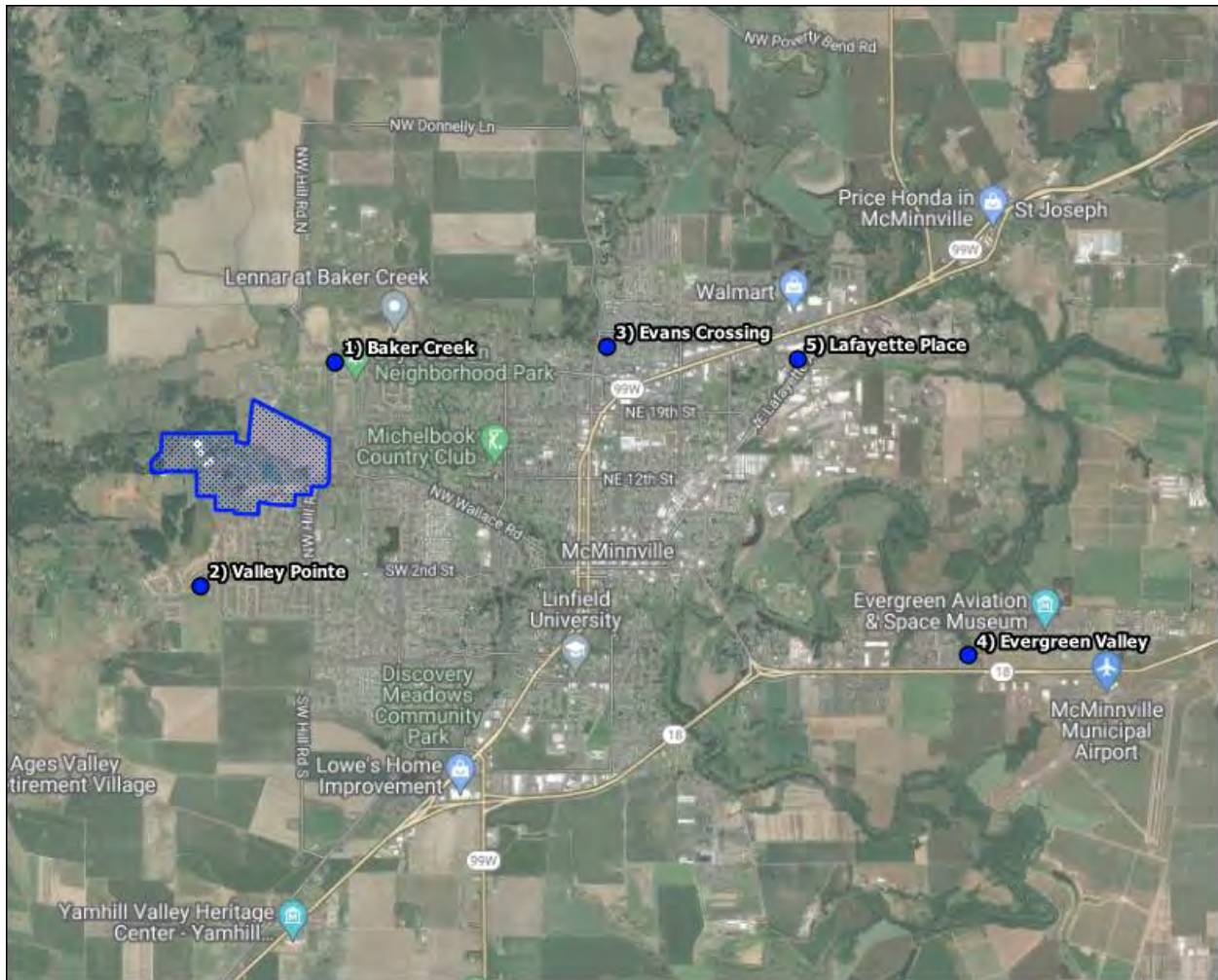
## SURVEY OF COMPARABLES

### COMPARABLES

JOHNSON ECONOMICS surveyed five apartment projects of relatively recent vintage in McMinnville for this analysis. Three of these opened over the past three years, while one opened in 2016 and one in 2009. The projects represent a typical suburban, walk-up format, with multiple two- or three-story buildings. None of the projects include ground-floor commercial space, which is not represented at apartment projects in suburban parts of McMinnville.

The following map shows the locations of the surveyed properties. Detailed profiles of the projects are included over the next pages, followed by a rent and vacancy summary.

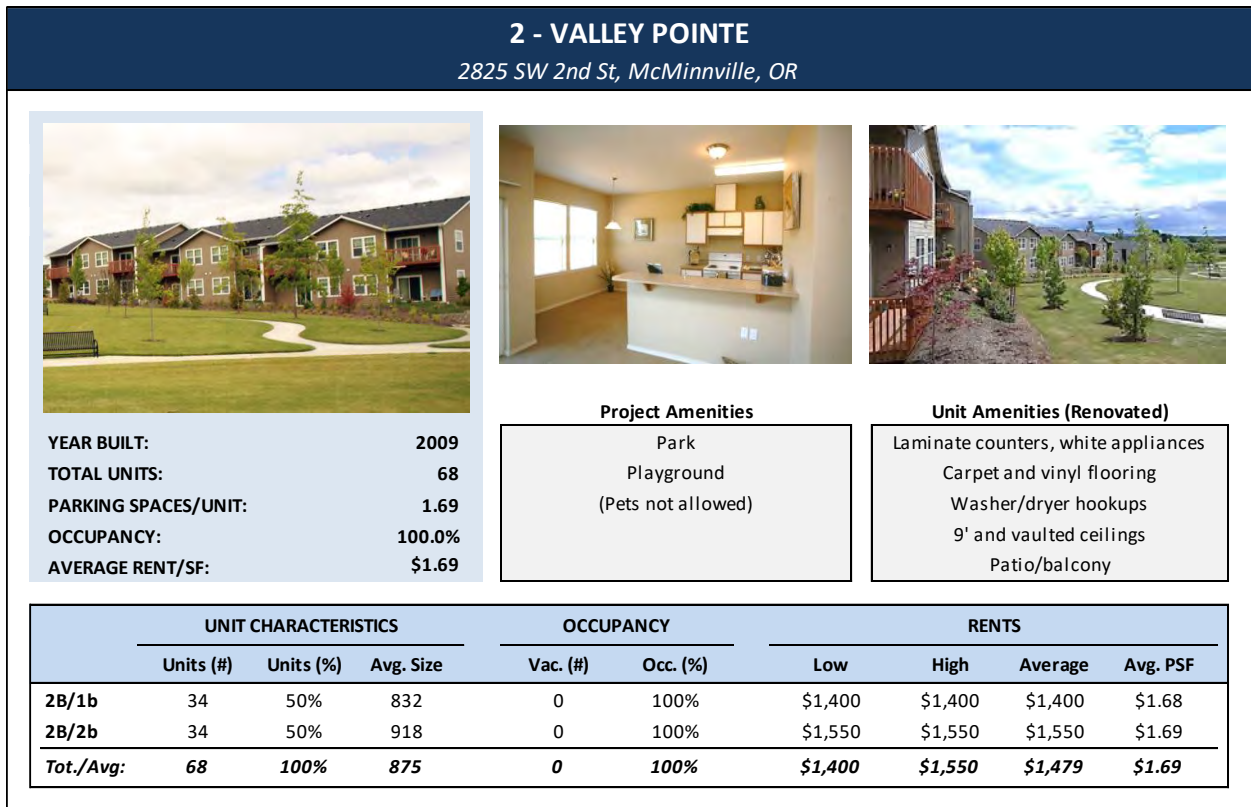
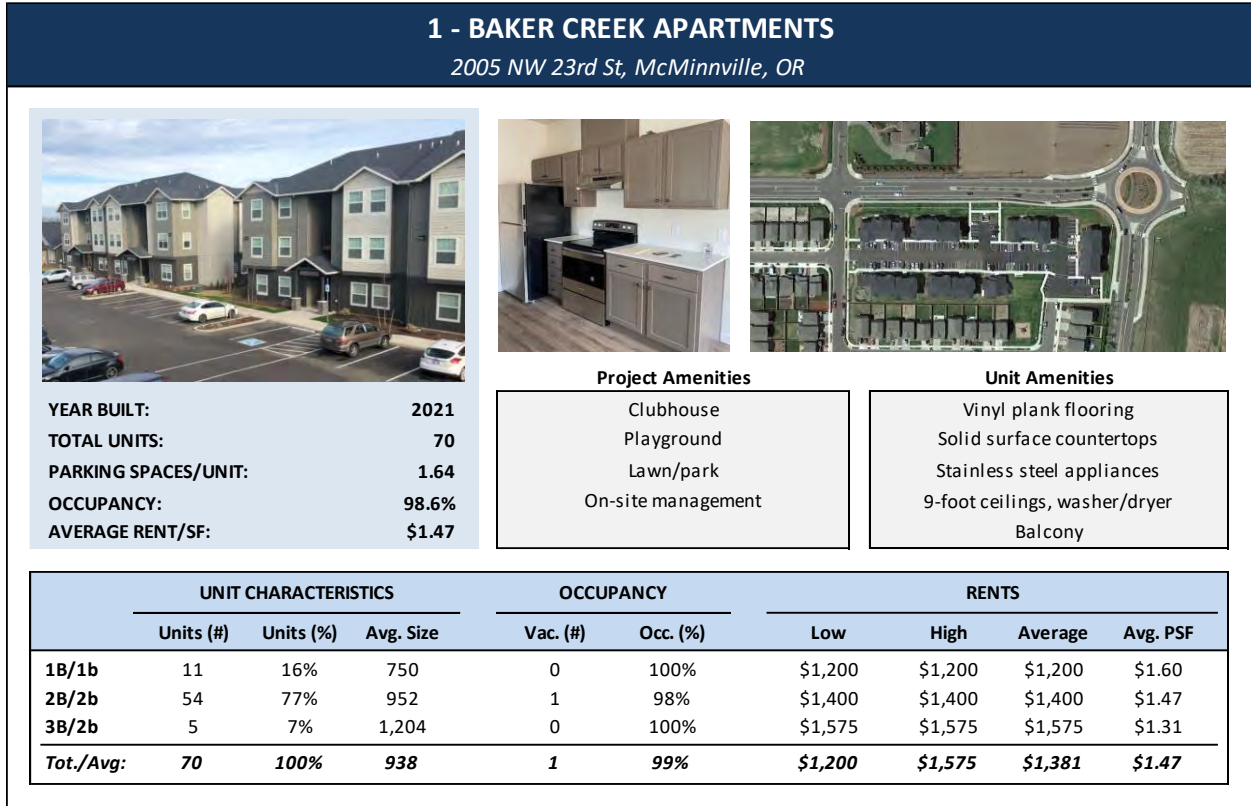
FIGURE 3.3: MAP OF SURVEYED APARTMENT PROPERTIES



SOURCE: JOHNSON ECONOMICS



FIGURE 3.4: PROFILES OF SURVEYED APARTMENT PROPERTIES







### 3 - EVANS CROSSING APARTMENTS

2501 NE Evans St, McMinnville, OR



**YEAR BUILT:** 2020  
**TOTAL UNITS:** 119  
**PARKING SPACES/UNIT:** 1.61  
**OCCUPANCY:** 99.2%  
**AVERAGE RENT/SF:** \$1.65



#### Project Amenities

Laundry room  
 Dog park  
 On-site management



#### Unit Amenities

Vinyl plank, carpet flooring  
 Laminate countertops  
 White appliances  
 9-foot ceilings  
 Balcony

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
<b>1B/1b</b>	18	15%	704	0	100%	\$1,350	\$1,350	\$1,350	\$1.92
<b>2B/1b</b>	24	20%	940	1	96%	\$1,450	\$1,450	\$1,450	\$1.54
<b>2B/2b</b>	77	65%	965	0	100%	\$1,575	\$1,575	\$1,575	\$1.63
<b>Tot./Avg:</b>	<b>119</b>	<b>100%</b>	<b>920</b>	<b>1</b>	<b>99%</b>	<b>\$1,350</b>	<b>\$1,575</b>	<b>\$1,523</b>	<b>\$1.65</b>

### 4 - EVERGREEN VALLEY APARTMENTS

725 SE Ford St, McMinnville, OR



**YEAR BUILT:** 2020  
**TOTAL UNITS:** 66  
**PARKING SPACES/UNIT:** 1.74  
**OCCUPANCY:** 100.0%  
**AVERAGE RENT/SF:** \$1.78



#### Project Amenities

Playground  
 Dog park



#### Unit Amenities

Granite countertops  
 Vinyl and carpet flooring  
 Stainless steel appliances  
 8-foot ceilings, A/C  
 Balcony

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
<b>2B/2b</b>	66	100%	952	0	100%	\$1,695	\$1,695	\$1,695	\$1.78
<b>Tot./Avg:</b>	<b>66</b>	<b>100%</b>	<b>952</b>	<b>0</b>	<b>100%</b>	<b>\$1,695</b>	<b>\$1,695</b>	<b>\$1,695</b>	<b>\$1.78</b>

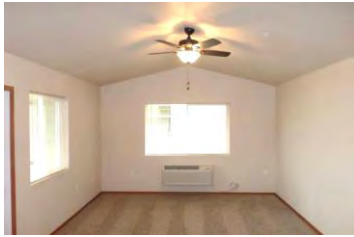


## 5 - LAFAYETTE PLACE

2349 NE Lafayette Ave, McMinnville, OR



**YEAR BUILT:** 2016  
**TOTAL UNITS:** 132  
**PARKING SPACES/UNIT:** 1.57  
**OCCUPANCY:** 99.2%  
**AVERAGE RENT/SF:** \$1.73



**Project Amenities**  
 Community lounge  
 Fitness room  
 Dedicated surface parking  
 (Pets not allowed)



**Unit Amenities**  
 Tile countertops, cherry wood cabinets  
 Carpet and vinyl plank flooring  
 Black appliances, washer/dryer  
 A/C, ceiling fan, 8'/vaulted ceilings  
 Balcony/patio w/storage

	UNIT CHARACTERISTICS			OCCUPANCY		RENTS			
	Units (#)	Units (%)	Avg. Size	Vac. (#)	Occ. (%)	Low	High	Average	Avg. PSF
<b>1B/1b</b>	36	27%	725	1	97%	\$1,395	\$1,395	\$1,395	\$1.92
<b>2B/2b</b>	96	73%	952	0	100%	\$1,595	\$1,595	\$1,595	\$1.68
<b>Tot./Avg:</b>	<b>132</b>	<b>100%</b>	<b>890</b>	<b>1</b>	<b>99%</b>	<b>\$1,395</b>	<b>\$1,595</b>	<b>\$1,540</b>	<b>\$1.73</b>

SOURCE: Property managers/agents, property websites, Craigslist, RealPage, CoStar, JOHNSON ECONOMICS

FIGURE 3.5: RENT AND OCCUPANCY SUMMARY, SURVEYED APARTMENT PROPERTIES

Project Name/ Location	Year	Occupancy	UNIT CHARACTERISTICS					RENT CHARACTERISTICS				
			Type	Units	Mix	Sq. Ft.	Vacant	Low Rent	High Rent	Avg. Rent	Avg. Rent Per SF.	
<b>1) Baker Creek Apts.</b> 2005 NW 23rd St, McMinnville, OR	2021	99%	1B/1b	11	16%	750	0	0%	\$1,200	\$1,200	\$1,200	\$1.60
			2B/2b	54	77%	952	1	2%	\$1,400	\$1,400	\$1,400	\$1.47
			3B/2b	5	7%	1204	0	0%	\$1,575	\$1,575	\$1,575	\$1.31
			<b>Tot./Avg:</b>	<b>70</b>	<b>100%</b>	<b>938</b>	<b>1</b>	<b>1%</b>	<b>\$1,200</b>	<b>\$1,575</b>	<b>\$1,381</b>	<b>\$1.47</b>
<b>2) Valley Pointe</b> 2825 SW 2nd St, McMinnville, OR	2009	100%	2B/1b	34	50%	832	0	0%	\$1,400	\$1,400	\$1,400	\$1.68
			2B/2b	34	50%	918	0	0%	\$1,550	\$1,550	\$1,550	\$1.69
			<b>Tot./Avg:</b>	<b>68</b>	<b>100%</b>	<b>875</b>	<b>0</b>	<b>0%</b>	<b>\$1,400</b>	<b>\$1,550</b>	<b>\$1,479</b>	<b>\$1.69</b>
<b>3) Evans Crossing Apts.</b> 2501 NE Evans St, McMinnville, OR	2020	99%	1B/1b	18	15%	704	0	0%	\$1,350	\$1,350	\$1,350	\$1.92
			2B/1b	24	20%	940	1	4%	\$1,450	\$1,450	\$1,450	\$1.54
			2B/2b	77	65%	965	0	0%	\$1,575	\$1,575	\$1,575	\$1.63
			<b>Tot./Avg:</b>	<b>119</b>	<b>100%</b>	<b>920</b>	<b>1</b>	<b>1%</b>	<b>\$1,350</b>	<b>\$1,575</b>	<b>\$1,523</b>	<b>\$1.65</b>
<b>4) Evergreen Valley</b> 725 SE Ford St, McMinnville, OR	2020	100%	2B/2b	66	100%	952	0	0%	\$1,695	\$1,695	\$1,695	\$1.78
			<b>Tot./Avg:</b>	<b>66</b>	<b>100%</b>	<b>952</b>	<b>0</b>	<b>0%</b>	<b>\$1,695</b>	<b>\$1,695</b>	<b>\$1,695</b>	<b>\$1.78</b>
<b>5) Lafayette Place</b> 2349 NE Lafayette Ave, McMinnville, OR	2016	99%	1B/1b	36	27%	725	1	3%	\$1,395	\$1,395	\$1,395	\$1.92
			2B/2b	96	73%	952	0	0%	\$1,595	\$1,595	\$1,595	\$1.68
			<b>Tot./Avg:</b>	<b>132</b>	<b>100%</b>	<b>890</b>	<b>1</b>	<b>1%</b>	<b>\$1,395</b>	<b>\$1,595</b>	<b>\$1,540</b>	<b>\$1.73</b>

SOURCE: Property managers/agents, property websites, Craigslist, RealPage, CoStar, JOHNSON ECONOMICS



### OCCUPANCY

All five of the surveyed properties are at least 99% occupied. In total, only three units out of 455 are currently vacant. This represents a vacancy rate of 0.7% (99.3% occupancy). This is unusually low, indicating capacity for additional supply and rent growth.

### RENTS

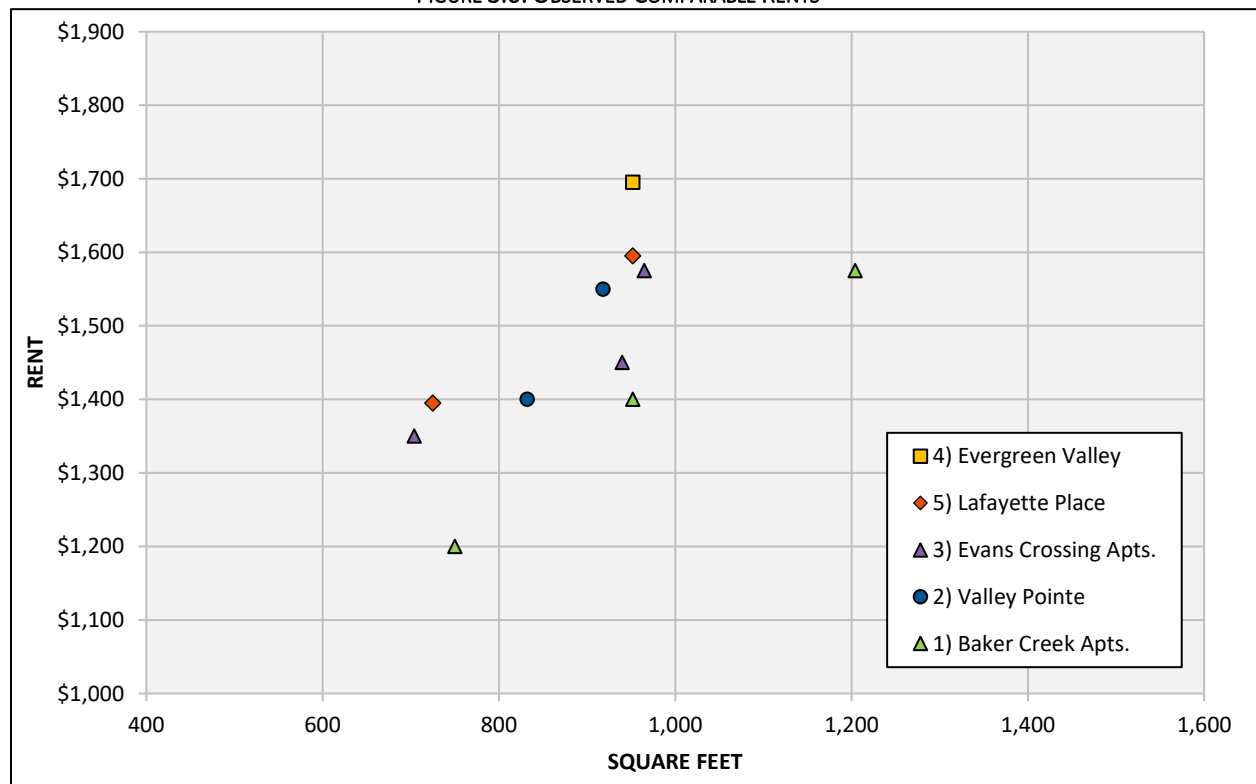
Rents at the surveyed properties range from \$1,200 to 1,600 per month and \$1.31 to \$1.92 per square foot (PSF). The average rent level in the sample is \$1,524 per unit and \$1.66 per square foot. None of the properties currently offer any rent concessions.

With 5.0% vacancy typically regarded to represent market-clearing rent levels, the current low vacancy rates indicate that the properties are priced below market levels.

Rents are generally highest at the properties in the east, which are near highways, employment, and services. The lowest rent levels are Baker Creek Apartments, despite this being the newest project in the sample (built 2021). This property thus appears particularly underpriced. The highest rent levels are represented by Evergreen Valley (built 2020), which is located near the McMinnville Airport. Between these two properties are the three remaining properties, which all have similar rent levels. These include Valley Pointe, which is located south of Fox Ridge along SW 2<sup>nd</sup> Street. The project is somewhat dated (built 2009), but benefits from a location adjacent to the West Hills Neighborhood Park. Taking into account that this property is 100% leased, significantly higher market-clearing rents should be achievable for a new project with a similar location.

The following scatter plot displays the observed rents as a function of square footage, with each plot representing the average for a specific unit type.

**FIGURE 3.6: OBSERVED COMPARABLE RENTS**



SOURCE: Property managers/agents, property websites, Craigslist, RealPage, CoStar, JOHNSON ECONOMICS





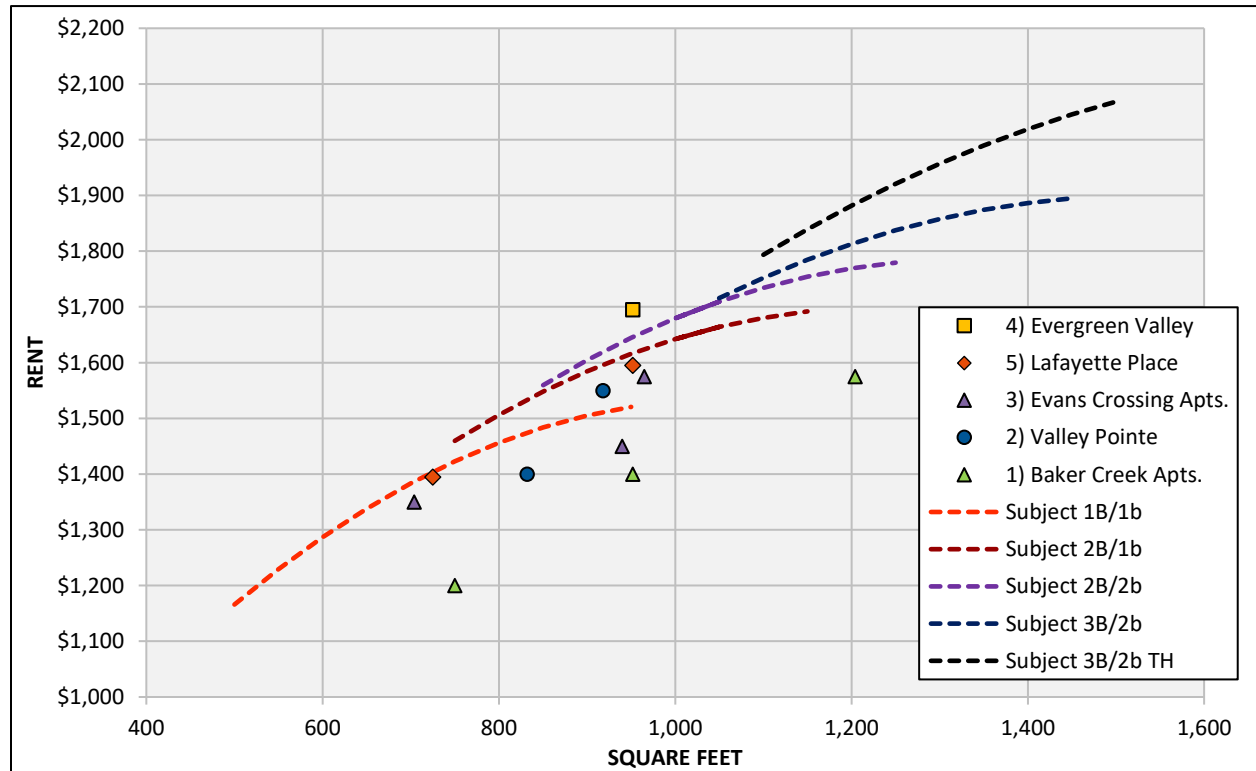
## ACHIEVABLE PRICING

Achievable pricing in the Neighborhood Activity Center (NAC) will depend on the standard, profile, and amenities of the community. In the following, we assume a nearby park and on-site amenities attractive to renters, as well as a mid-market apartment profile with surface parking. Though none of the comparables include townhomes, we include rent estimates for three-bedroom townhome units based on typical rent differentials to regular apartment flats. We do not assume that a commercial center is in place at the time of lease-up, which could generate rent premiums.

With the mentioned assumptions, we would expect rental apartments within the NAC to achieve pricing in the upper end of the sample. Access to a park and commercial amenities is expected to partly offset the greater distance to employment and major commercial areas. We would expect rents below Evergreen Valley, which is a recent project with a Highway 18 location, but just above Lafayette Place, which is seven years old, though it benefits from proximity to a large commercial area (Walmart, WinCo, Safeway).

The following chart displays our rent estimates as a function of unit type and square footage, alongside rents from the comparables. Rent examples for different unit types and sizes are shown on the next page. These rates are based on market rents as of 1Q23. We would expect the achievable rent levels to move with the wider market prior to market introduction. The estimates reflect 12-month contracts with utilities billed separately.

**FIGURE 3.7: OBSERVED COMPARABLE RENTS AND ACHIEVABLE PRICING**



SOURCE: Property managers/agents, property websites, Craigslist, RealPage, CoStar, JOHNSON ECONOMICS

With a program consisting of one- to three-bedroom apartments ranging in size from 700 to 1,100 square feet, plus three-bedroom townhomes with 1,300 square feet (see next page), the estimates indicate monthly rent levels ranging from \$1,384 to \$1,957 per unit and \$1.51 to \$1.98 PSF. With the suggested unit mix, this translates into an average rent level of \$1,596 per unit and \$1.75 PSF. We expect this to be adequate to support traditional two and three-story walk-up structures with surface parking, but not adequate for more costly formats like elevator buildings with tuck-under or podium parking.



FIGURE 3.8: ACHIEVABLE PRICING, 1Q23

Unit Type	Units	Unit Allocation	Average Unit Size	Rent per Unit	Rent per Square Foot
1B/1b Apt	50	30%	700	\$1,384	\$1.98
2B/2b Apt	70	42%	900	\$1,604	\$1.78
3B/2b Apt	30	18%	1,100	\$1,752	\$1.59
3B/2b TH	15	9%	1,300	\$1,957	\$1.51
<b>Total/Avg.</b>	<b>165</b>	<b>100%</b>	<b>912</b>	<b>\$1,596</b>	<b>\$1.75</b>

SOURCE: JOHNSON ECONOMICS

## ABSORPTION

### MARKET-WIDE ABSORPTION

The historical absorption data presented earlier in this section reflected annual net absorption of around 140 units in the two most recent years with significant amounts of new supply. According to Costar, 137 units were absorbed on a net basis in 2017, when 132 new units were delivered (Lafayette Place) and the city-wide vacancy rate averaged 3.3%. In 2020, 142 units were absorbed when 119 units were delivered and the vacancy rate averaged 2.2%.

The current vacancy rate in McMinnville is 1.2%, according to CoStar. This additional market pressure indicates that absorption higher than 140 units can be achieved, assuming adequate supply.

According to the Census Bureau, there are 2,600 rental apartment households in McMinnville currently. At the current vacancy rate, these households can absorb 165 additional units before the vacancy rate climbs above the 5.0% that represents a balanced market. Additionally, with a current vacancy rate around 1.0%, there is also significant pent-up demand from prospective renters unable to find units that match their needs. Thus, we would expect the current annual absorption potential to be well above 200 units, not taking into account new demand from population growth.

According to the most recent Housing Needs Analysis (HNA) conducted for the City of McMinnville (ECONorthwest, 2019), population growth in the city is projected to generate a need for 75 new multifamily units (mostly apartments) annually in coming years. Demand for other housing forms is projected to grow by roughly 150 units annually. The total housing need is thus estimated to grow by around 225 units per year. Over the past 15 years, the city has only been able to produce housing at this level once, in 2019, based on issued building permits. Over the past five years, the new housing supply has averaged roughly 175 units annually. In markets with undersupply of housing, the unmet demand typically filters down to the least costly housing form (rental apartments) as the least affluent households are priced out of the more expensive housing forms. Thus, it is not unlikely that McMinnville in coming years will see additional apartment demand from an undersupplied single-family market. The potential market-wide apartment absorption may therefore be higher than the 75 units annually indicated by the HNA.

Demand for attached homes is estimated to grow by 27 units annually, according to the HNA. We will assume that 50% of this will be for rental units, indicating annual absorption of around 15 attached rental homes (the current rental percentage in this category is 71%, according to Census Bureau, but includes renter-occupied for-sale homes).

### SUBJECT SITE ABSORPTION

Given the current demand pressures, we would expect a single-phase apartment project in McMinnville to absorb up to 200 units annually in the current market. If additional supply were to ease the pressures to the point where the market-wide vacancy rate reaches 5.0%, we would assume that around 100 units could be absorbed annually. As McMinnville's vacancy rate has stayed well below 4.0% since 2013, we regard the latter scenario to be unlikely. We therefore expect a project with around 150 apartments to be feasible in the NAC with an absorption period of around 12 months in coming years. Additionally, we would assume that around 15 rental townhomes can be absorbed annually. We would assume that up to 300 apartments and 30 townhomes may be feasible over a period of three to four years, assuming two-phase approach with one to two years of stabilized phase-one operations.



## IV. OWNERSHIP HOUSING

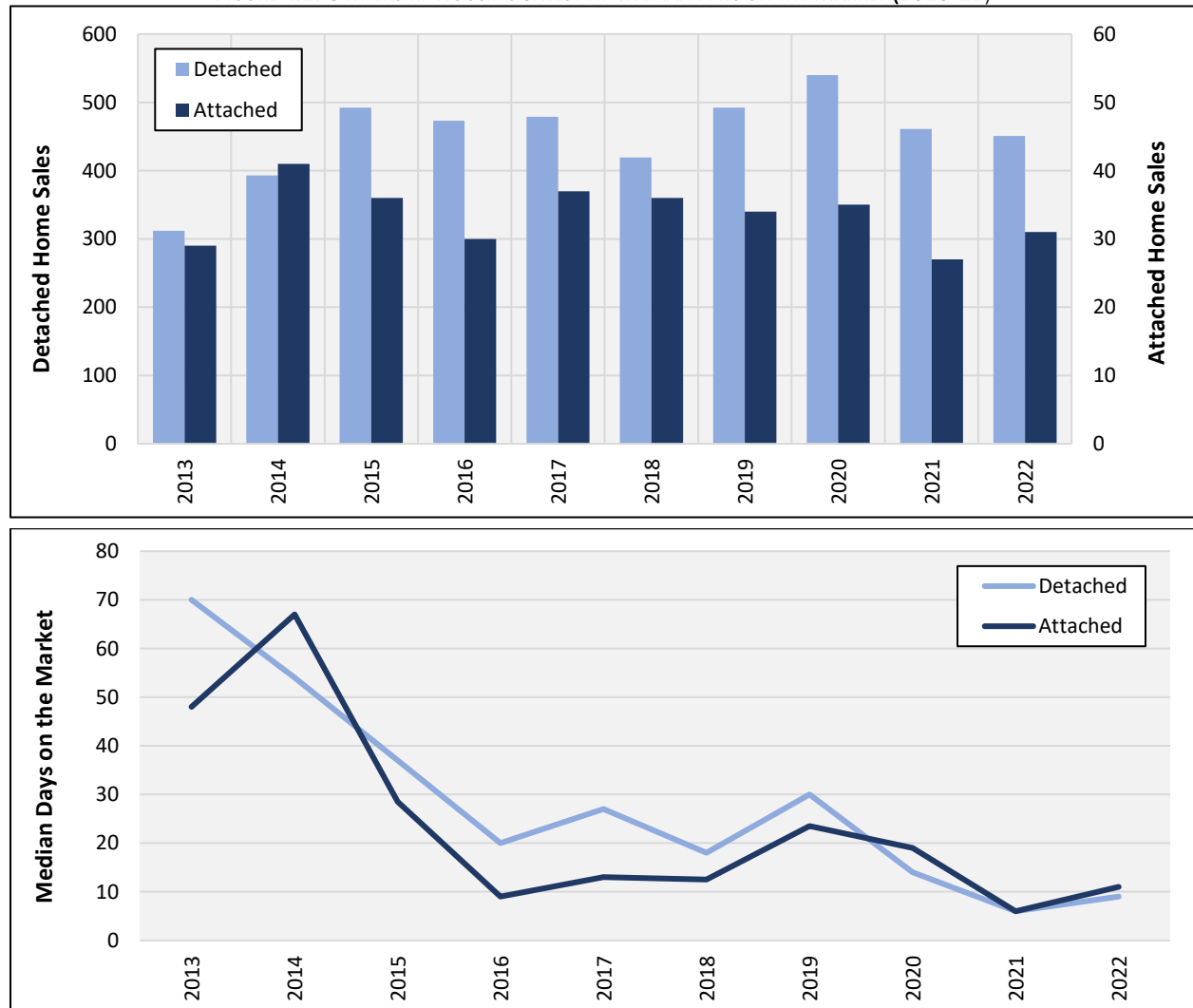
### MARKET TRENDS

#### SALES VELOCITY

Detached single-family homes currently account for 94% of all home sales in McMinnville, while attached homes account for 6%. The latter made up roughly 10% of all sales transactions early in the last decade. Based on records from the Regional Multiple Listing System (RMLS), the total sales volume has been fairly stable at around 500 transactions per year over the past 10 years.

The stable sales pace masks the increase in demand that has taken place over this period. This is evident in the decline in market time for listed units. In 2013 the median time between listing and sale was 68 days. By 2021, the median had fallen to 6 days. There was a slight increase to 10 days in 2022, and sales so far in 2023 indicate a continued increase, reflecting the impact of higher mortgage rates. Attached homes have generally sold quicker than detached homes over the past decade, though there has been little difference between the two in recent years. A median market time of 60-90 days is generally considered to represent a balanced market in terms of supply and demand.

FIGURE 4.1: OWNERSHIP HOUSING SALES AND MEDIAN DAYS ON THE MARKET (2013-22)



SOURCE: RMLS, JOHNSON ECONOMICS

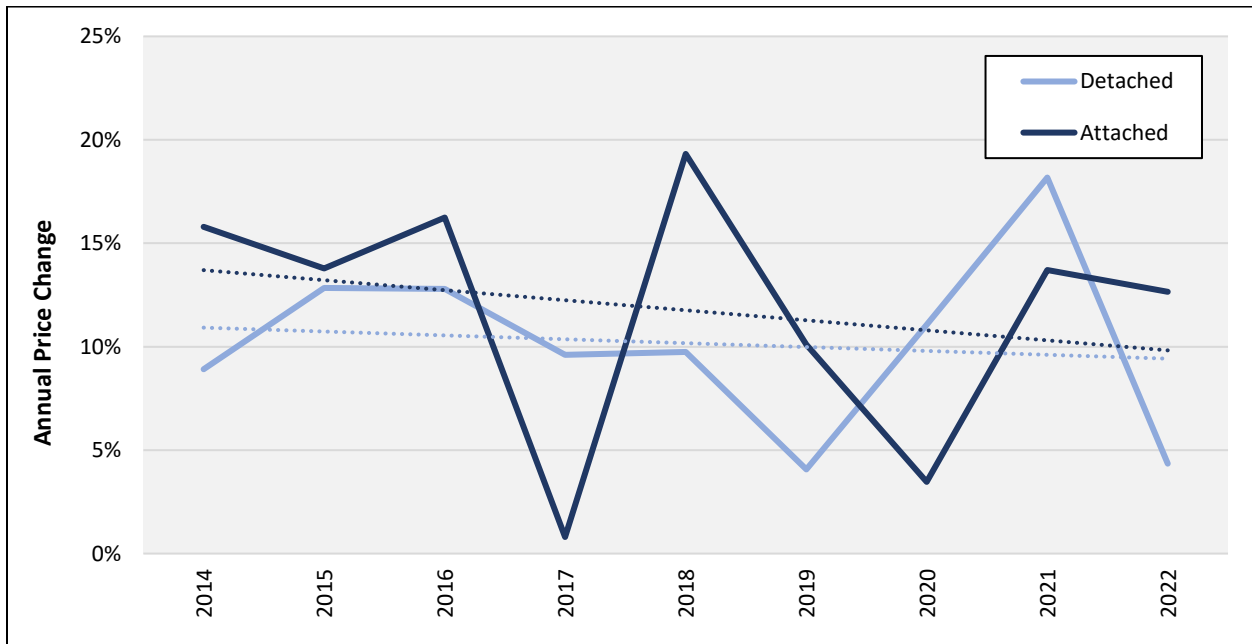
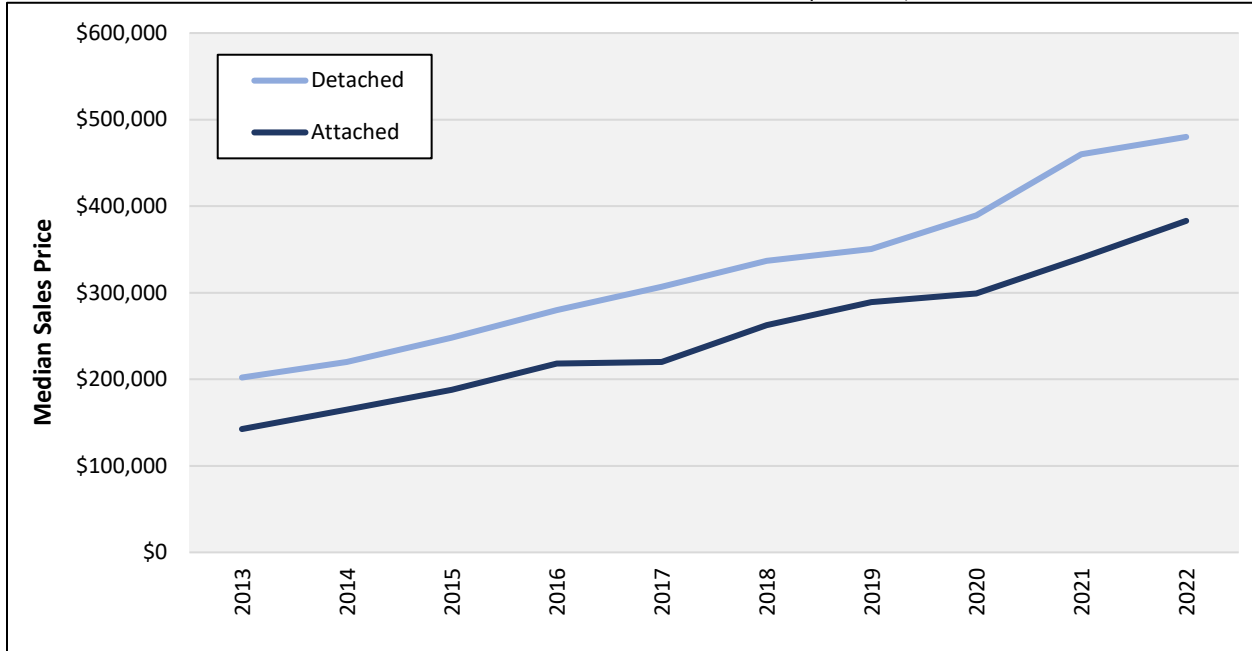




### SALES PRICES

Sales prices in McMinnville have risen rapidly over the past 10 years, as they have all across the Pacific Northwest. Attached homes have seen the strongest gains, with an average annual price increase of 11.6%. This might reflect that attached home values were more depressed in the wake of the 2008-09 recession due to the loss of demand from young buyers. Detached homes have gained 10.1% annually over the same period. Median prices in 2022 were \$453,000 for detached homes and \$369,000 for attached homes. On per-square-foot (PSF) basis, the median was \$280 for detached homes and \$264 for attached homes.

FIGURE 4.2: OWNERSHIP HOUSING PRICE TRENDS (2013-22)



SOURCE: RMLS, JOHNSON ECONOMICS



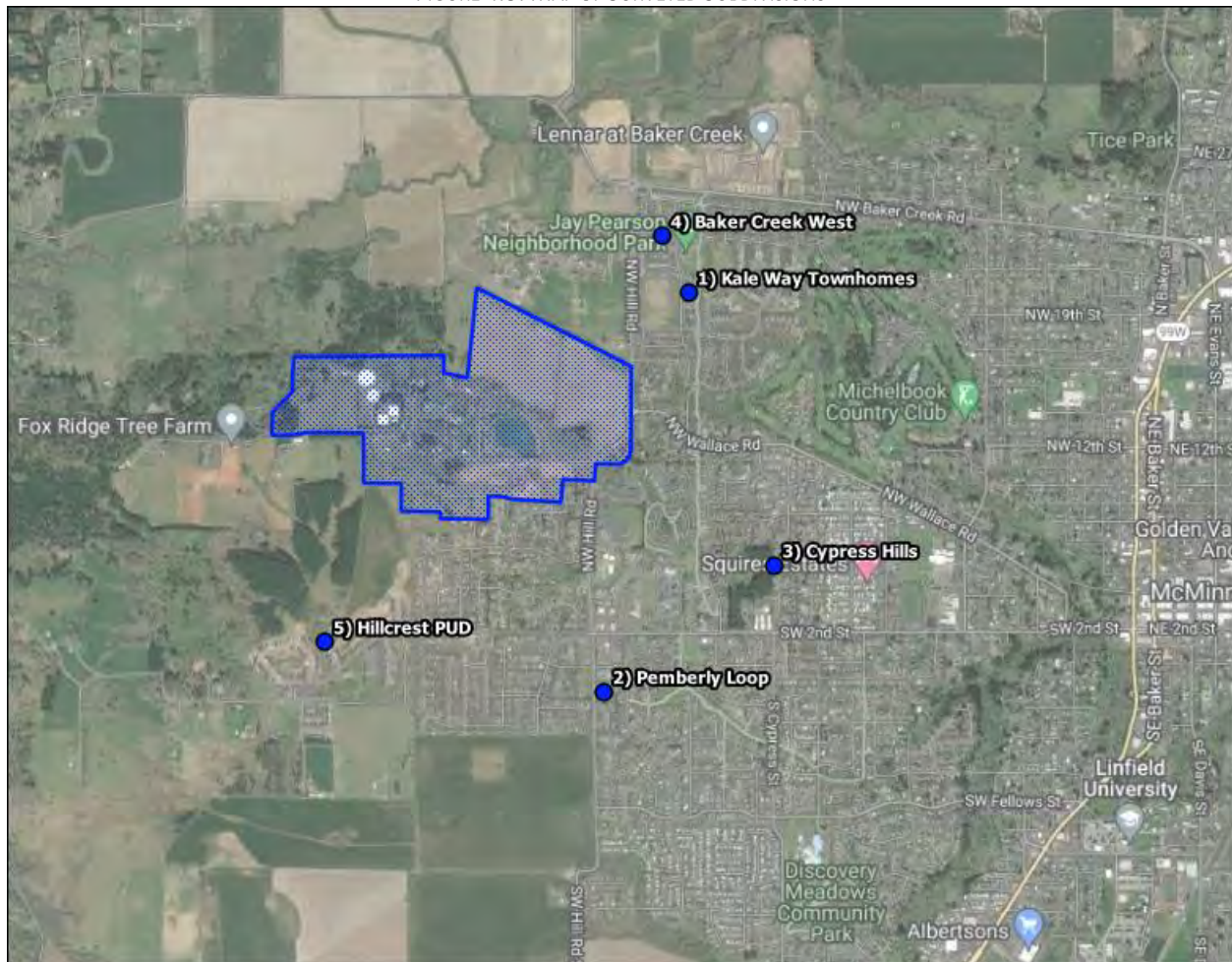
## SURVEY OF COMPARABLES

### COMPARABLES

JOHNSON ECONOMICS surveyed five subdivisions in McMinnville for this analysis. Three are suburban, two-story townhome projects, built out between 2004 and 2009 (#1-3). In the following pricing analysis, we will rely on resale transactions within these subdivisions. Due to the lack of more recent townhome projects, we have included two recent detached-home projects near the Fox Ridge area (#4-5). We will use new-home transactions from these projects in order to provide additional pricing references for townhomes, taking into account typical price differentials between the two housing types. The following map shows the locations of the surveyed subdivisions.

Details on each project is included over the next pages. We have included the most recent sales transactions within each subdivision, with estimates of current value based on trended price estimates, using an index of monthly median sales prices in Yamhill County (the county dataset reflects the same price trend as McMinnville, but with more data points and less random fluctuations).

FIGURE 4.3: MAP OF SURVEYED SUBDIVISIONS



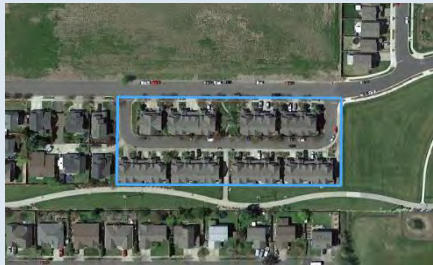
SOURCE: JOHNSON ECONOMICS





FIGURE 4.4: PROFILES OF SURVEYED SUBDIVISIONS

### 1 - KALE WAY TOWNHOMES

*NW Yohn Ranch Dr, NW Kale Way, McMinnville, Oregon*







**TYPE:** 2-Story Townhomes

**YEAR BUILT:** 2006-07

**TOTAL LOTS:** 27

**AVERAGE LOT SIZE:** 2,139

**AVERAGE PRICE/SF:** \$238

**Community Amenities**

Adjacent park w/playground  
Walking trail  
(No HOA fees)

**Typical Unit Amenities**

Laminate plank, carpet, vinyl floors  
Granite and laminate countertops  
Walk-in pantry  
Stainless appliances  
Patio, A/C


Street Address	Lot Size (SF)	BUILDING DETAILS			SALES PRICE & CURRENT VALUE			
		Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
1952 Nw Yohn Ranch	2,178	1,444	2	2.1	10/28/2022	\$379,000	\$356,017	\$247
2022 Nw Kale Way	2,613	1,359	2	2.1	7/22/2022	\$380,000	\$340,792	\$251
2000 Nw Yohn Ranch	2,178	1,444	3	2.1	6/8/2021	\$325,000	\$323,233	\$224
2050 Nw Yohn Ranch	2,178	1,431	3	2.1	4/9/2021	\$315,000	\$326,241	\$228
2006 Nw Kale Way	2,613	1,444	3	2.1	8/31/2020	\$295,000	\$332,860	\$231

### 2 - PEMBERLY LOOP

*SW Pemberly Loop, McMinnville, Oregon*







**TYPE:** 2-Story Townhomes

**YEAR BUILT:** 2007-09

**TOTAL LOTS:** 21

**AVERAGE LOT SIZE:** 2,607

**AVERAGE PRICE/SF:** \$206

**Community Amenities**

(HOA fees: \$75/mo.)

**Typical Unit Amenities**

Laminate, tile, carpet flooring  
Tile, laminate countertops  
Black appliances  
Gas fireplace  
Vaulted ceilings, A/C, patio

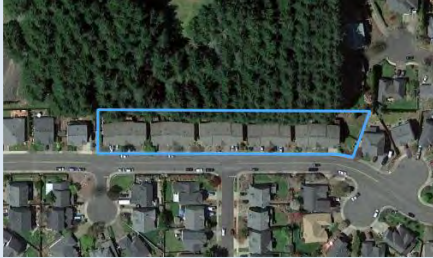
Street Address	Lot Size (SF)	BUILDING DETAILS			SALES PRICE & CURRENT VALUE			
		Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
416 Sw Pemberly Loc	4,791	1,930	3	2.1	7/29/2022	\$425,000	\$381,149	\$197
339 Sw Pemberly Loc	2,178	1,503	3	2.1	3/11/2022	\$355,000	\$328,698	\$219
336 Sw Pemberly Loc	1,742	1,597	3	2.1	11/15/2021	\$357,000	\$348,977	\$219
417 Sw Pemberly Loc	2,178	1,732	3	2.1	3/25/2021	\$329,000	\$347,780	\$201
433 Sw Pemberly Loc	2,178	1,732	3	2.1	12/28/2020	\$299,150	\$325,612	\$188
423 Sw Pemberly Loc	2,178	1,732	3	2.1	4/15/2020	\$300,000	\$352,613	\$204





### 3 - CYPRESS HILLS

NW Cypress St at W 6th St, McMinnville, Oregon



**TYPE:** 2-Story Townhomes  
**YEAR BUILT:** 2004  
**TOTAL LOTS:** 20  
**AVERAGE LOT SIZE:** 2,591  
**AVERAGE PRICE/SF:** \$239



#### Community Amenities

Backing forested hill  
 (No HOA fees)



#### Typical Unit Amenities

Laminate plank, carpet, vinyl flooring  
 Laminate countertops  
 White appliances, el. range  
 Vaulted ceilings, split level entry  
 Deck

Street Address	Lot Size (SF)	BUILDING DETAILS			SALES PRICE & CURRENT VALUE			
		Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
527 Nw Cypress St	2,613	1,480	3	2.1	2/3/2023	\$380,000	\$380,000	\$257
675 Nw Cypress St	1,742	1,306	2	2.1	5/27/2022	\$379,500	\$340,178	\$260
563 Nw Cypress St	2,613	1,480	3	2.1	7/2/2021	\$338,000	\$332,697	\$225
575 Nw Cypress St	2,613	1,480	3	2.1	5/24/2021	\$340,000	\$345,049	\$233
511 Nw Cypress St	1,742	1,308	2	2.0	2/1/2019	\$243,000	\$305,657	\$234
667 Nw Cypress St	2,613	1,480	3	2.1	10/19/2018	\$265,000	\$336,751	\$228

### 4 - BAKER CREEK WEST

NW Baker Creek Rd & NW Hill Rd, McMinnville, Oregon



**TYPE:** 2-Story Detached  
**YEAR BUILT:** 2019+  
**TOTAL LOTS:** 125  
**TYPICAL LOT SIZE:** 4,000  
**AVERAGE PRICE/SF:** \$269



#### Community Amenities

Neighborhood park  
 Playground  
 Trails  
 (HOA fees: \$28/mo.)



#### Typical Unit Amenities

Laminate plank, carpet flooring  
 Quartz/tile countertops  
 Stainless appliances, kitchen island  
 Gas fireplace/range, walk-in closet  
 9-foot ceilings, A/C

Street Address	Lot Size (SF)	BUILDING DETAILS			SALES PRICE & CURRENT VALUE			
		Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
1939 Nw Haun Dr	3,049	1,532	3	2.1	2/10/2023	\$429,000	\$429,000	\$280
2276 Nw Woodland C	3,049	1,525	3	2.1	1/27/2023	\$420,000	\$423,776	\$278
2003 Nw 21St St	3,049	1,526	3	2.1	9/15/2022	\$442,000	\$406,946	\$267
2398 Nw Matteo Dr	3,484	1,498	3	2.1	6/30/2022	\$435,500	\$388,016	\$259
1984 Nw 21St St	3,049	1,498	3	2.1	5/20/2022	\$440,000	\$394,409	\$263
2316 Nw Matteo Dr	3,484	1,498	3	2.1	3/30/2022	\$424,000	\$392,585	\$262



## 5 - HILLCREST PD (PART)

SW 2nd St, Valley's Edge St, NW Brookside St, McMinnville, Oregon



**TYPE:** 1- & 2-Story Detached  
**YEAR BUILT:** 2019+  
**TOTAL LOTS:** 94  
**TYPICAL LOT SIZE:** 9,000  
**AVERAGE PRICE/SF:** \$281

### Community Amenities

Neighborhood Park  
 Playground  
 Views  
 (No HOA fees)

### Typical Unit Amenities

Hardwood, laminate, carpet flooring  
 Stone countertops  
 Stainless appliances, kitchen island  
 Gas fireplace/range  
 9-foot ceilings, A/C, deck

Street Address	Lot Size (SF)	BUILDING DETAILS			SALES PRICE & CURRENT VALUE			
		Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
2837 Nw Mt Ashland Ln	6,969	2,548	4	2.1	1/31/2023	\$650,000	\$655,844	\$257
2893 Nw Mt Ashland Ln	6,969	2,538	4	2.1	1/3/2023	\$703,900	\$710,229	\$280
2999 Nw 2Nd St	12,632	1,620	3	2.0	12/8/2022	\$525,000	\$521,284	\$322
2842 Nw Mt Ashland Ln	8,276	2,727	4	2.1	12/5/2022	\$650,000	\$645,399	\$237
2848 Nw Mt Ashland Ln	8,276	2,504	4	2.1	11/23/2022	\$650,000	\$626,073	\$250
115 Sw Blue Heron Ct	8,276	1,729	4	2.1	10/31/2022	\$499,900	\$469,586	\$272

SOURCE: RMLS, Yamhill County, Google Earth, JOHNSON ECONOMICS



FIGURE 4.5: RECENT HOME SALES SUMMARY, SURVEYED SUBDIVISIONS

SUBDIVISION	Location	Property Address	Lot Size (SF)	HOME TYPE			HOME PRICES			
				Size (SF)	Beds	Baths	Date	Price (\$)	Curr. Value	\$/SF
<b>1) Kale Way Townh.</b>		1952 Nw Yohn Ranch Dr	2,178	1,444	2	2.1	10/28/2022	\$379,000	\$356,017	\$247
		NW Yohn Ranch Dr 2022 Nw Kale Way	2,613	1,359	2	2.1	7/22/2022	\$380,000	\$340,792	\$251
		NW Kale Way 2000 Nw Yohn Ranch Dr	2,178	1,444	3	2.1	6/8/2021	\$325,000	\$323,233	\$224
		McMinnville, OR 2050 Nw Yohn Ranch Dr	2,178	1,431	3	2.1	4/9/2021	\$315,000	\$326,241	\$228
		2006 Nw Kale Way	2,613	1,444	3	2.1	8/31/2020	\$295,000	\$332,860	\$231
		Townhomes, 2006-07 2030 Nw Yohn Ranch Dr	2,178	1,359	2	2.1	8/2/2019	\$275,000	\$337,239	\$248
<b>2) Pemberly Loop</b>		416 Sw Pemberly Loop	4,791	1,930	3	2.1	7/29/2022	\$425,000	\$381,149	\$197
		SW Pemberly Loop 339 Sw Pemberly Loop	2,178	1,503	3	2.1	3/11/2022	\$355,000	\$328,698	\$219
		McMinnville, OR 336 Sw Pemberly Loop	1,742	1,597	3	2.1	11/15/2021	\$357,000	\$348,977	\$219
		417 Sw Pemberly Loop	2,178	1,732	3	2.1	3/25/2021	\$329,000	\$347,780	\$201
		Townhomes, 2007-09 433 Sw Pemberly Loop	2,178	1,732	3	2.1	12/28/2020	\$299,150	\$325,612	\$188
<b>3) Cypress Hills</b>		527 Nw Cypress St	2,613	1,480	3	2.1	2/3/2023	\$380,000	\$380,000	\$257
		NW Cypress St 675 Nw Cypress St	1,742	1,306	2	2.1	5/27/2022	\$379,500	\$340,178	\$260
		McMinnville, OR 563 Nw Cypress St	2,613	1,480	3	2.1	7/2/2021	\$338,000	\$332,697	\$225
		575 Nw Cypress St	2,613	1,480	3	2.1	5/24/2021	\$340,000	\$345,049	\$233
		Townhomes, 2004 511 Nw Cypress St	1,742	1,308	2	2.0	2/1/2019	\$243,000	\$305,657	\$234
<b>4) Baker Creek West</b>		1939 Nw Haun Dr	3,049	1,532	3	2.1	2/10/2023	\$429,000	\$429,000	\$280
		NW Baker Creek Rd 2276 Nw Woodland Dr	3,049	1,525	3	2.1	1/27/2023	\$420,000	\$423,776	\$278
		NW Hill Rd 2003 Nw 21St St	3,049	1,526	3	2.1	9/15/2022	\$442,000	\$406,946	\$267
		McMinnville, OR 2398 Nw Matteo Dr	3,484	1,498	3	2.1	6/30/2022	\$435,500	\$388,016	\$259
		1984 Nw 21St St	3,049	1,498	3	2.1	5/20/2022	\$440,000	\$394,409	\$263
		SF Detached, 2019+ 2316 Nw Matteo Dr	3,484	1,498	3	2.1	3/30/2022	\$424,000	\$392,585	\$262
<b>5) Hillcrest PD</b>		2837 Nw Mt Ashland Ln	6,969	2,548	4	2.1	1/31/2023	\$650,000	\$655,844	\$257
		SW 2nd St 2893 Nw Mt Ashland Ln	6,969	2,538	4	2.1	1/3/2023	\$703,900	\$710,229	\$280
		Valley's Edge St 2999 Nw 2Nd St	12,632	1,620	3	2.0	12/8/2022	\$525,000	\$521,284	\$322
		McMinnville, OR 2842 Nw Mt Ashland Ln	8,276	2,727	4	2.1	12/5/2022	\$650,000	\$645,399	\$237
		2848 Nw Mt Ashland Ln	8,276	2,504	4	2.1	11/23/2022	\$650,000	\$626,073	\$250
		SF Detached, 2019+ 2842 Nw Mt Ashland Ln	8,276	2,727	4	2.1	12/5/2022	\$650,000	\$645,399	\$237

SOURCE: RMLS, Yamhill County, JOHNSON ECONOMICS

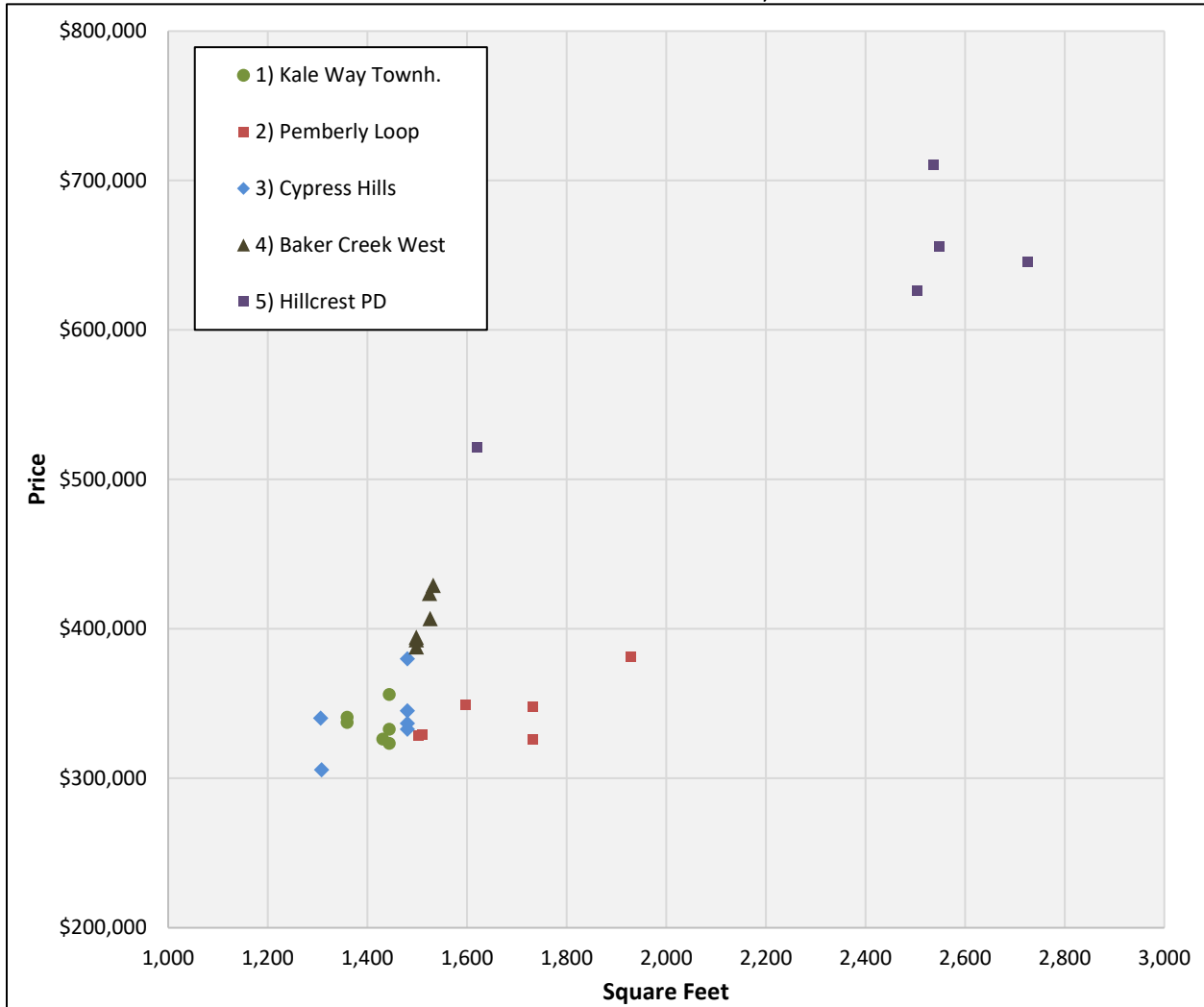
Adjusted to current values, the most recent sales transactions at the surveyed projects range from around \$243,000 to \$710,000 per home and \$188 to \$322 per square foot (PSF). The average value is \$412,000 per home and \$243 PSF.

The three townhome projects represent the lowest current values, reflecting the housing form and that these are resale transactions of homes built in the 2000s. The lowest values are represented by Pemberly Loop, which is the only of the townhome projects with HOA fees (\$75/mo.). Hillcrest, which is without HOA fees, represents the highest values, also when adjusted for home size. This reflects its detached-home format, its relatively upscale home features, and its large share of single-story homes – which sell at a premium on PSF basis. The following scatter plot displays the sales prices adjusted to current levels as a function of square footage.





FIGURE 4.6: RECENT SALES PRICES ADJUSTED TO CURRENT LEVELS, SURVEYED SUBDIVISIONS



SOURCE: RMLS, Yamhill County, JOHNSON ECONOMICS

### ACHIEVABLE PRICING

Achievable pricing in the NAC will depend on the standard, profile, and amenities of the community, as well as parks and amenities at the site. In the following, we make the same assumptions as for the rental housing regarding amenities and market positioning. These include the assumption that no commercial amenities will be in place at time of sale.

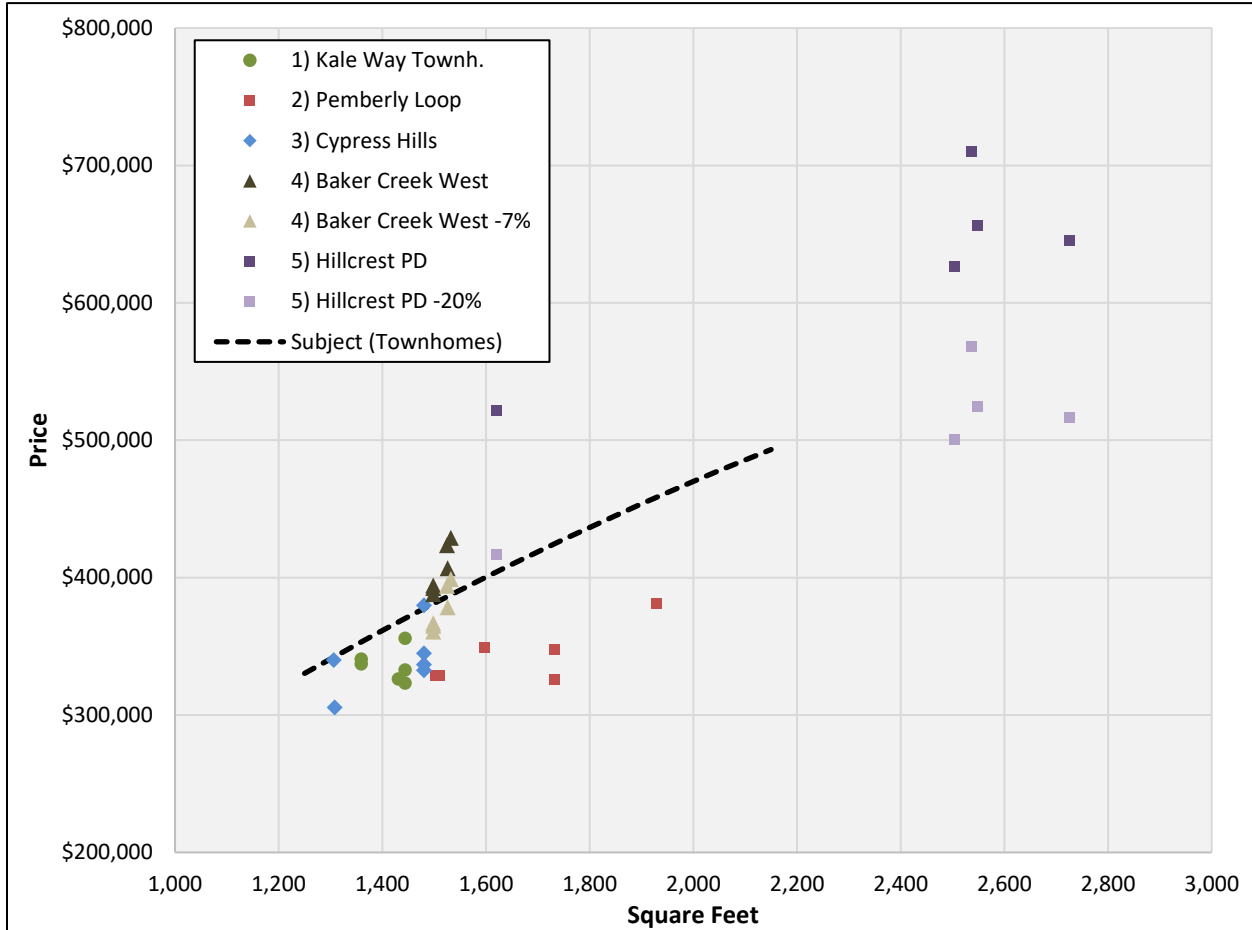
In order to assist the process of estimating achievable pricing, we first adjust the detached-home values from Hillcrest and Baker Creek West to be representative of townhomes. For this, we rely on price differentials observed by JOHNSON ECONOMICS in detailed analyses of master plan projects with multiple housing forms. We generally observe discounts of 5-15% for suburban townhomes relative to detached homes of similar size and features. The discount depends on the lot size and width of the homes.

For the detached homes at Baker Creek West, we apply a 7% discount, due to the relatively small lots and narrow homes. At Hillcrest, which has much larger lots and wider homes, we apply a 20% discount in order to also account for its single-story homes and relatively upscale features, which exceed our mid-market assumptions for the NAC.



The following chart displays our estimates of achievable townhome pricing in today’s market in the NAC, alongside the current values at the comparables – including the adjusted detached-home values. We assume pricing above the three townhome projects, due to their age (built 2004-09), but in line with the values adjusted to reflect townhome pricing at Baker Creek West and Hillcrest.

FIGURE 4.7: ADJUSTED COMPARABLE PRICING AND ACHIEVABLE SUBJECT PRICING



SOURCE: RMLS, Yamhill County, JOHNSON ECONOMICS

With two- and three-bedroom townhomes ranging in size from 1,400 to 1,800 square feet, the analysis indicates achievable pricing ranging from around \$360,000 to \$440,000, or \$243-258 PSF. With the following mix, which is estimated to represent a two-year absorption period (see next page), this translates into an average home price of around \$400,000 per home and \$250 PSF. This is likely adequate for suburban townhomes with a mid-market profile.

FIGURE 4.8: ACHIEVABLE OWNERSHIP PRICING, 1Q23

2-STORY TH.	UNIT MIX				PRICING		
	Type	Units (#)	Units (%)	Home Size	Lot Size	Per Home	Per SF
	2B/2.5b	10	33%	1,400	2,000	\$361,400	\$258
	3B/2.5b	10	33%	1,600	2,500	\$400,400	\$250
	3B/2.5b	10	33%	1,800	3,000	\$436,600	\$243
	<b>Total</b>	<b>30</b>	<b>100%</b>	<b>1,600</b>	<b>2,500</b>	<b>\$399,467</b>	<b>\$250</b>

SOURCE: JOHNSON ECONOMICS



## **ABSORPTION**

As discussed in the section on rental housing, the most recent Housing Needs Analysis for McMinnville includes a projected need for 27 attached single-family homes annually, which we assume will be split 50/50 between rentals and ownership. Thus, we assume a city-wide absorption potential of roughly 15 for-sale townhomes and duplexes per year. Given the very limited supply of new attached homes in McMinnville in recent years, we would assume that the NAC can capture all of this demand, absorbing around 15 townhomes annually.





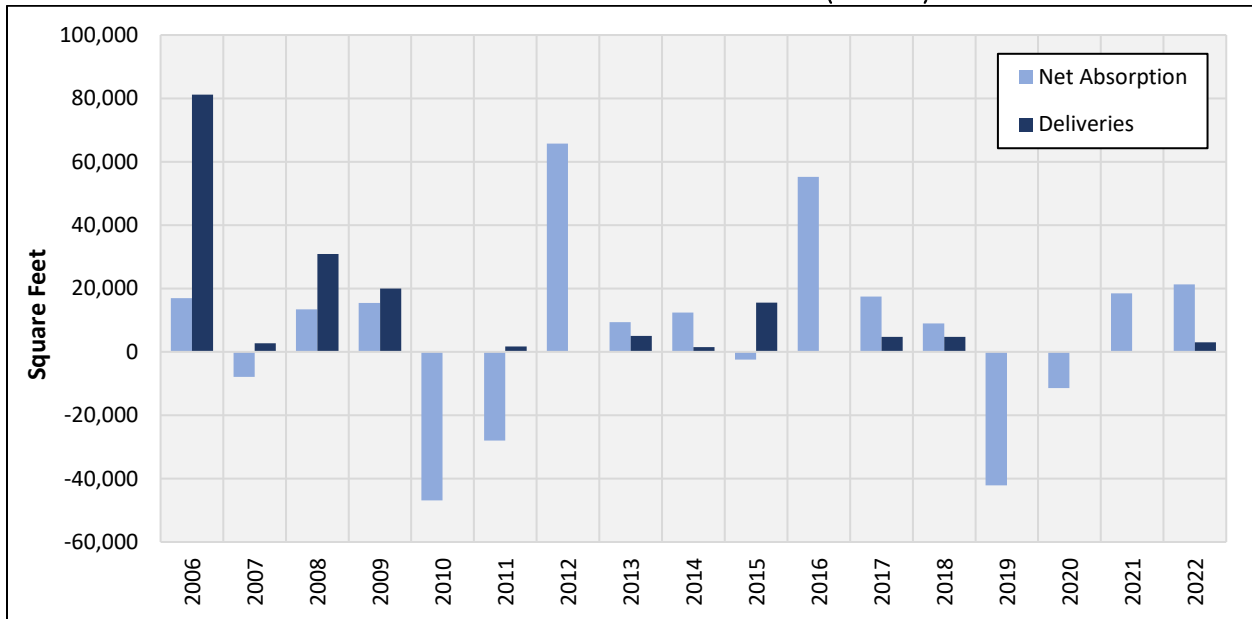
## V. COMMERCIAL SPACE

### MARKET TRENDS

The retail market in McMinnville has seen limited development activity in recent years. According to CoStar, 2006 was the last year with a significant amount of new space delivered, when 81,000 square feet were completed. Over the past 10 years, only 34,000 square feet have been completed, reflecting limited demand due to increasing online competition. However, 87,000 square feet have been absorbed on a net basis over this period, suggesting stronger demand than reflected in the development activity. This has eaten into the inventory of vacant space in the city.

The net absorption has been uneven in recent years, with declines in 2019 and 2020 followed by gains in 2021 and 2022. Roughly 20,000 square feet were absorbed on a net basis in each of the last two years, above the annual average of 8,700 square feet over the past 10 years.

FIGURE 5.1: RETAIL DELIVERIES AND NET ABSORPTION (2006-22)

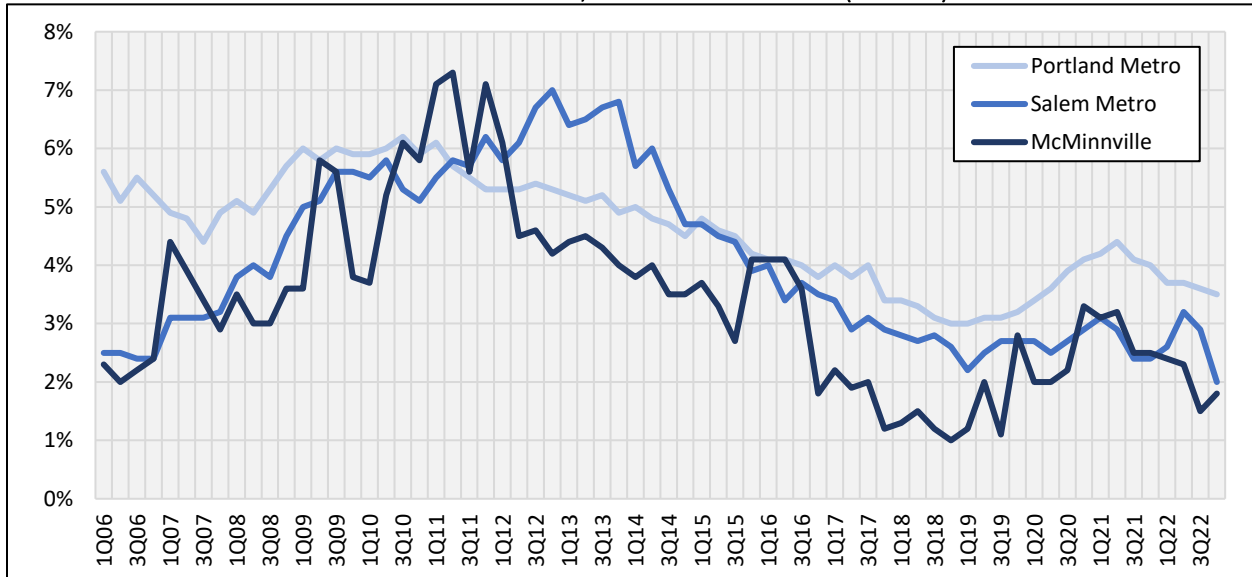


SOURCE: CoStar, JOHNSON ECONOMICS

The small size of the McMinnville market leads to wide fluctuations in the vacancy rate when spaces are vacated or become occupied. However, the city has generally exhibited low vacancy over the past decade – lower than in the Portland Metro and Salem Metro markets (see chart next page). The rate peaked at 7.3% in 2011, and thereafter fell to 1.0% in early 2019. This is unusually low. The rate rose again early in COVID, but has since fallen back to 1.8% as of year-end 2022. This is on par with the Salem Metro vacancy rate, but well below the Portland Metro rate. The low vacancy rate indicates potential for additional supply.



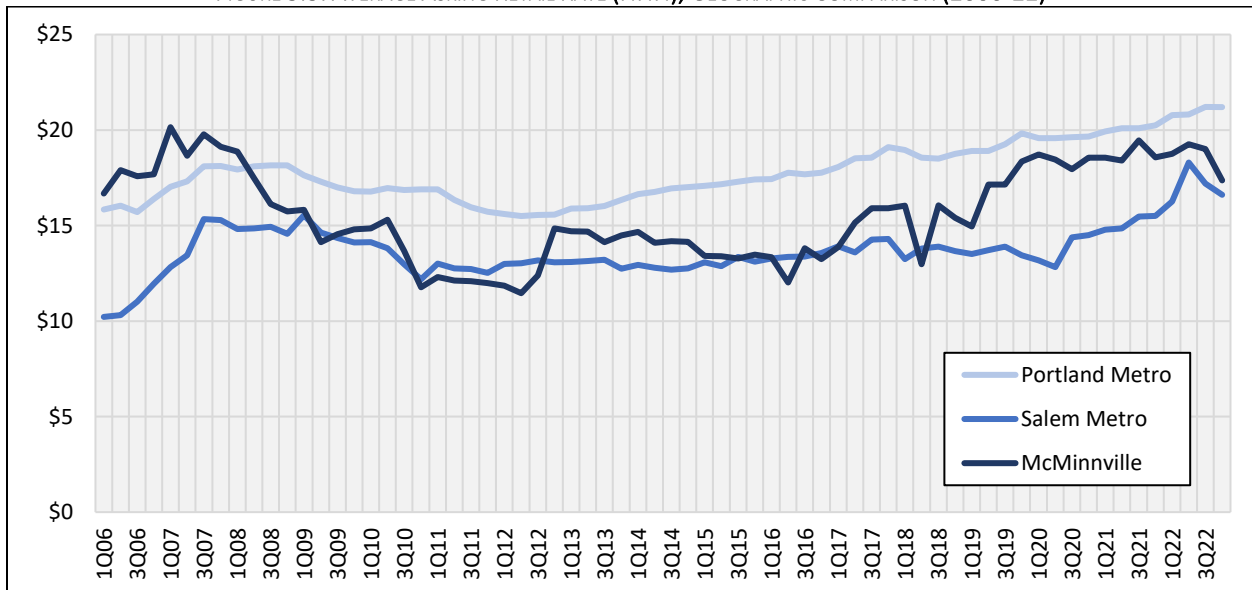
FIGURE 5.2: RETAIL VACANCY, GEOGRAPHIC COMPARISON (2006-22)



SOURCE: CoStar, JOHNSON ECONOMICS

Average lease rates reported by CoStar will reflect the space available for lease at any given time. In McMinnville, the average rate has generally exceeded the average in the Salem Metro Area, but been lower than in the Portland Metro Area. The McMinnville average trended higher at a relatively rapid pace during the second half of the last decade, and thereafter saw more moderate gains over the 2020-22 period, before falling to \$17.36 at year-end 2022. This recent decline may be a function of short-term fluctuations rather than underlying market softness. If we follow the trendline, the market has averaged 5.9% annual rent growth over the past five years. If we use the actual quarterly averages, the annual rent growth was 1.6%. The average of the two (3.8%) is identical to general inflation over this period. In comparison, Portland Metro averaged 2.1% annual rent growth while Salem Metro averaged 3.1% annually over this period.

FIGURE 5.3: AVERAGE ASKING RETAIL RATE (NNN), GEOGRAPHIC COMPARISON (2006-22)



SOURCE: CoStar, JOHNSON ECONOMICS



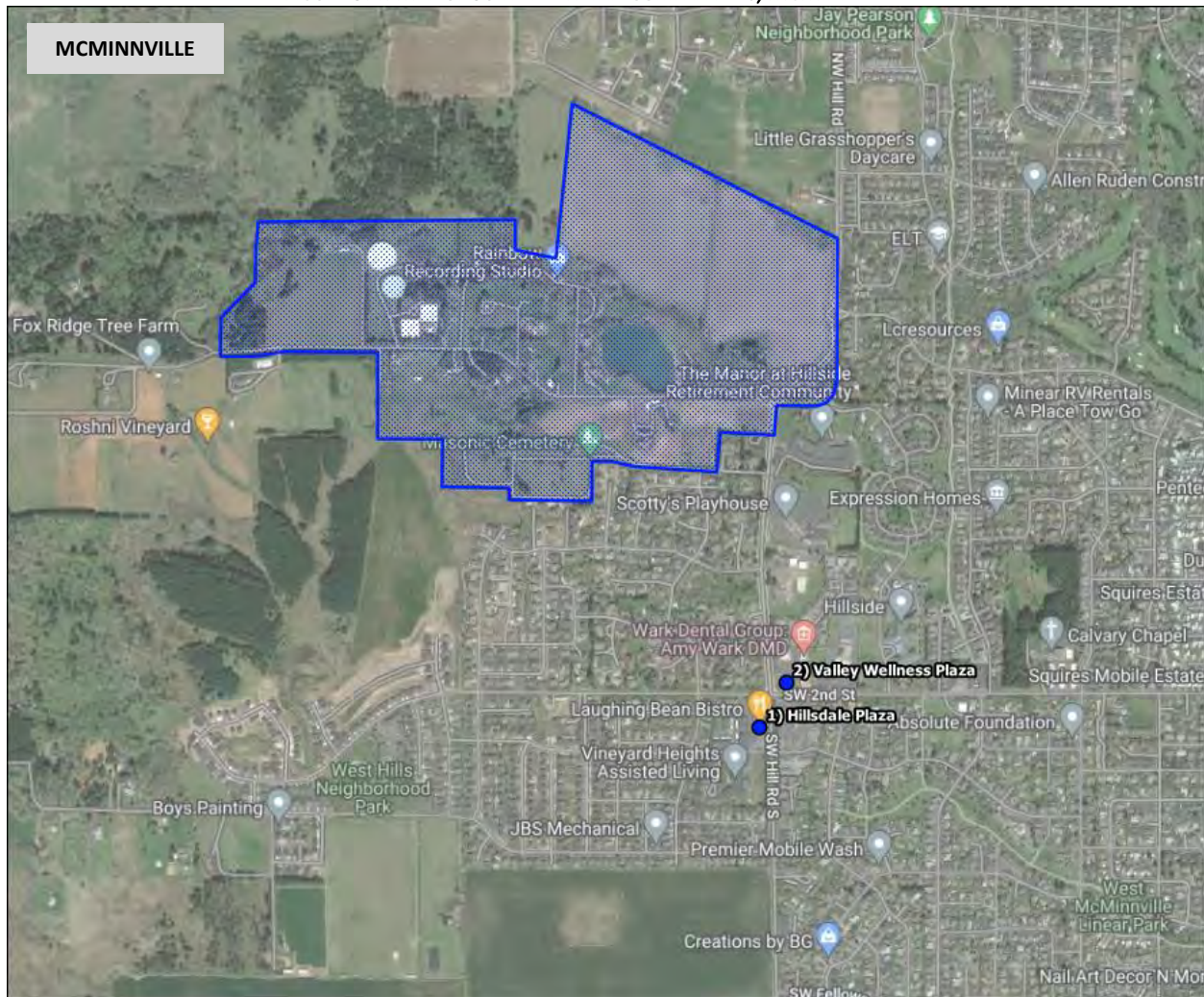
## SURVEY OF COMPARABLES

### COMPARABLES

Recent commercial projects in McMinnville are few in number and generally located along Highway 99 or in Downtown, both of which represent stronger environments for commercial uses than the subject site. In our survey of comparables, we have therefore focused on suburban retail properties with a neighborhood orientation. We have included two such properties near the subject site on NW Hill Road in McMinnville. These were built in 1990 and 2009.

In order to provide reference points from newer projects, we have included four newer properties from other parts of the Portland-Salem region that represent locations somewhat similar to the subject site. However, it should be mentioned that there are few examples of recent commercial developments along roads with traffic volumes comparable to the subject site (3,200 AADT in 2021). The four properties included from outside McMinnville have daily traffic volumes ranging from 10,000 to 20,000, and are located in Salem, Beaverton, and Felida (unincorporated Clark County, Washington). Maps from each of these areas are included over the next pages, followed by profiles of the retail properties.

FIGURE 5.4: MAP OF SURVEYED RETAIL COMPARABLES, MCMINNVILLE

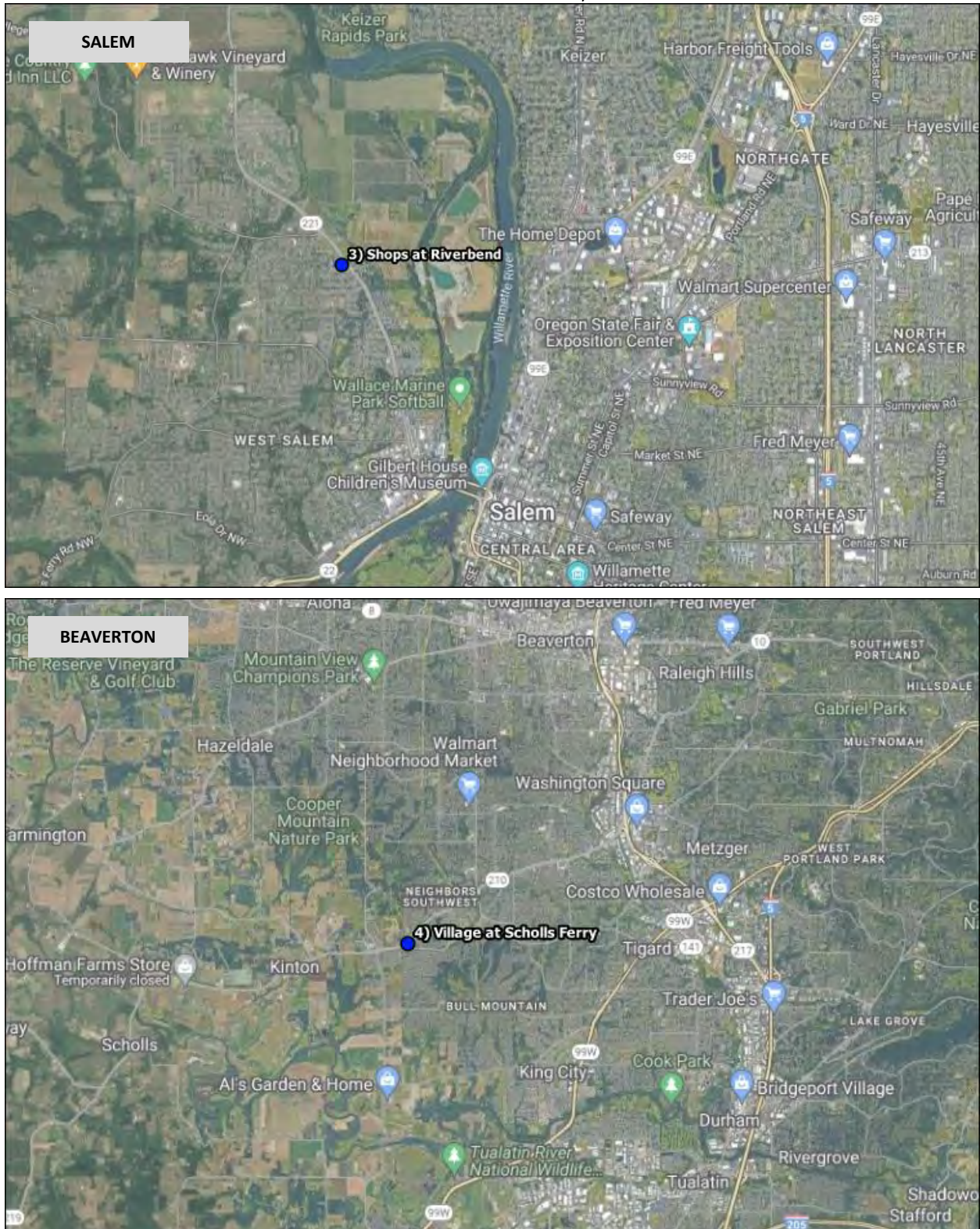


SOURCE: Google Earth, JOHNSON ECONOMICS





FIGURE 5.5: MAP OF SURVEYED RETAIL COMPARABLES, SALEM AND BEAVERTON

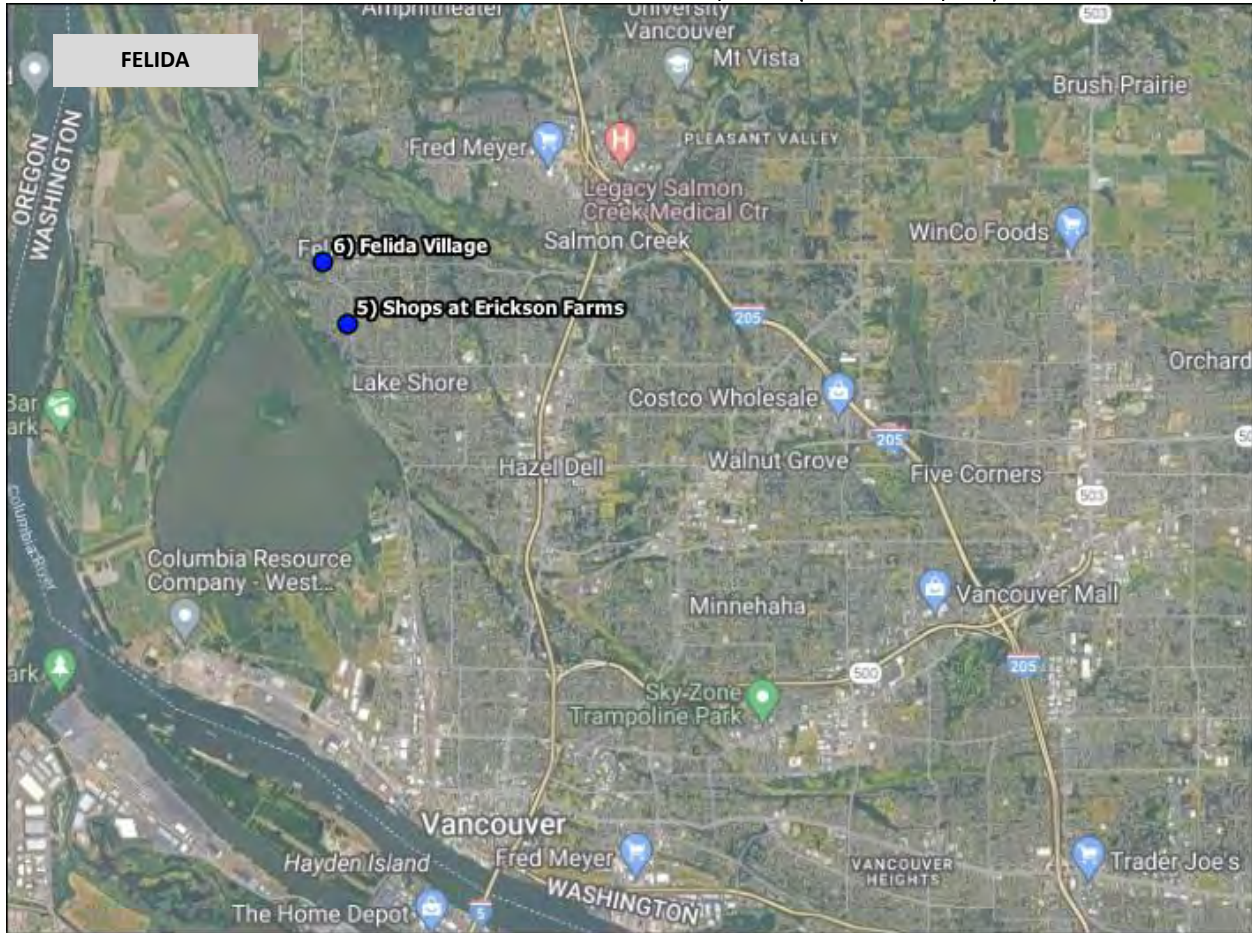


SOURCE: Google Earth, JOHNSON ECONOMICS





FIGURE 5.6: MAP OF SURVEYED RETAIL COMPARABLES, FELIDA (CLARK COUNTY, WA)



SOURCE: Google Earth, JOHNSON ECONOMICS

FIGURE 5.7: PROFILES OF SURVEYED RETAIL COMPARABLES

1) HILLSDALE PLAZA	
2274 SW 2nd St, McMinnville, OR	
Type:	Gabled suburban
Year built:	2009
Total RBA SF:	5,000
Parking/1,000 SF:	7.6
Street frontage 1:	SW 2nd St
Street frontage 2:	SW Hill Rd
Street 1 AADT:	8,200
Street 2 AADT:	3,200
Available SF:	0
Available %:	0%
Lease type:	MG
Asking lease rate:	\$18.00 (3Q22)
Current equiv. rate*:	\$18.00
2,447 SF leased in August 2022 at \$18 MG ask. Tenants: Valley Oasis Massage, Laughing Bean Bistro.	








## 2) VALLEY WELLNESS PLAZA

2191 NW 2nd St, McMinnville, OR

Type:	Medical Office
Year built:	1990
Total RBA SF:	13,900
Parking/1,000 SF:	7.5
Street frontage 1:	SW 2nd St
Street frontage 2:	SW Hill Rd
Street 1 AADT:	8,200
Street 2 AADT:	3,200
Available SF:	981
Available %:	7%
Lease type:	FS
Asking lease rate:	\$27.36
Current equiv. rate*:	\$27.36

Notes: Tenants: Ability Physical Therapy, McMinnville Family Eye Care, Columbia Allergy, Providence Heart Clinic.



## 3) SHOPS AT RIVERBEND

1221 Riverbend Rd, Salem, OR

Type:	Strip mall
Year built:	2022
Total RBA SF:	10,780
Parking/1,000 SF:	7.3
Street frontage 1:	Wallace Rd NW
Street frontage 2:	Riverbend Rd
Street 1 AADT:	19,600
Street 2 AADT:	1,000
Available SF:	1,296
Available %:	12%
Lease type:	NNN
Asking lease rate:	\$25.00
Current equiv. rate*:	\$25.00

Notes: Strip mall with four 1,300-SF spaces and food cart pod with dining pavilion and spaces for 15 carts (all leased).

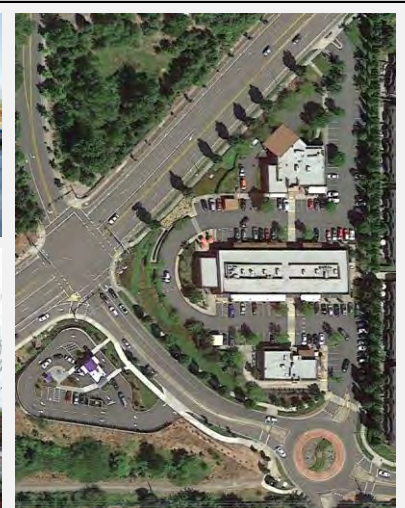


## 4) VILLAGE AT SCHOLLS FERRY

16315 SW Barrows Rd, Beaverton, OR

Type:	Neighborhood Ctr
Year built:	2008
Total RBA SF:	53,126
Parking/1,000 SF:	2.2
Street frontage 1:	SW Scholls Ferry Rd
Street frontage 2:	SW Barrows Rd
Street 1 AADT:	18,300
Street 2 AADT:	6,377
Available SF:	7,335
Available %:	14%
Lease type:	NNN
Asking lease rate:	\$28.00
Current equiv. rate*:	\$28.00

Notes: 3 bldgs (one 2-story on slope). Adjacent Dutch Bros. Tenants: Hillside Pub, Casa Lola Kitchen, Biscuits Café, Edward Jones, Inspired Life, Twist Spa ++







5) ERICKSON FARMS	
10722 NW Lakeshore Ave, Vancouver, WA	
Type:	Neighborhood Center
Year built:	2017-19
Total RBA SF:	34,376
Parking/1,000 SF:	5.1
Street frontage 1:	NW Lakeshore Ave
Street frontage 2:	NW 106th St
Street 1 AADT:	9,923
Street 2 AADT:	
Available SF:	0
Available %:	0%
Lease type:	NNN
Asking lease rate:	\$23.50
Current equiv. rate*:	\$23.50
Notes: Tenants: Los Potrillos, Mahoney Public House, Arktana, Creed Coffee, Nail Kitchen Spa, Windermere, Lakeshore Learning Center, Grapes & Growlers.	



6) FELIDA VILLAGE	
3600-04 NW 119th St, Vancouver, WA	
Type:	Neighborhood mixed-use
Year built:	2016
Total RBA SF:	10,600
Parking/1,000 SF:	3.8
Street frontage 1:	NW 36th Ave
Street frontage 2:	NW 119th St
Street 1 AADT:	11,100
Street 2 AADT:	4,500
Available SF:	0
Available %:	0%
Lease type:	NNN
Negotiated lease rate:	\$24.70
Current equiv. rate*:	\$24.70
Notes: Retail with office and apartments above. Office leased at \$20 in late 2021; retail at \$24 in 2020. Mt. Tabor Brewing, VX Vinos, Studio V, Barre3, Edward Jones.	



SOURCE: JOHNSON ECONOMICS

### KEY OBSERVATIONS

The two comparables from McMinnville are located at the intersection of NW 2<sup>nd</sup> Street and SW Hill Road, as part of a commercial cluster at this intersection. The traffic volume at this intersection is in the low end of what can support new commercial development in today's market. Estimates from ODOT (2021) indicate 8,200 daily trips on 2<sup>nd</sup> Street and 3,200 on Hill Road. The retail building at the southwest corner – Hillsdale Plaza, built in 2009 – most recently advertised an annual asking rate of \$18.00 modified gross per square foot (PSF) in late 2022. This likely represents a triple-net (NNN) rate below \$16.00 PSF, which is well below the typical threshold for supporting new construction. However, the building has a basic profile without strong tenant visibility or signage potential due to its gabled roof and low ceiling height. A modern retail building would likely capture higher rents.

The medical office building at the northeast corner of the 2<sup>nd</sup>/Hill intersection – Yamhill Valley Wellness Plaza – is older (1990) but built to a higher standard. It currently has a small suite available at a \$27.36 full-service asking rate. Converted to triple-net terms, this may reflect a rate in the low \$20s. Again, more modern space would likely capture somewhat higher rates.





To our knowledge, the best example of a recent commercial development with a neighborhood orientation on a site with similar traffic exposure is the Shops at Erickson Farms in Felida, north of Vancouver, Washington. Felida is one of the most affluent suburban areas in Clark County. The project sits along Lakeshore Avenue, centrally within a large residential area that was without commercial amenities prior to its opening in 2017. The nearest commercial options are in the I-5 corridor, two-three miles to the east. In comparison, Hill Road is roughly two miles from Highway 99. The current daily traffic volume on Lakeshore Avenue is 9,900, which means that the project has one of the lowest traffic volumes among newer retail centers in the suburban parts of the Portland-Salem area. The relatively low lease rates, \$23.50, are reflective of the limited traffic exposure. The rates have remained at this level since opening. The property totals 34,000 square feet (fully leased), including office/daycare buildings. Most tenants are food/beverage and service establishments. Felida’s relatively affluent household base has contributed to the support for the project.

Felida Village is a mixed-use project located along the same road, with slightly higher traffic volumes (11,100 AADT). It was built in 2016 and includes 10,600 square feet of commercial space (mostly ground-floor retail) plus eight apartments on the second floor. While most mixed-use projects are built in more urban areas, near transit centers, or along roads with more pedestrian/bike traffic, this project is a unique example of a mixed-use project along a suburban arterial road with moderate traffic. Current lease rates average \$24.70 NNN for ground-floor space and \$19.25 for second-floor office space. Tenants include a brewpub and service providers. As with Erickson Farms, the relatively affluent household base in Felida and the distance to larger commercial centers have helped the project.

The Village at Scholls Ferry in Beaverton is a larger project, totaling 53,000 square feet. It also has a neighborhood orientation, but benefits from higher traffic exposure (18,000 AADT). However, at the time it was built in 2008, it was at the western periphery of Beaverton, with farmland to the west. Traffic volumes on Scholls Ferry Road were likely much lower than today. It leased up at rates in the \$26-32 range. The current asking rate is \$28.00, with 7,000 square feet vacant. Tenants are mainly food/beverage and service providers.

The Shops at Riverbend is a smaller project with one retail building (5,200 SF) for four smaller tenants plus a food cart pod and a dining pavilion. It is located along Wallace Road in West Salem, with average daily traffic of roughly 20,000. The asking rate for the retail space is \$25.00 NNN, with only one space left. Current tenants include a nail salon and flower shop, plus the food carts.

**FIGURE 5.8: SUMMARY OF SURVEYED RETAIL PROPERTIES**

PROPERTY	ADDRESS	TRAFFIC AADT	YEAR BUILT	FLOORS	TOTAL RETAIL SF	AVAIL. (%)	LEASE RATE	
							\$	TYPE
1) Hillsdale Plaza	2274 SW 2nd St, McMinnville, OR	8,200	2009	1	5,000	0%	\$18.00	MG
2) Valley Wellness Center	2191 NW 2nd St, McMinnville, OR	8,200	1990	1	13,900	7%	\$27.36	FS
3) Shops at Riverbend	1221 Riverbend Rd, Salem, OR	13,300	2021+	1	46,100	0%	\$25.00	NNN
4) Village at Scholls Ferry	16315 SW Barrows Rd, Beaverton, OR	18,300	2008	2	53,126	14%	\$28.00	NNN
5) Shops at Erickson Farms	10722 NW Lakeshore Ave, Vancouver, WA	9,900	2017-19	1	34,376	0%	\$23.50	NNN
6) Felida Village	3600-04 NW 119th St, Vancouver, WA	11,100	2016	1	10,600	0%	\$24.70	NNN

SOURCE: Brokers; developers; online media; CoStar; JOHNSON ECONOMICS

## HOUSEHOLD SUPPORT

Support for commercial establishments in the Neighborhood Activity Center (NAC) will come from the surrounding household base, both within and outside the Fox Ridge area. In order to evaluate this support, we estimate the sales generated by the surrounding households, today and in the future. We also evaluate current and future traffic flows past the site, before we in the next section estimate the amount of commercial space that is feasible within the NAC.

### NEIGHBORHOOD TRADE AREA

The first step in this analysis is to delineate the geographic area from which the NAC is likely to capture household spending. For this determination, we assume that each household in the surrounding area will use the nearest



commercial center, as measured in drive time (Google Maps). Though households in reality conduct their shopping at multiple locations, we assume that the nearest commercial center has the advantage in capturing shopping traffic from the household if the type of retail or service is provided at this location. The delineated trade area for the NAC represents the drive-time mid-points between the NAC and other commercial centers. And though households within this trade area will do much of their shopping outside this area, establishments within the NAC will also attract customers from outside the area. We assume that the trade area boundary represents the points where these in- and outflows of demand offset each other. We refer to this trade area as the Core Trade Area (CTA).

In the delineation of the CTA, we take into account both existing and planned commercial centers. The existing commercial cluster around 2<sup>nd</sup> Street and Hill Road limits the trade area to the south, while the planned commercial center on Baker Creek Road and Hill Road limits the trade area to the north. The nearest alternatives to the east are in the Highway 99 corridor. For each center or commercial area, we use the nearest main intersection when estimating drive times (Wallace Rd/Hill Rd for the NAC). The resulting trade area delineation for the NAC is shown below.

FIGURE 5.9: NAC COMMERCIAL CORE TRADE AREA (CTA)



SOURCE: Google Earth, Metro, JOHNSON ECONOMICS



### SUPPORT FOR COMMERCIAL ACTIVITIES

A geographic analysis of assessor data indicates that there are 915 housing units within the CTA currently. In the following, we present estimates of supported employment and spending in retail and service categories that typically take place in commercial buildings, based on averages from suburban and rural parts of Oregon and Washington states. We also provide estimates for future support, assuming the increase of 567 housing units in the Fox Ridge area. This assumption is based on the preceding residential analysis and includes 150 rental apartments, 30 townhomes, and 387 detached single-family homes (80 acres with 9,000-square-foot lots). At that point, the housing inventory in the CTA will have grown to almost 1,500.

Employment and sales estimates are converted to square footage based on typical/average ratios observed in various surveys and studies conducted by Johnson Economics. These include employment density surveys, surveys published in trade publications, and analyses of financial reports from retailers. Per-square-foot spending estimates are updated annually to account for inflation. Note that there is significant variation in space utilization between different types of establishments within each category.

The estimates of current and future commercial support are presented over the next two pages. Categories in grey font are retail/service formats that would either be inconsistent with the type of neighborhood center envisioned in the NAC or that require a mall or downtown location in the current retail market.

In most categories, the support estimated to be generated by the households within the CTA represents less than one average-size establishment. Based on the current household count, only two categories exhibit support for at least one establishment: full- and limited-service restaurants. Each is estimated to have support for roughly two establishments. This means that restaurant spending by the households currently living in the CTA should total the average sales of around four restaurants. However, it does not mean that there is market support for four restaurants in the NAC currently. Neighborhood centers can only capture a portion of the restaurant spending by surrounding households, as some restaurant spending takes place in conjunction with shopping at larger centers or as part of travel or destination visits to downtown restaurants. A qualitative evaluation is required to estimate the amount of household spending that can be captured in the NAC. The same is true for the other categories as well. Based on the current-year sales estimates, we believe there is inadequate support for new construction commercial space in the NAC currently.

In the estimates of future support, the model indicates that five additional categories will have CTA support equivalent to at least one average-size establishment. These are all service categories, representing medical, professional, and personal service providers. These indicate potential for a small commercial center in the NAC. In the following, we will evaluate which of these are likely to capture adequate demand with a NAC location.



FIGURE 5.10: CURRENT SUPPORT FOR COMMERCIAL ACTIVITIES, NAC CTA (2023)

CURRENT COMMERCIAL POTENTIAL		MARKET SUPPORT			
Category	Major Category	Establish-ments	Employ-ment	An. Sales (\$1,000)	Square Feet
Physician/clinic	Health services	1.0	18	\$3,127	12,387
Grocery	Everyday goods	0.3	19	\$6,584	11,351
Hardware/materials/garden	Home/garden	0.4	7	\$2,057	10,203
<b>FS restaurant</b>	<b>Eating/drinking places</b>	<b>2.0</b>	<b>37</b>	<b>\$2,468</b>	<b>5,494</b>
Fitness	Fitness/dance/martial arts	0.4	7	\$387	5,241
<b>LS restaurant</b>	<b>Eating/drinking places</b>	<b>1.8</b>	<b>30</b>	<b>\$2,241</b>	<b>4,021</b>
Bank	Bank	0.4	8	\$1,095	2,208
Chiropractor/physical therapy	Health services	0.8	6	\$609	2,082
Dentist	Health services	0.9	7	\$1,103	1,987
Pet supplies	Hobby/leisure/pets	0.1	1	\$255	1,706
Hair/nail/spa	Personal care	0.8	4	\$233	1,492
Used goods	Used goods	0.2	4	\$342	1,466
Insurance	Financial/legal/insurance	0.7	5	\$835	1,234
Bar/pub	Eating/drinking places	0.3	3	\$277	980
Convenience	Everyday goods	0.4	2	\$677	966
Pet care/grooming	Personal care	0.2	1	\$56	953
Coffee/juice/ice cream	Eating/drinking places	0.6	7	\$442	753
Wireless	Wireless	0.4	6	\$2,438	705
Gas station	Gas station	0.4	4	\$3,873	699
Specialty foods/drinks	Everyday goods	0.4	3	\$534	670
Vet/animal clinic	Health services	0.3	4	\$573	662
Attorney	Financial/legal/insurance	0.3	2	\$481	579
Optic/vision	Health services	0.2	1	\$153	550
Martial arts	Fitness/dance/martial arts	0.1	1	\$81	442
Brewery/winery/distillery	Eating/drinking places	0.1	1	\$50	414
CPA	Financial/legal/insurance	0.3	2	\$202	389
Mortgage/title	Financial/legal/insurance	0.2	2	\$491	344
Tanning	Personal care	0.1	1	\$61	300
Delivery/mailbox	Other service	0.1	1	\$124	287
Financial advisor/broker	Financial/legal/insurance	0.3	2	\$448	282
Drycleaning/laundry/alterations	Other service	0.2	1	\$107	195
Dance/aerobic/yoga/music	Fitness/dance/martial arts	0.1	1	\$49	185
Flowers	Home/garden	0.1	0	\$34	156
Health/supplements	Everyday goods	0.1	0	\$64	98
Supercenter/warehouse club	Everyday goods	0.1	16	\$7,472	8,181
Discount department store	Everyday goods	0.1	5	\$1,041	7,627
Furniture/home goods	Home/garden	0.3	3	\$903	6,683
Auto service/carwash	Auto service/care	0.8	6	\$961	3,738
Sporting goods	Hobby/leisure/pets	0.2	2	\$372	3,714
Pharmacy	Everyday goods	0.2	3	\$1,162	2,902
Auto parts	Auto parts	0.4	4	\$1,068	2,571
Motor vehicle dealer	Motor vehicle dealer	0.3	9	\$7,636	2,399
Hobby/games/toys	Hobby/leisure/pets	0.2	2	\$204	1,710
Discount store	Everyday goods	0.1	2	\$206	1,622
Movie theater	Entertainment	0.0	1	\$132	1,198
Clothing	Clothing/accessories/cosmetics	0.2	3	\$456	1,006
Office supplies	Office/electronics/appliances	0.0	1	\$138	871
Department store	Clothing/accessories/cosmetics	0.0	1	\$34	844
Discount clothing/home store	Clothing/accessories/cosmetics	0.0	1	\$363	835
Electronics/appliances	Office/electronics/appliances	0.0	0	\$191	797
Real estate agent	Financial/legal/insurance	0.3	1	\$692	408
Shoes	Clothing/accessories/cosmetics	0.1	1	\$191	389
Music	Hobby/leisure/pets	0.0	0	\$63	276
Gifts	Hobby/leisure/pets	0.1	1	\$93	275
Other	Other service	0.2	1	\$86	258
Cosmetics	Clothing/accessories/cosmetics	0.0	1	\$88	172
Books	Hobby/leisure/pets	0.0	0	\$65	153
Photography	Other service	0.0	0	\$19	132
Jewelry	Clothing/accessories/cosmetics	0.1	0	\$111	115
Travel	Other service	0.1	0	\$38	111
Printing	Other service	0.0	1	\$85	107
Other entertainment	Entertainment	0.0	0	\$10	30
Payday Loans	Financial/legal/insurance	0.0	0	\$69	18
<b>Total</b>		<b>19</b>	<b>268</b>	<b>\$56,498</b>	<b>120,620</b>

SOURCE: U.S. Commerce Department, U.S. Census Bureau, U.S. BLS, JOHNSON ECONOMICS





FIGURE 5.11: FUTURE SUPPORT FOR COMMERCIAL ACTIVITIES, NAC CTA (+567 HOUSEHOLDS)

FUTURE COMMERCIAL POTENTIAL, +567 HOUSEHOLDS		MARKET SUPPORT			
Category	Major Category	Establish-ments	Employ-ment	Sales (\$1,000)	Square Feet
Physician/clinic	Health services	1.6	30	\$5,084	20,138
Grocery	Everyday goods	0.5	31	\$10,704	18,455
Hardware/materials/garden	Home/garden	0.6	11	\$3,345	16,588
<b>FS restaurant</b>	<b>Eating/drinking places</b>	<b>3.2</b>	<b>60</b>	<b>\$4,013</b>	<b>8,933</b>
Fitness	Fitness/dance/martial arts	0.6	12	\$629	8,521
<b>LS restaurant</b>	<b>Eating/drinking places</b>	<b>3.0</b>	<b>49</b>	<b>\$3,644</b>	<b>6,537</b>
Bank	Bank	0.7	13	\$1,780	3,590
<b>Chiropractor/physical therapy</b>	<b>Health services</b>	<b>1.4</b>	<b>10</b>	<b>\$991</b>	<b>3,386</b>
<b>Dentist</b>	<b>Health services</b>	<b>1.5</b>	<b>12</b>	<b>\$1,793</b>	<b>3,231</b>
Pet supplies	Hobby/leisure/pets	0.2	2	\$415	2,774
<b>Hair/nail/spa</b>	<b>Personal care</b>	<b>1.3</b>	<b>6</b>	<b>\$379</b>	<b>2,425</b>
Used goods	Used goods	0.3	7	\$556	2,383
<b>Insurance</b>	<b>Financial/legal/insurance</b>	<b>1.1</b>	<b>9</b>	<b>\$1,357</b>	<b>2,007</b>
Bar/pub	Eating/drinking places	0.5	5	\$450	1,593
Convenience	Everyday goods	0.7	4	\$1,100	1,570
Pet care/grooming	Personal care	0.3	2	\$91	1,549
Coffee/juice/ice cream	Eating/drinking places	1.0	11	\$719	1,224
Wireless	Wireless	0.6	10	\$3,964	1,146
Gas station	Gas station	0.6	7	\$6,296	1,136
Specialty foods/drinks	Everyday goods	0.7	6	\$868	1,089
Vet/animal clinic	Health services	0.5	7	\$931	1,076
Attorney	Financial/legal/insurance	0.5	3	\$782	942
Optic/vision	Health services	0.3	2	\$248	895
Martial arts	Fitness/dance/martial arts	0.2	2	\$132	719
Brewery/winery/distillery	Eating/drinking places	0.1	1	\$81	673
CPA	Financial/legal/insurance	0.5	4	\$329	632
Mortgage/title	Financial/legal/insurance	0.3	3	\$798	560
Tanning	Personal care	0.2	2	\$99	487
Financial advisor/broker	Financial/legal/insurance	0.5	3	\$728	459
Drycleaning/laundry/alterations	Other service	0.3	1	\$173	317
Dance/aerobic/yoga/music	Fitness/dance/martial arts	0.2	2	\$80	301
Flowers	Home/garden	0.1	0	\$55	254
Health/supplements	Everyday goods	0.1	1	\$104	159
Delivery/mailbox	Other service	0.0	1	\$201	82
Supercenter/warehouse club	Everyday goods	0.1	27	\$12,148	13,301
Discount department store	Everyday goods	0.1	7	\$1,693	12,401
Furniture/home goods	Home/garden	0.5	5	\$1,469	10,865
Auto service/carwash	Auto service/care	1.3	9	\$1,562	6,077
Sporting goods	Hobby/leisure/pets	0.3	3	\$605	6,038
Pharmacy	Everyday goods	0.3	5	\$1,889	4,718
Auto parts	Auto parts	0.7	7	\$1,736	4,180
Motor vehicle dealer	Motor vehicle dealer	0.5	15	\$12,415	3,900
Hobby/games/toys	Hobby/leisure/pets	0.3	3	\$332	2,781
Discount store	Everyday goods	0.2	3	\$335	2,637
Movie theater	Entertainment	0.0	1	\$214	1,947
Clothing	Clothing/accessories/cosmetics	0.3	5	\$741	1,635
Office supplies	Office/electronics/appliances	0.1	1	\$224	1,416
Department store	Clothing/accessories/cosmetics	0.0	1	\$55	1,371
Discount clothing/home store	Clothing/accessories/cosmetics	0.0	2	\$591	1,357
Electronics/appliances	Office/electronics/appliances	0.1	1	\$311	1,295
Real estate agent	Financial/legal/insurance	0.5	2	\$1,124	663
Shoes	Clothing/accessories/cosmetics	0.1	2	\$311	633
Music	Hobby/leisure/pets	0.1	1	\$102	449
Gifts	Hobby/leisure/pets	0.2	1	\$151	448
Other	Other service	0.3	2	\$140	419
Cosmetics	Clothing/accessories/cosmetics	0.1	1	\$143	280
Books	Hobby/leisure/pets	0.0	1	\$105	249
Photography	Other service	0.1	0	\$31	214
Jewelry	Clothing/accessories/cosmetics	0.1	1	\$181	186
Travel	Other service	0.1	1	\$61	180
Printing	Other service	0.1	1	\$138	174
Other entertainment	Entertainment	0.0	0	\$16	48
Payday Loans	Financial/legal/insurance	0.0	0	\$113	30
<b>Total</b>		<b>31</b>	<b>435</b>	<b>\$91,857</b>	<b>195,724</b>

SOURCE: U.S. Commerce Department, U.S. Census Bureau, U.S. BLS, JOHNSON ECONOMICS



**TRAFFIC VOLUMES**

Traffic flows also have some bearing on the ability of a site to capture commercial demand. We therefore include a brief analysis of current and future traffic flows past the site. Based on our surveys of retail centers built over the past 10 years, we find that most auto-oriented suburban centers require daily traffic volumes of 10,000-15,000 before sales levels can sustain lease rates that can support the cost of new construction. However, projects that function as neighborhood or village centers in underserved residential areas or with good pedestrian access can find adequate support at lower traffic levels (e.g., Forest Heights Village, Portland; Crescent Village, Eugene; Avimor, Boise; Issaquah Highlands, Issaquah).

The most recent traffic counts on Hill Road are from just south of SW Tamarack Road, where the 2021 ODOT count was 3,200 AADT. The closest recent count on Wallace Road was 2,800 AADT just west of Cypress Road, also from 2021. We will assume that these counts reflect the current traffic level at the Hill/Wallace intersection. These traffic counts would in most cases be inadequate for auto-oriented commercial users.

Development of the Fox Ridge area will generate additional traffic past the site. Trip generation varies with housing format. Based on the preceding residential analysis, we will assume that the Neighborhood Activity Center (NAC) will include 150 multifamily units and 30 attached single-family units (15 rental; 15 ownership). Based on typical trip generation rates, these will increase the traffic volume by around 1,250 daily trips. For the remaining residential portion of the Fox Ridge area, we will assume that 80 acres will be developed over a 10-year period, creating 387 detached units (9,000-SF lots). These will generate an estimated 3,700 trips. Not taking into account other development in the city, the daily trip count on Hill Road should then be around 8,000. A new high school within the Fox Ridge area would add to this count. Other development on the westside will further increase the traffic volume.

**FIGURE 5.12: ESTIMATED DAILY TRIPS PAST THE SUBJECT SITE, GENERATED BY FUTURE HOUSING**

	HOUSING UNITS				TRIPS			
	SFD	SFA	MF	Total	SFD	SFA	MF	Total
					9.5/u.	8.1/u.	6.7/u.	
Existing								<b>3,200</b>
Fox Ridge NAC	0	30	150	180	0	243	1,005	<b>1,248</b>
Fox Ridge Low-Density	387	0	0	387	3,678	0	0	<b>3,678</b>
<b>Total</b>	<b>387</b>	<b>30</b>	<b>150</b>	<b>567</b>	<b>3,678</b>	<b>243</b>	<b>1,005</b>	<b>8,126</b>

*SOURCE: Institute of Traffic Engineers, City of McMinnville, JOHNSON ECONOMICS*

As mentioned, the current traffic volume on Hill Road would in most cases be inadequate to support auto-oriented commercial activity. However, a daily traffic volume around 8,000, plus additional high-school traffic, is likely adequate for a small neighborhood center that can rely on pedestrian/resident traffic as well as pass-by arterial traffic. Tenants are most likely to be independent establishments or local chain. National chains typically seek locations with higher traffic volumes.

**ABSORPTION**

As indicated, the NAC will only be able to capture a portion of the commercial demand generated within the CTA. Residents in this area will continue to visit major shopping centers outside the CTA, and they will continue to combine shopping with other activities outside the CTA. However, with anticipated household count and traffic volumes, we regard it likely that some establishments will find adequate support in the NAC. Food/beverage and service providers are the most likely tenants. We expect 5,000-10,000 square feet to be feasible, assuming a location by the Hill/Wallace intersection with good access from Hill Road as well as residential portions of Fox Ridge. We would plan for spaces in the range of 1,000-3,000 square feet (see next page), with a strip mall the most likely format.



We also expect potential for a daycare in a separate building within the NAC, given the increase in number of families in this area as Fox Ridge is built out. In total, this indicates potential for a commercial area of roughly 1.0 acre. We would assume that at least 400 residential units will have to be completed within the Fox Ridge area before a commercial center of this size becomes feasible.

**FIGURE 5.13: POTENTIAL TENANTS AND ACHIEVABLE PRICING (1Q23)\*, SUBJECT SITE**

#	MAJOR CATEGORY	CATEGORY	SQ.FT.	FAR	ACRES	RATE LOW	RATE HIGH
1	Eating/drinking places	Restaurant	2,800	0.25	0.3	\$25.00	\$27.00
2	Eating/drinking places	Restaurant/coffee	1,500	0.25	0.1	\$25.00	\$27.00
3	Personal care	Hair/nail/spa salon	1,500	0.25	0.1	\$24.00	\$26.00
4	Health/medical services	Physician/chiropractor	1,500	0.35	0.1	\$24.00	\$26.00
5	Professional/financial services	Real estate/insurance	1,000	0.35	0.1	\$24.00	\$26.00
6	Education	Daycare/preschool	4,000	0.30	0.3	\$22.00	\$24.00
<b>Total:</b>			<b>12,300</b>		<b>1.0</b>	<b>\$22.00</b>	<b>\$27.00</b>

\* Achievable lease rates are annual NNN rates per square foot.

SOURCE: JOHNSON ECONOMICS

Additionally, there may also be potential for a gas station with a convenience store within the NAC. Though the CTA households alone may provide inadequate support, the lack of a gas station west of Highway 99 suggests potential for a gas/convenience option along Hill Road. This may absorb another acre of land. We are aware of other neighborhood gas/convenience projects currently in development on sites with traffic volumes comparable to the estimated future traffic count on Hill Road (e.g., Camas Station at the northwest corner of NW 16<sup>th</sup> Avenue and Brady Road in Camas, 7,600 + 6,100 AADT).

## ACHIEVABLE PRICING

The above estimates of absorption potential include the inherent assumption of ability to pay lease rates that can justify new construction. However, based on our survey of comparables and our estimates of market support, we would expect the achievable lease rates to be in the low end of what can support new construction, requiring cost-effective design and building formats. Based on current market rates, we would assume rates in the \$24-27 range for ground-floor commercial space (NNN), with somewhat lower rates for a daycare building, as shown in the table above. These rates can be expected to increase with the market prior to market introduction.



## VI. CONCLUSIONS

### FEASIBLE USES

The preceding analysis indicates adequate market support for rental apartments, rental townhomes, ownership townhomes, and commercial space in the Fox Ridge Neighborhood Activity Center (NAC). In the current market, we would expect a single-phase 200-unit apartment project to be feasible with a 12-month absorption horizon, given the current apartment shortage and limited development pipeline in McMinnville. For a more long-term assumption, we regard a 150-unit apartment project plus 15 rental townhomes and 15 ownership townhomes to be feasible within a one-year absorption period. We expect a project of this scale to require roughly eight acres of land.

Following additional residential buildout of the Fox Ridge area, we expect a small commercial center of 5,000-10,000 square feet, plus a separate daycare center, to be feasible within the NAC. We expect these uses to absorb around one acre of land. A gas station with a convenience store may also become feasible, absorbing another acre or so.

In total, this indicates potential for a Neighborhood Activity Center that spans 9-10 acres. With a multi-phase approach to the residential components, with absorption over a three- to four-year period, we would expect that the scale of the residential development could be doubled, increasing the size of the NAC to 17-18 acres.

FIGURE 6.1: POTENTIAL LAND ABSORPTION

FEASIBLE USES			Res. Density	Com.	Land Need
LAND USE	Scale	Unit	(U/Ac)	FAR	(Acres)
Rental apartments	150	Units	28		5.4
Rental townhomes	15	Units	14		1.1
Ownership townhomes	15	Units	10		1.5
Retail space	8,300	SF		0.27	0.7
Daycare center	4,000	SF		0.30	0.3
Gas station w/conv. store	5,000	SF		0.15	0.8
<b>Total</b>					<b>8.9 (9.7)</b>

SOURCE: JOHNSON ECONOMICS

### FEASIBLE BUILDING FORMATS

#### RENTAL APARTMENTS

Current market rents indicate that rental apartments within the NAC are most likely to be three-story walk-up structures with surface parking. Higher rent levels would likely be needed to support taller and more costly formats like elevator buildings and tuck-under or podium parking.







### RENTAL TOWNHOMES

We expect rental townhomes both with and without attached garages to be feasible in the NAC, most likely two stories tall. The achievable rent estimates provided for rental townhomes earlier in the report assume surface parking. Attached garages would likely generate additional rent premiums (\$100-150/mo.).



### OWNERSHIP TOWNHOMES

We also expect ownership townhomes to be feasible. These typically represent a somewhat higher standard in terms of design and finishes than rental townhomes, and typically include attached garages. Two-story homes are most common, but three-story structures might also be feasible.



### COMMERCIAL SPACE

At the estimated achievable lease rates, a multi-tenant strip mall is the most likely commercial format in the NAC. Freestanding single-tenant buildings generally represent higher construction costs, but may be viable with cost-effective features (e.g., gable roof, smaller windows). One possible exception is a gas/convenience project, which is likely to a standard gas station format. The most likely format for a daycare is a gable-roof, single-story structure.





### **MIXED-USE POTENTIAL**

Vertical mixed-use projects with residential units above ground-floor commercial space are best suited for urban locations with significant bike and pedestrian traffic. In locations where the commercial tenants are dependent on auto traffic, the mixed-use format can be difficult to combine with the needs for visibility, signage, and parking convenience. These buildings usually do not offer the kind of signage surround that makes a logo stand out, while the upper floors tend to distract from the signage, especially if they include balconies. Moreover, suburban commercial tenants generally need convenient parking in front of the stores in order to maximize the capture of auto traffic. They also need clearly separated residential and commercial parking. Certain uses, like restaurants, may also require additional accommodation (e.g., soundproofing, ventilation) in order to limit nuisance for residents. Due to the cost and rent impacts of these factors, we do not expect vertical mixed-use projects to be feasible in the NAC. However, as shown by Felida Village in the previous section, low-cost versions of this format may be possible, though Felida Village has been helped by a relatively affluent surrounding household base.

### **LOCATION OF USES**

Commercial activity in the NAC will depend on good exposure to auto traffic, and will therefore need a location near one of the major Hill Road intersections, either at Wallace Road or Fox Ridge Road. Assuming future development of the high school site, the Wallace Road intersection will likely provide the strongest exposure, positioning the commercial component to capture demand from residents east of Hill Road in addition to Fox Ridge residents. This will require a site and road layout that provides easy access between Fox Ridge Road and the commercial center.

Both rental apartments and townhomes function well adjacent to commercial uses from a market standpoint. However, rental housing tends to benefit more from this proximity, as renters tend to value access higher than homeowners. The latter, who typically include a large share of families, tend to place greater emphasis on safety, and will often prefer separation from commercial traffic. We therefore recommend rental apartments closest to the commercial section.



# TRANSPORTATION ANALYSIS: EXISTING AND FUTURE CONDITIONS

NOVEMBER 2023



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This report documents the traffic analysis performed in association with the Fox Ridge Road Area Plan in McMinnville, Oregon. The purpose of this traffic analysis is to help identify and inform transportation issues that would need to be addressed in the City's Transportation System Plan update.

An executive summary of this transportation analysis is provided below. The following sections of this memorandum document the existing traffic conditions (2023), future baseline and preferred land use traffic conditions (2041), and a list of resulting transportation projects needed to support the build out of the Fox Ridge Road plan area.

## EXECUTIVE SUMMARY

To determine existing and future transportation conditions for the Fox Ridge area, a comprehensive traffic analysis was performed. The analysis focused on five key intersections along NW Hill Road.

### **Fox Ridge Road Plan Area**

The Fox Ridge Road Plan Area includes 200+ acres of land that currently contains rural, low density lands and publicly owned lands. The future development of the Plan Area primarily includes a mix of residential housing (low-, medium-, and high-density), parks and open spaces, some neighborhood mixed-use commercial, and 42 acres that are owned by the school district.<sup>1</sup>

### **Analysis Findings & Recommended Improvement Projects**

Intersection traffic operations were analyzed for the weekday AM and PM peak hours under the existing 2023 conditions and future 2041 conditions to evaluate if the study intersections meet the City's desired performance levels under the Preferred Land Use scenario.

Currently, the five study intersections all meet the City's performance standard.

In the Preferred Land Use 2041 scenario, all but two of the study intersections are expected to continue to meet standards and targets in the future. The suggested improvements are listed below.

- **NW Hill Road at Fox Ridge Road:** Install a single-lane roundabout or traffic signal. This project is not listed in the City's current TSP (2010).
- **NW Hill Road at 2<sup>nd</sup> Street:** Install a single-lane roundabout or traffic signal. This is consistent with the priority project identified in the City's current TSP (2010).

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<sup>1</sup> The property owned by the school district is already located within the City limits and is planned to be developed into a high school.



## EXISTING TRAFFIC CONDITIONS (2023)

Existing traffic conditions were evaluated for the study area and include traffic volumes; intersection operations; and bike, pedestrian, and transit needs.

### EXISTING TRAFFIC VOLUMES

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Traffic counts were collected for the AM peak period (7:00 to 9:00 a.m.) and PM peak period (4:00 to 6:00 p.m.) at the following study intersections.<sup>3</sup> The AM and PM peak hour traffic volumes (i.e., the highest hourly volumes during the peak period) are shown in Figure 1 and the traffic counts are provided in the appendix.

- NW Hill Road & Baker Creek Road
- NW Hill Road & Wallace Road
- NW Hill Road & Fox Ridge Road
- NW Hill Road & 2<sup>nd</sup> Street
- NW Hill Road & Fellows Street

### INTERSECTION PERFORMANCE MEASURES

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Agency mobility standards often require intersections to meet level of service (LOS) or volume-to-capacity (v/c) intersection operation thresholds. Additional operational details are provided in the appendix.

- The intersection LOS is similar to a “report card” rating based upon average vehicle delay. Level of service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of service D and E are progressively worse operating conditions. Level of service F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- The volume-to-capacity (v/c) ratio represents the level of saturation of the intersection or individual movement. It is determined by dividing the peak hour traffic volume by the maximum hourly capacity of an intersection or turn movement. When the V/C ratio approaches 0.95, operations become unstable and small disruptions can cause the traffic flow to break down, resulting in the formation of excessive queues.

The City of McMinnville requires all city intersections to meet the mobility standard, which is a v/c ratio of 0.90 or less.<sup>4</sup>

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<sup>3</sup> The counts were collected on June 1, 2023.

<sup>4</sup> Table 2-2, McMinnville Transportation System Plan, 2010.

## EXISTING INTERSECTION OPERATIONS

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Intersection operations were analyzed for the PM peak hour to evaluate whether the transportation network currently operates within desired performance levels as required by the City of McMinnville. Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity. The existing AM and PM peak hour intersection operations at the study intersection were determined based on the 6<sup>th</sup> Edition Highway Capacity Manual methodology.<sup>5</sup> Table 1 lists the estimated average delay (in seconds), level of service (LOS), and volume to capacity (v/c) ratio for each study intersection. As shown, all intersections currently meet the City's mobility standard.

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<sup>5</sup> Highway Capacity Manual, 6th Edition, Transportation Research Board, 2017.

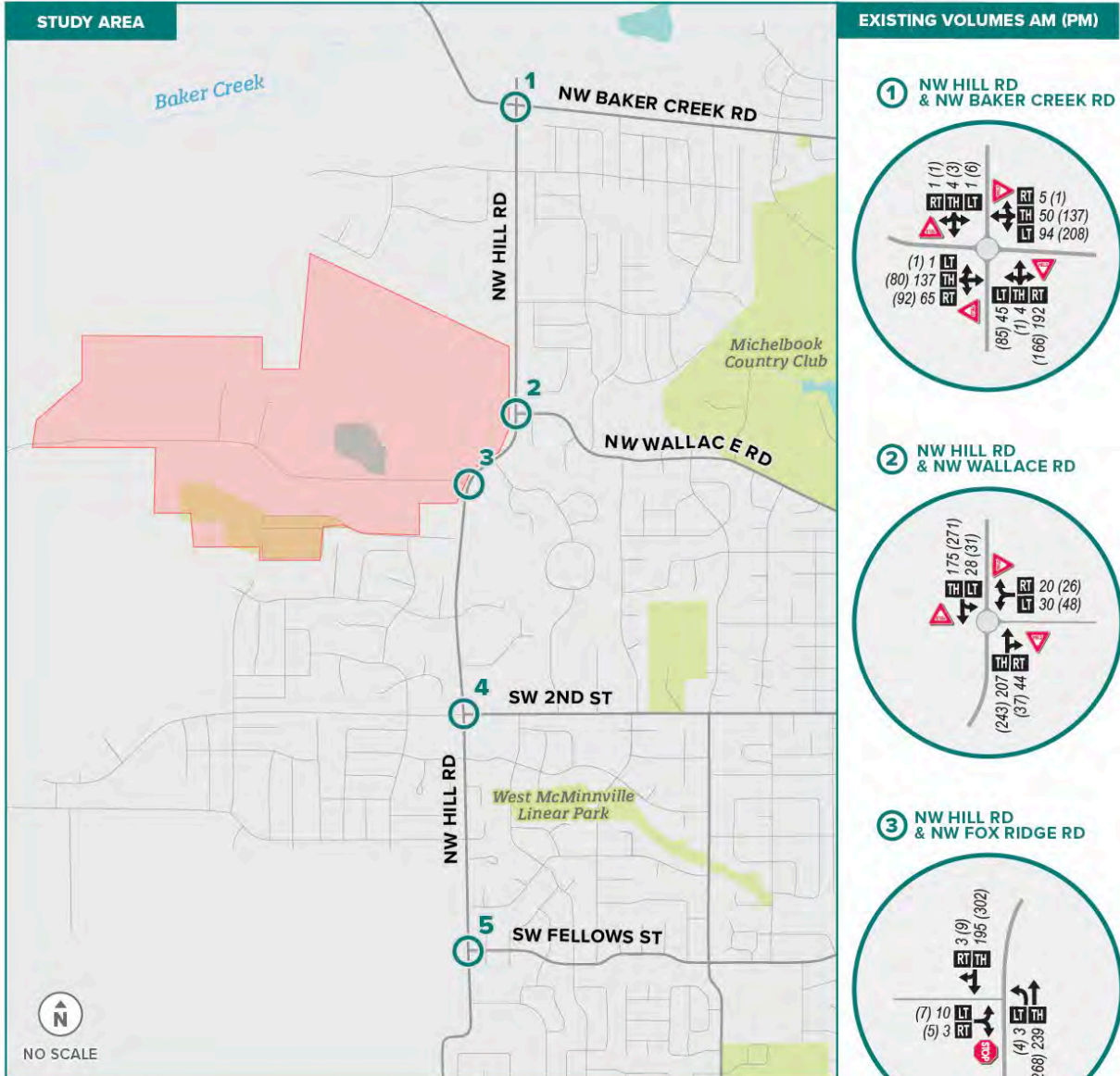


FIGURE 1: EXISTING 2023 TRAFFIC VOLUMES, LANE GEOMETRIES, AND TRAFFIC CONTROL

**TABLE 1: EXISTING (2023) INTERSECTION OPERATIONS**

INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
			V/C	DELAY	LOS	V/C	DELAY	LOS
NW HILL ROAD AT BAKER CREEK ROAD	Roundabout	v/c ≤ 0.90	0.25	5	A	0.29	5	A
NW HILL ROAD AT WALLACE ROAD	Roundabout	v/c ≤ 0.90	0.29	6	A	0.26	5	A
NW HILL ROAD AT FOX RIDGE ROAD	Two-Way Stop	v/c ≤ 0.90	0.03	12	B	0.03	12	B
NW HILL ROAD AT 2 <sup>ND</sup> ST	All-Way Stop	v/c ≤ 0.90	0.48	15	C	0.46	15	C
NW HILL ROAD AT FELLOWS ST	Two-Way Stop	v/c ≤ 0.90	0.11	10	A	0.15	10	A

Delay = Critical Approach Delay (secs)  
v/c = Critical Approach Volume-to-Capacity Ratio  
LOS = Critical Approach Level of Service  
**BOLD/RED** = Does not meet the operating standard

### BICYCLE, PEDESTRIAN, AND TRANSIT NEEDS

Bicycle, pedestrian, and transit conditions and needs were considered for the study area.

NW Hill Road between Baker Creek Road and 2<sup>nd</sup> Street was reconstructed with on-street bike lanes, gutter, curb, sidewalks, and a center turn lane/raised median since the TSP was adopted in 2010. There are still some gaps in the sidewalk along the west side of Hill Road adjacent to the Fox Ridge Road plan area that will be filled in as development and annexation occurs. The segment of NW Hill Road between 2<sup>nd</sup> Street and Alexandria Street is presently lacking in sidewalks, curb, gutter, and on-street bike lanes (wide paved shoulders for bikes are currently present).

Currently, there are no local transit routes that stop or travel along NW Hill Road. As the Fox Ridge Road area develops, transit routes and stops should be extended to residential and commercial locations along NW Hill Road.

### PRIORITY TSP PROJECTS

The priority vehicle, pedestrian, and bicycle projects identified in the McMinnville TSP (2010) that are applicable to the Fox Ridge study area include the following. These improvements were not included in either of the future 2041 scenarios.

- Complete Streets Upgrade – NW Hill Road South (between 2<sup>nd</sup> Street and Alexandria Street) includes addition of on-street bicycle lanes and sidewalks
- Installation of a roundabout or traffic signal at NW Hill Road & 2<sup>nd</sup> Street



## FUTURE BASELINE CONDITIONS (2041)

Future baseline (2041) traffic conditions were evaluated for the study area and include the forecasted baseline traffic volumes and intersection operations.

### FUTURE BASELINE TRAFFIC VOLUMES

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Future traffic volumes were forecasted for the study intersections using the travel forecast models developed specifically for McMinnville and maintained by the Transportation Planning Analysis Unit (TPAU).<sup>6</sup> The existing year and future year volumes from the models were used to estimate an average annual vehicle growth rate on NW Hill Road. The growth was estimated to be approximately 4% per year along NW Hill Road, which is consistent with the current urban growth boundary and population estimates through 2041. This growth rate was applied to all study intersections and includes expected growth in the future Southwest area west of NW Hill Road near 2<sup>nd</sup> Street and Fellows Street, the mixed-use area on the northeast corner of Baker Creek Road and NW Hill Road, and the planned high school<sup>7</sup> and elementary school<sup>8</sup> near Wallace Road. A fourth leg was assumed at the Wallace Road intersection and the Fellows Street intersection to provide access to these future growth areas.

Figure 2 shows the AM and PM peak hour traffic volumes for the study intersections based on the model assumptions. Because these forecasts are consistent with the current McMinnville land use assumptions, this scenario is referred to as the 2041 “Baseline” scenario. This scenario already accounts for a small amount of low-density residential land use in the Fox Ridge Road plan area by 2041 (213 residential units) as well as the planned high school.

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<sup>6</sup> 2015 and 2041 Travel demand models maintained by ODOT TPAU.

<sup>7</sup> The high school is assumed to support up to 1,160 students, consistent with the NW Hill Road: Traffic Analysis Study by CH2M Hill (March 1, 2016)

<sup>8</sup> The elementary school is assumed to support up to 382 students, consistent with the NW Hill Road: Traffic Analysis Study by CH2M Hill (March 1, 2016).

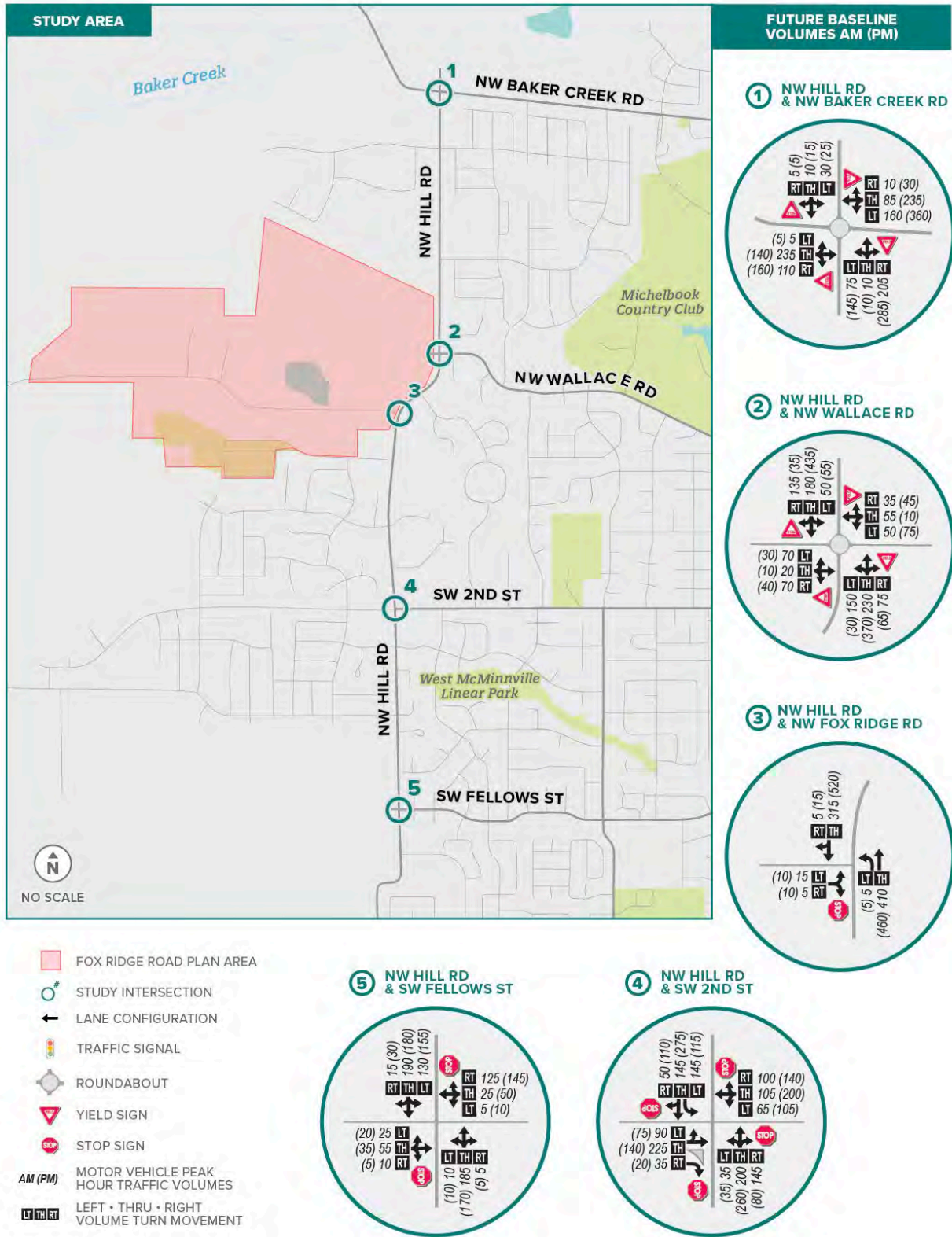


FIGURE 2: BASELINE (2041) TRAFFIC VOLUMES, LANE GEOMETRIES, AND TRAFFIC CONTROL

## FUTURE BASELINE INTERSECTION OPERATIONS

Intersection traffic operations under the future 2041 Baseline scenario were analyzed for the AM and PM peak hour to evaluate whether the transportation network is expected to remain within desired performance levels as required by the City of McMinnville.

Table 2 lists the estimated average delay (in seconds), level of service (LOS), and volume to capacity (v/c) ratio that each study intersection and future access is expected to experience.

As shown, all intersections are expected to meet operating standards and targets under Baseline conditions with the exception of the NW Hill Road/2nd Street intersection. This intersection is estimated to experience high delays and operate over capacity by 2041 as an all-way stop-controlled intersection. The McMinnville TSP identified the need for a traffic control upgrade at this intersection.

**TABLE 2: FUTURE BASELINE (2041) INTERSECTION OPERATIONS**

INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
			V/C	DELAY	LOS	V/C	DELAY	LOS
NW HILL ROAD AT BAKER CREEK ROAD	Roundabout	v/c ≤ 0.90	0.37	7	A	0.56	9	A
NW HILL ROAD AT WALLACE ROAD	Roundabout	v/c ≤ 0.90	0.44	7	A	0.48	7	A
NW HILL ROAD AT FOX RIDGE ROAD	Two-Way Stop	v/c ≤ 0.90	0.06	15	B	0.07	17	C
NW HILL ROAD AT 2 <sup>ND</sup> ST	All-Way Stop	v/c ≤ 0.90	<b>1.02</b>	84	F	<b>1.30</b>	168	F
NW HILL ROAD AT FELLOWS ST	Two-Way Stop	v/c ≤ 0.90	0.35	25	C	0.28	26	D

Delay = Critical Approach Delay (secs)  
v/c = Critical Approach Volume-to-Capacity Ratio  
LOS = Critical Approach Level of Service  
**BOLD/RED** = Does not meet the operating standard

## PREFERRED LAND USE SCENARIO CONDITIONS (2041)

Preferred Land Use Scenario (2041) traffic conditions were evaluated for the study area and include the land use assumptions for the preferred scenario for the development of Fox Ridge Area, anticipated intersection operations, and identified transportation improvements.

### PREFERRED LAND USE ASSUMPTIONS

As mentioned previously, the future year 2041 McMinnville Travel Demand model currently assumes some amount of low-density residential development and the planned high school<sup>9</sup> within the Fox Ridge Road plan area. It also included the expected growth in the future Southwest area west of NW Hill Road near 2<sup>nd</sup> Street and Fellows Street, the mixed-use area on the northeast corner of Baker Creek Road and NW Hill Road, and the planned elementary school<sup>10</sup> near Wallace Road.

Based on the Preferred Land Use scenario, the quantity of anticipated housing units and size of commercial-retail space in the Fox Ridge Road plan area exceeds what is currently assumed in the travel demand model. Therefore, additional vehicle trips representing the additional land uses must be estimated and added to the Baseline scenario to represent the Preferred Land Use scenario.

The table below shows the estimated residential units and commercial-retail space for both the 2041 Baseline scenario and the 2041 Preferred Land Use Scenario. As shown, under the Preferred Land Use Scenario concept, the estimated reasonable number of housing units is 710 (mix of low-, medium-, and high-density) and approximately 23,000 square feet of commercial-retail gross floor area.

Because the Baseline scenario already accounted for 213 residential units, the net increase is 497 residential units and 23 KSF of commercial-retail gross floor area due to the full buildout of the Preferred Land Use scenario.

**TABLE 3: LAND USE ASSUMPTIONS**

SCENARIO	RESIDENTIAL (UNITS)	COMMERCIAL-RETAIL (KSF) <sup>a</sup>
2041 BASELINE	213	0
2041 PREFERRED LAND USE SCENARIO	710	23
<b>NET INCREASE</b>	<b>+497</b>	<b>+23</b>

<sup>a</sup> KSF = 1,000 square feet

To analyze the impacts of the Preferred Land Use scenario on the study area, DKS obtained trip generation rates from the McMinnville Travel Demand model for the residential vehicle trips to

<sup>9</sup> The high school is assumed to support up to 1,160 students, consistent with the NW Hill Road: Traffic Analysis Study by CH2M Hill (March 1, 2016)

<sup>10</sup> The elementary school is assumed to support up to 382 students, consistent with the NW Hill Road: Traffic Analysis Study by CH2M Hill (March 1, 2016).



estimate the additional amount of vehicle traffic generated by the Preferred Land Use scenario. The commercial-retail trip generation was estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual for Land Use 822. These assumptions were coordinated with the City of McMinnville and ODOT staff.

The trip generation rates for residential and commercial-retail land use were then applied to the estimated net increase of housing units and square feet of commercial-retail land use (Table 3). The resulting trip generation for the AM and PM peak hours is presented in Table 4.

**TABLE 4: VEHICLE TRIP GENERATION**

LAND USE	SIZE	AM TRIP RATE	PM TRIP RATE	TRIP RATE SOURCE	AM PEAK HOUR			PM PEAK HOUR		
					IN	OUT	TOTAL	IN	OUT	TOTAL
RESIDENTIAL	497 units	0.55 trips/unit	0.74 trips/unit	McMinnville Travel Demand Model	68	205	273	232	136	368
COMMERCIAL-RETAIL	23 KSF	2.36 trips/KSF	6.59 trips/KSF	ITE Trip Generation Manual	32	22	54	76	76	152
<b>TRIP GENERATION</b>					<b>100</b>	<b>227</b>	<b>327</b>	<b>308</b>	<b>212</b>	<b>520</b>

It should be noted that no internal trip reduction was applied to the trip generation estimates above. While it is common practice to apply a reduction factor to account for internal trips within a mixed-use development, the land use within the mixed-use area is only conceptual at this point in time and detailed land use breakdowns (i.e., office space vs retail space vs hotel) are not known. The number of housing units and overall building square footages within the mixed-use area were estimated based on typical land use densities, and accounting for internal trip capture would introduce another layer of uncertainty to the trip generation estimates. Because of this, it was not practical or appropriate to calculate an internal trip reduction factor based on the NCHRP 684 methodology in this traffic study, of which the main goal is to help identify and inform high-level transportation issues that would need to be addressed in the City’s Transportation System Plan update. Internal trip reductions should be included in the future traffic studies that will be required as development occurs within the Fox Ridge Road plan area.

These vehicle trips were then distributed through the study area based on distribution data from the McMinnville Travel Demand model. The trip distribution was as follows. The trip distribution assumptions were coordinated with City and ODOT staff.

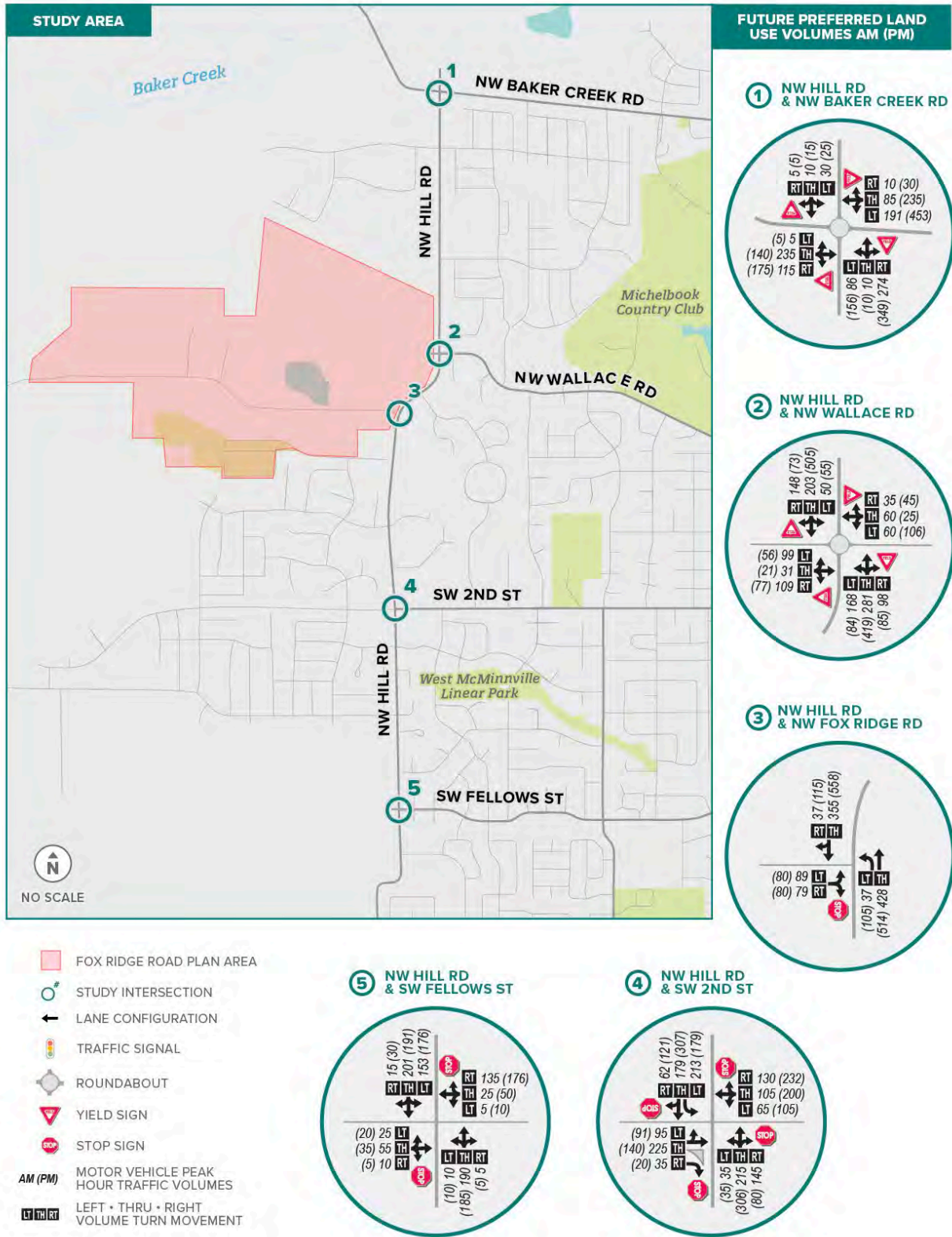
- 5% of trips via NW Baker Creek Road (west of city limits)
- 30% of trips via NW Baker Creek Road (east of NW Hill Rd)
- 15% of trips via NW Wallace Road
- 30% of trips via SW 2nd Street (east)
- 5% of trips via SW 2nd Street (west)
- 10% of trips via SW Fellows Street
- 5% of trips via SW NW Hill Road south of SW Fellows Street

### PREFERRED LAND USE SCENARIO TRAFFIC VOLUMES

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The future 2041 Preferred Scenario traffic volumes were estimated by adding the 2041 Future Baseline volumes and the vehicle trips as shown in Table 4.

Intersection operations were then evaluated to determine how sufficiently the City's future transportation system would support the long-term estimated build-out of the Fox Ridge Road area, therefore determining what improvements might be needed. The AM and PM peak hour traffic volumes, lane geometries, and intersection operating conditions are shown in Figure 3.



**FIGURE 3: PREFERRED LAND USE (2041) TRAFFIC VOLUMES, LANE GEOMETRIES, AND TRAFFIC CONTROL**

## PREFERRED LAND USE SCENARIO INTERSECTION OPERATIONS

Intersection traffic operations under the future 2041 Preferred Land Use scenario were analyzed for the AM and PM peak hours with the same intersection geometries that were assumed in the Baseline scenario. Table 5 the estimated average delay (in seconds), level of service (LOS), and volume to capacity (v/c) ratio for each study intersection.

**TABLE 5: PREFERRED LAND USE SCENARIO (2041) INTERSECTION OPERATIONS**

INTERSECTION	TRAFFIC CONTROL	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
			V/C	DELAY	LOS	V/C	DELAY	LOS
NW HILL ROAD AT BAKER CREEK ROAD	Roundabout	v/c ≤ 0.90	0.42	7	A	0.65	10	B
NW HILL ROAD AT WALLACE ROAD	Roundabout	v/c ≤ 0.90	0.55	9	A	0.65	10	B
NW HILL ROAD AT FOX RIDGE ROAD	Two-Way Stop	v/c ≤ 0.90	0.51	25	C	<b>0.91</b>	92	F
NW HILL ROAD AT 2 <sup>ND</sup> ST	All-Way Stop	v/c ≤ 0.90	<b>1.16</b>	134	F	<b>1.64</b>	276	F
NW HILL ROAD AT FELLOWS ST	Two-Way Stop	v/c ≤ 0.90	0.40	29	D	0.34	33	D

Delay = Critical Approach Delay (secs)  
v/c = Critical Approach Volume-to-Capacity Ratio  
LOS = Critical Approach Level of Service  
**BOLD/RED** = Does not meet the operating standard

As shown, the stop-controlled intersections of Fox Ridge Road and 2<sup>nd</sup> Street along NW Hill Road are expected to exceed the City’s mobility standard.

Under the 2041 Baseline conditions, the intersection of 2<sup>nd</sup> Street was also shown to fail to meet the City’s mobility standard (Table 2). This is due to the high level of growth and development that is expected along Hill Road through 2041. The comparison of Baseline to Preferred Land Use scenarios shows that the failure of 2<sup>nd</sup> Street is not just attributed to the Fox Ridge Road growth, but due also in part to the growth in the Southwest area, the Baker Creek mixed-use area, and the planned elementary school.

The Fox Ridge Road intersection does not meet the City’s mobility standard under the full buildout of the Preferred Land Use scenario only.



## PRIORITY TSP PROJECTS

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As previously noted in an earlier section of the report, the priority vehicle, pedestrian, and bicycle projects identified in the McMinnville TSP (2010) that are applicable to the Fox Ridge study area include the following. These improvements were not included in any of the future 2041 scenarios.

- Complete Streets Upgrade – NW Hill Road South (between 2<sup>nd</sup> Street and Alexandria Street) includes addition of on-street bicycle lanes and sidewalks
- Installation of a roundabout or traffic signal at NW Hill Road & 2<sup>nd</sup> Street

## RECOMMENDED TRANSPORTATION IMPROVEMENTS

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The following improvement projects have been identified to address the vehicle operations at the two intersections along NW Hill Road to meet the City's v/c ratio performance standard. The recommended improvements are described below.

### NW HILL ROAD AT FOX RIDGE ROAD

**At this intersection, install a single-lane roundabout or traffic signal.** In addition to meeting capacity needs and improving vehicle delay, the proposed roundabout or traffic signal would provide safe pedestrian, bicycle, and vehicle access to the Fox Ridge Road plan area. The single-lane roundabout would calm vehicle traffic on NW Hill Road near the planned schools and also provide higher safety benefits compared to the traffic signal. See the list of *Advantages of Installing A Roundabout*.

The intersection was initially analyzed with a stop-control on the minor street approach (Fox Ridge Road) with two separate left and right turn approach lanes. This lane configuration would reduce the v/c ratio to within the City's performance standard; however, the average delay would still exceed an average of 85 seconds on the Fox Ridge Road approach (LOS F). Often, high vehicle delays associated with LOS F result in impatient drivers that accept smaller gaps in traffic when making left turns which can increase vehicle crashes and cause safety issues for all modes of travel. Therefore, it is recommended that a single-lane roundabout or traffic signal be included as part of the transportation improvements for the Fox Ridge Road Area Plan.

### NW HILL ROAD AT 2<sup>ND</sup> STREET

**At this intersection, install a single-lane roundabout or traffic signal.** A single lane-roundabout and a traffic signal with northbound left turn lane both provide adequate vehicular capacity and reduce vehicle delay through 2041. The current TSP (2010) indicates the need for a roundabout or traffic signal at this intersection. The single-lane roundabout would calm vehicle traffic on NW Hill Road by slowing vehicle speeds and provide higher safety benefits compared to the traffic signal. See the list of *Advantages of Installing A Roundabout*.

## IMPROVED OPERATING CONDITIONS

The table below shows the intersection operations for the two intersections with the identified transportation improvements in place. As shown, the intersections will meet the City LOS standard while providing safe multimodal improvements for pedestrians and bicycles.

**TABLE 6: PREFERRED LAND USE SCENARIO (2041) INTERSECTION OPERATIONS – WITH IMPROVEMENTS**

INTERSECTION	IMPROVEMENT	OPERATING STANDARD	AM PEAK HOUR			PM PEAK HOUR		
			V/C	DELAY	LOS	V/C	DELAY	LOS
NW HILL ROAD AT FOX RIDGE ROAD	Roundabout	v/c ≤ 0.90	0.42	6	A	0.61	9	A
	Traffic Signal	v/c ≤ 0.90	0.46	8	A	0.58	7	A
NW HILL ROAD AT 2 <sup>ND</sup> ST	Roundabout	v/c ≤ 0.90	0.63	12	B	0.74	16	C
	Traffic Signal	v/c ≤ 0.90	0.77	32	C	0.89	40	D

Delay = Critical Movement Delay (secs)  
v/c = Critical Movement Volume-to-Capacity Ratio  
LOS = Critical Levels of Service (Major/Minor Road)

### Advantages of Installing a Roundabout

- Roundabouts can reduce delay for side street traffic because no approach is given more priority than another.
- Roundabouts can help to slow traffic speeds on the major roadway. Typical circulating speeds for a roundabout are 15 – 20 miles per hour (mph), which would help to calm traffic in the vicinity of the Fox Ridge Road plan area and near the planned schools.
- Converting a stop-controlled intersection to a single-lane roundabout can reduce fatal and injury crashes by 82%.
- Roundabouts reduce the number of conflict points between vehicles and between vehicles and pedestrians/bicycles.

### Disadvantages of Installing a Roundabout

- Because all approaches are treated the same and must yield to traffic within the roundabout, this would introduce delay for traffic on the major approaches (NW Hill Road).
- Roundabouts are more difficult for large trucks and agricultural vehicles to navigate and may result in complaints from the freight and agricultural community.

- Roundabouts can be difficult for school aged pedestrians and bicyclists to cross because there is no exclusive stop phase (as is provided with a traffic signal). The lack of straight paths and clear turns can also be difficult for people who are visually impaired.
- Roundabouts often require a larger footprint, which can require additional right-of-way dedication or acquisition.

## SUMMARY & RECOMMENDATION

A summary of the transportation analysis and recommendations is provided below:

- The Fox Ridge Road Plan Area includes over 200 acres of land and the preferred development plan for the area primarily includes a mix of residential housing (low-, medium-, and high-density), parks and open spaces, some neighborhood mixed-use development, and a high school.
- The transportation analysis focused on five major intersections along NW Hill Road.
- Today, vehicle operations at the five study intersections meet the City's standard.
- New sidewalks, on-street bicycle lanes, and a raised center median were recently constructed along NW Hill Road between Baker Creek Road and 2nd Street, providing sufficient multimodal facilities along that northern half of NW Hill Road. However, the southern half of NW Hill Road south of 2<sup>nd</sup> Street is lacking in sidewalks, bicycle facilities, curb, and gutter.
- Currently, there are no local transit routes that stop or travel along NW Hill Road. As the Fox Ridge Road area develops, transit routes and stops should be extended to residential and commercial locations along NW Hill Road.
- Under the Preferred Land Use scenario, two of the study intersections on NW Hill Road fail to meet the City's operating standard, NW Hill Road & Fox Ridge Road and NW Hill Road & 2<sup>nd</sup> Street.
- The recommended intersection improvements at the two intersections are listed below:
  - **NW Hill Road at Fox Ridge Road:** Install a single-lane roundabout or traffic signal. This project is not listed in the City's current TSP (2010).
  - **NW Hill Road at 2<sup>nd</sup> Street:** Install a single-lane roundabout or traffic signal. This is consistent with the priority project identified in the City's current TSP (2010).

# APPENDIX

## CONTENTS

TRAFFIC COUNT DATA

LOS DESCRIPTION

EXISTING 2023 HCM REPORTS

FUTURE BASELINE 2041 HCM REPORTS

PREFERRED SCENARIO 2041 HCM REPORTS

RECOMMENDED IMPROVEMENTS HCM REPORTS

TRAVEL DEMAND MODEL OUTPUTS & ODOT CORRESPONDENCE

TRIP GENERATION VOLUME FIGURE



## TRAFFIC COUNT DATA

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(303) 216-2439  
www.alltrafficdata.net

Location: 1 NW HILL RD & NW BAKER CREEK RD AM

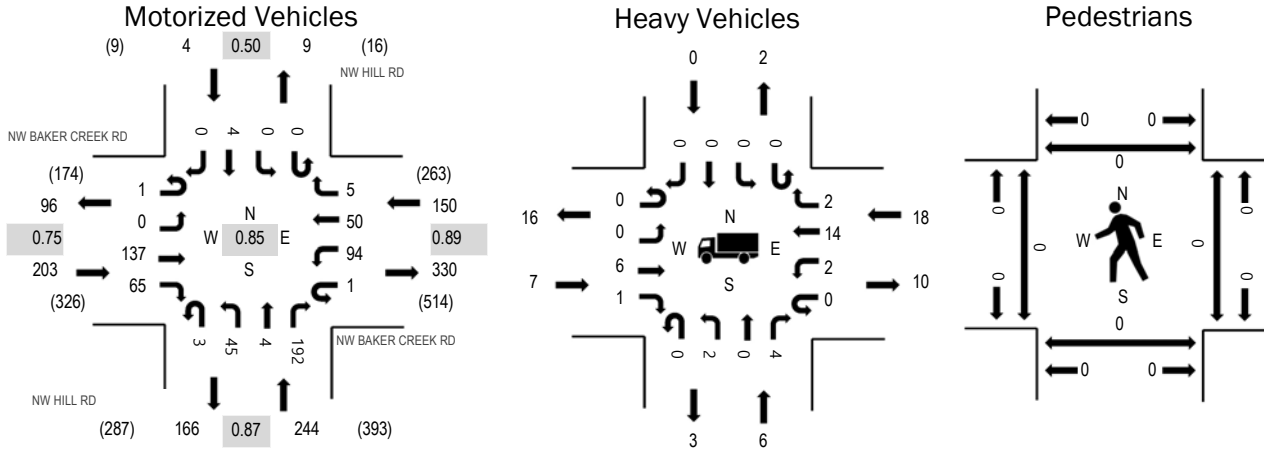
Date: Thursday, June 1, 2023

Peak Hour: 07:20 AM - 08:20 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

# DRAFT

## Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.4%	0.75
WB	12.0%	0.89
NB	2.5%	0.87
SB	0.0%	0.50
All	5.2%	0.85

## Traffic Counts - Motorized Vehicles

Interval Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	5	3	0	3	1	0	0	4	1	8	0	0	0	0	25	517
7:05 AM	0	0	3	4	0	6	1	0	0	1	0	11	0	0	0	0	26	547
7:10 AM	0	0	5	8	0	4	1	1	0	3	1	8	0	0	0	0	31	569
7:15 AM	0	0	9	3	0	4	0	2	0	5	0	13	0	0	0	0	36	591
7:20 AM	1	0	5	6	0	9	6	1	1	3	1	14	0	0	0	0	47	601
7:25 AM	0	0	7	5	0	4	3	0	0	3	0	14	0	0	0	0	36	594
7:30 AM	0	0	11	1	0	6	3	0	0	4	0	10	0	0	1	0	36	592
7:35 AM	0	0	19	6	0	9	3	0	0	6	0	17	0	0	2	0	62	585
7:40 AM	0	0	10	5	0	9	2	0	0	7	0	13	0	0	0	0	46	557
7:45 AM	0	0	11	9	0	5	4	0	0	2	0	19	0	0	0	0	50	549
7:50 AM	0	0	20	5	0	6	4	0	1	4	1	19	0	0	0	0	60	532
7:55 AM	0	0	14	5	1	13	4	0	1	4	0	20	0	0	0	0	62	507
8:00 AM	0	0	13	11	0	7	5	1	0	1	0	17	0	0	0	0	55	474
8:05 AM	0	0	7	6	0	11	2	0	0	3	1	18	0	0	0	0	48	
8:10 AM	0	0	10	3	0	9	5	2	0	4	0	20	0	0	0	0	53	
8:15 AM	0	0	10	3	0	6	9	1	0	4	1	11	0	0	1	0	46	
8:20 AM	0	0	8	6	1	7	6	0	0	3	0	8	0	0	1	0	40	
8:25 AM	0	0	5	3	0	7	3	0	0	4	1	10	0	1	0	0	34	
8:30 AM	0	0	8	2	0	4	4	0	0	3	0	8	0	0	0	0	29	
8:35 AM	0	0	8	3	0	8	6	0	0	2	0	6	0	0	0	1	34	
8:40 AM	0	0	5	5	0	7	7	1	0	3	0	8	0	1	1	0	38	
8:45 AM	0	0	6	3	0	12	5	0	1	2	0	4	0	0	0	0	33	
8:50 AM	0	0	9	4	0	4	2	0	0	7	0	9	0	0	0	0	35	
8:55 AM	0	0	4	4	0	4	2	0	0	2	0	13	0	0	0	0	29	
Count Total	1	0	212	113	2	164	88	9	4	84	7	298	0	2	6	1	991	
Peak Hour	1	0	137	65	1	94	50	5	3	45	4	192	0	0	4	0	601	

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	2	2	0	4	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	2	0	1	0	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	2	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	1	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	3	0	4	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	1	1	2	0	4	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	2	2	0	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	3	0	4	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	4	0	4	0	8	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	2	0	0	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	1	0	0	1	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	1	1	2	8:35 AM	0	0	0	0	0	8:35 AM	0	1	0	1	2
8:40 AM	1	0	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	16	9	25	2	52	Count Total	0	0	0	0	0	Count Total	0	1	0	1	2
Peak Hour	7	6	18	0	31	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0





## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	3	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	2	0	2
7:20 AM	0	0	0	1	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	2	0	2
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	1	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1
7:55 AM	0	1	1	1	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	1	1	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	1	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	2	0	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	7	3	9	19	Count Total	0	0	0	0	0	Count Total	0	0	9	0	9
Peak Hour	0	5	3	7	15	Peak Hour	0	0	0	0	0	Peak Hour	0	0	5	0	5

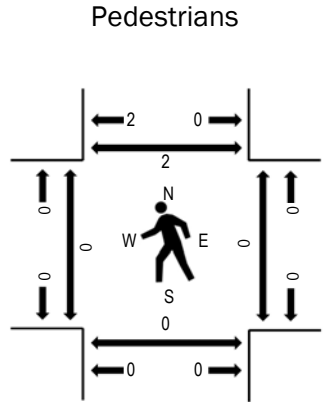
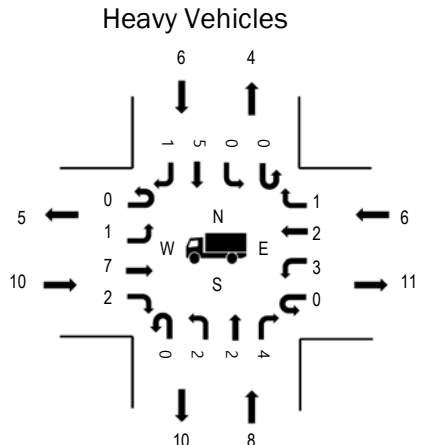
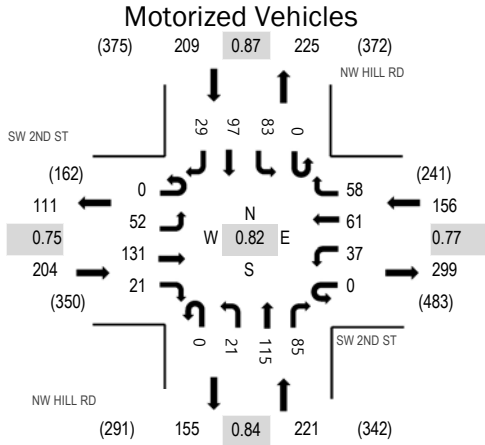


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**Location:** 3 NW HILL RD & SW 2ND ST AM  
**Date:** Thursday, June 1, 2023  
**Peak Hour:** 07:30 AM - 08:30 AM  
**Peak 15-Minutes:** 07:40 AM - 07:55 AM

# DRAFT

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.9%	0.75
WB	3.8%	0.77
NB	3.6%	0.84
SB	2.9%	0.87
All	3.8%	0.82

**Traffic Counts - Motorized Vehicles**

Interval Start Time	SW 2ND ST Eastbound				SW 2ND ST Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	1	3	0	1	1	3	0	0	2	4	0	1	9	0	25	673
7:05 AM	0	5	7	0	0	1	1	3	0	0	7	0	0	4	4	1	33	715
7:10 AM	0	1	7	1	0	1	0	1	0	1	4	3	0	4	14	2	39	757
7:15 AM	0	7	12	1	0	1	1	4	0	0	7	5	0	8	7	0	53	786
7:20 AM	0	3	8	3	0	1	0	2	0	1	12	3	0	7	7	2	49	781
7:25 AM	0	4	15	2	0	1	2	5	0	0	5	3	0	6	3	3	49	785
7:30 AM	0	6	12	0	0	3	2	2	0	0	7	3	0	3	8	1	47	790
7:35 AM	0	2	11	1	0	3	5	3	0	0	12	8	0	10	7	4	66	787
7:40 AM	0	6	17	3	0	1	3	4	0	3	12	8	0	4	12	3	76	762
7:45 AM	0	5	23	2	0	4	5	3	0	4	7	10	0	14	6	2	85	721
7:50 AM	0	4	12	3	0	6	4	8	0	1	17	3	0	8	11	3	80	685
7:55 AM	0	8	11	0	0	3	3	7	0	4	11	9	0	7	4	4	71	657
8:00 AM	0	7	7	2	0	2	1	5	0	2	6	9	0	13	11	2	67	635
8:05 AM	0	3	13	1	0	1	13	9	0	2	9	6	0	3	12	3	75	
8:10 AM	0	3	7	1	0	5	7	6	0	1	11	11	0	10	5	1	68	
8:15 AM	0	3	8	3	0	5	3	3	0	1	7	5	0	2	7	1	48	
8:20 AM	0	3	5	2	0	1	8	3	0	3	4	8	0	6	6	4	53	
8:25 AM	0	2	5	3	0	3	7	5	0	0	12	5	0	3	8	1	54	
8:30 AM	0	1	8	2	0	4	4	4	0	1	4	5	0	3	5	3	44	
8:35 AM	0	3	10	4	0	2	2	1	0	0	4	3	0	4	5	3	41	
8:40 AM	0	0	5	1	0	6	0	4	0	1	2	3	0	2	9	2	35	
8:45 AM	0	4	8	1	0	3	3	2	0	0	10	0	0	5	11	2	49	
8:50 AM	0	2	4	1	0	5	3	5	0	2	11	5	0	5	5	4	52	
8:55 AM	0	2	7	3	0	1	4	3	0	1	10	2	0	7	8	1	49	
Count Total	0	84	223	43	0	64	82	95	0	28	193	121	0	139	184	52	1,308	
Peak Hour	0	52	131	21	0	37	61	58	0	21	115	85	0	83	97	29	790	

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	1	1
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	2	3	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	1	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	1	1	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1
7:40 AM	1	1	0	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	0	2	1	4	7:45 AM	1	0	0	0	1	7:45 AM	0	1	0	0	1
7:50 AM	1	0	0	1	2	7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	2	2	0	0	4	7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1
8:00 AM	1	1	2	0	4	8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	2	2
8:05 AM	1	0	1	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	2	0	1	3	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	2	0	0	2	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	1	1	0	1	3	8:20 AM	0	1	0	0	1	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	1	1	3	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	2	2	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	2	0	0	2
8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	1	1	8:45 AM	0	1	0	0	1
8:50 AM	0	1	1	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
<b>Count Total</b>	<b>13</b>	<b>12</b>	<b>14</b>	<b>10</b>	<b>49</b>	<b>Count Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>Count Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>9</b>
<b>Peak Hour</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>30</b>	<b>Peak Hour</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>Peak Hour</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>



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Location: 4 NW HILL RD & SW FELLOWS ST AM

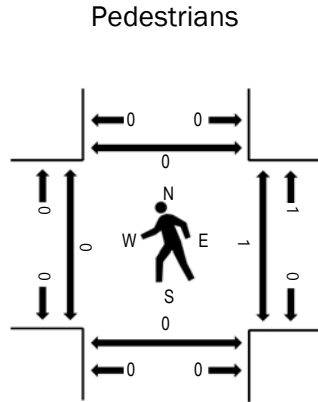
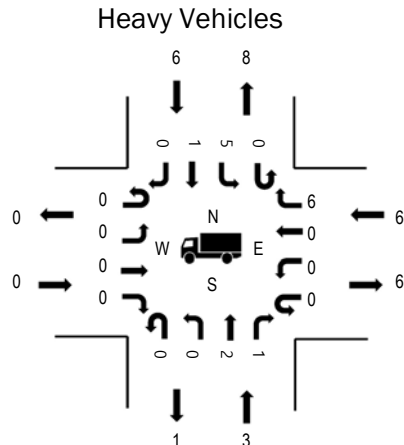
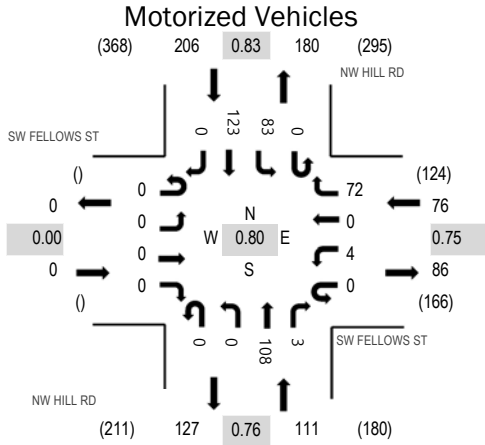
Date: Thursday, June 1, 2023

Peak Hour: 07:10 AM - 08:10 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

# DRAFT

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	7.9%	0.75
NB	2.7%	0.76
SB	2.9%	0.83
All	3.8%	0.80

**Traffic Counts - Motorized Vehicles**

Interval Start Time	SW FELLOWS ST Eastbound				SW FELLOWS ST Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	0	5	12	0	22	369
7:05 AM	0	0	0	0	0	0	0	0	0	0	4	1	0	6	6	0	17	380
7:10 AM	0	0	0	0	0	0	0	5	0	0	9	0	0	6	12	0	32	393
7:15 AM	0	0	0	0	0	0	0	7	0	0	4	0	0	6	7	0	24	381
7:20 AM	0	0	0	0	0	0	0	2	0	0	9	0	0	4	16	0	31	386
7:25 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	10	6	0	21	377
7:30 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	4	9	0	23	389
7:35 AM	0	0	0	0	0	0	0	10	0	0	8	1	0	6	11	0	36	389
7:40 AM	0	0	0	0	0	0	0	9	0	0	10	0	0	8	13	0	40	367
7:45 AM	0	0	0	0	0	1	0	6	0	0	11	1	0	9	9	0	37	347
7:50 AM	0	0	0	0	0	1	0	6	0	0	10	1	0	13	10	0	41	338
7:55 AM	0	0	0	0	0	0	0	14	0	0	15	0	0	10	6	0	45	325
8:00 AM	0	0	0	0	0	2	0	6	0	0	9	0	0	2	14	0	33	303
8:05 AM	0	0	0	0	0	0	0	5	0	0	10	0	0	5	10	0	30	
8:10 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	7	5	0	20	
8:15 AM	0	0	0	0	0	1	0	5	0	0	12	0	0	5	6	0	29	
8:20 AM	0	0	0	0	0	0	0	5	0	0	6	0	0	4	7	0	22	
8:25 AM	0	0	0	0	0	0	0	11	0	0	7	0	0	6	9	0	33	
8:30 AM	0	0	0	0	0	0	0	1	0	0	6	0	0	8	8	0	23	
8:35 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	7	3	0	14	
8:40 AM	0	0	0	0	0	0	0	4	0	0	2	0	0	9	5	0	20	
8:45 AM	0	0	0	0	0	0	0	4	0	0	5	0	0	7	12	0	28	
8:50 AM	0	0	0	0	0	0	0	4	0	0	11	0	0	8	5	0	28	
8:55 AM	0	0	0	0	0	0	0	3	0	0	8	0	0	7	5	0	23	
Count Total	0	0	0	0	0	5	0	119	0	0	176	4	0	162	206	0	672	
Peak Hour	0	0	0	0	0	4	0	72	0	0	108	3	0	83	123	0	393	



## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	1	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	1	2	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	2	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	1	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	1	3	1	5	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2	8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	1	2	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	2	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	4	10	11	25	Count Total	0	1	0	3	4	Count Total	0	0	1	0	1
Peak Hour	0	3	6	6	15	Peak Hour	0	0	0	2	2	Peak Hour	0	0	1	0	1



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Location: 5 NW HILL RD & NW FOX RIDGE RD AM

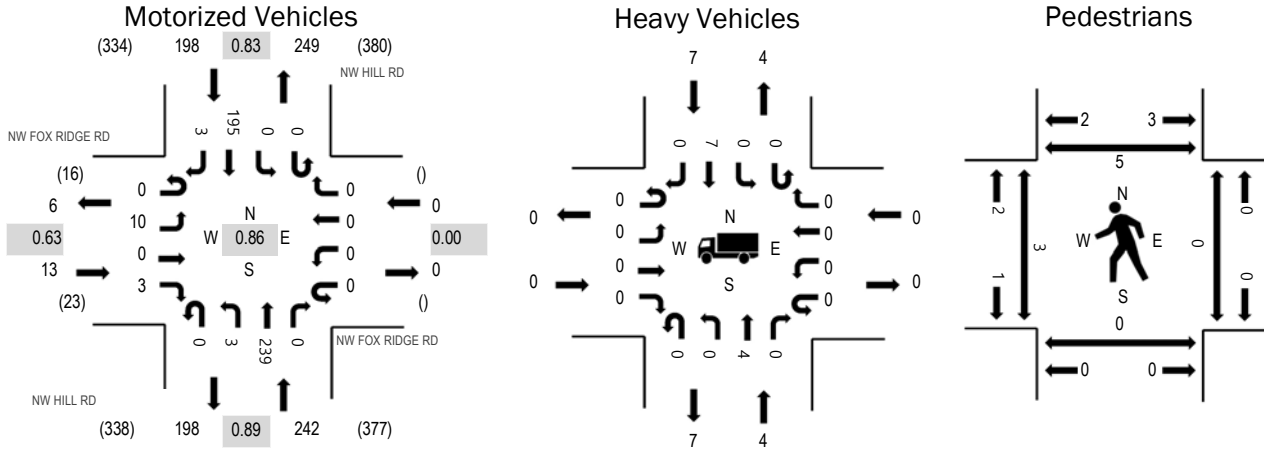
Date: Thursday, June 1, 2023

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

# DRAFT

## Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.00
NB	1.7%	0.89
SB	3.5%	0.83
All	2.4%	0.86

## Traffic Counts - Motorized Vehicles

Interval Start Time	NW FOX RIDGE RD Eastbound				NW FOX RIDGE RD Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	0	0	0	0	0	0	0	1	5	0	0	0	8	0	16	388
7:05 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	24	412
7:10 AM	0	1	0	0	0	0	0	0	0	1	5	0	0	0	13	0	20	431
7:15 AM	0	2	0	0	0	0	0	0	0	0	16	0	0	0	15	0	33	453
7:20 AM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	11	0	29	442
7:25 AM	0	1	0	0	0	0	0	0	0	0	14	0	0	0	10	0	25	444
7:30 AM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	17	0	39	451
7:35 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	12	0	32	433
7:40 AM	0	0	0	1	0	0	0	0	0	0	19	0	0	0	18	1	39	414
7:45 AM	0	0	0	1	0	0	0	0	0	1	19	0	0	0	21	0	42	393
7:50 AM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	18	1	44	378
7:55 AM	0	1	0	0	0	0	0	0	0	0	24	0	0	0	20	0	45	361
8:00 AM	0	1	0	0	0	0	0	0	0	0	18	0	0	0	21	0	40	346
8:05 AM	0	2	0	1	0	0	0	0	0	1	22	0	0	0	16	1	43	
8:10 AM	0	2	0	0	0	0	0	0	0	1	23	0	0	0	16	0	42	
8:15 AM	0	0	0	1	0	0	0	0	0	0	10	0	0	0	11	0	22	
8:20 AM	0	1	0	2	0	0	0	0	0	2	11	0	0	0	15	0	31	
8:25 AM	0	0	0	0	0	0	0	0	0	3	17	0	0	0	12	0	32	
8:30 AM	0	0	0	0	0	0	0	0	0	1	10	0	0	0	10	0	21	
8:35 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	8	0	13	
8:40 AM	0	1	0	0	0	0	0	0	0	0	5	0	0	0	12	0	18	
8:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	17	0	27	
8:50 AM	0	0	0	1	0	0	0	0	0	0	18	0	0	0	8	0	27	
8:55 AM	0	0	0	1	0	0	0	0	0	1	16	0	0	0	11	1	30	
Count Total	0	15	0	8	0	0	0	0	0	12	365	0	0	0	330	4	734	
Peak Hour	0	10	0	3	0	0	0	0	0	3	239	0	0	0	195	3	453	

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	1	0	0	1	7:05 AM	0	0	0	1	1	7:05 AM	1	0	0	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	2	2
7:15 AM	0	0	0	3	3	7:15 AM	0	0	0	0	0	7:15 AM	2	0	0	3	5
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	1	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	1	2	7:50 AM	0	0	0	0	0	7:50 AM	1	0	0	1	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	1	1
8:10 AM	0	0	0	2	2	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	1	0	1	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	2	0	0	2	4
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1	8:45 AM	2	0	0	0	2
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	0	7	0	10	17	Count Total	0	0	0	2	2	Count Total	8	0	0	10	18
Peak Hour	0	4	0	7	11	Peak Hour	0	0	0	0	0	Peak Hour	3	0	0	5	8



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Location: 1 NW HILL RD & NW BAKER CREEK RD PM

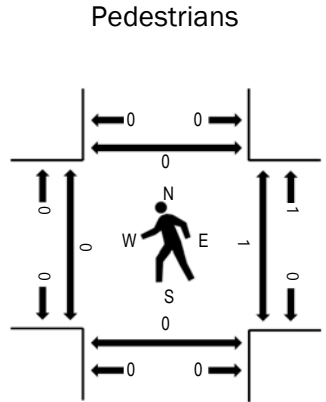
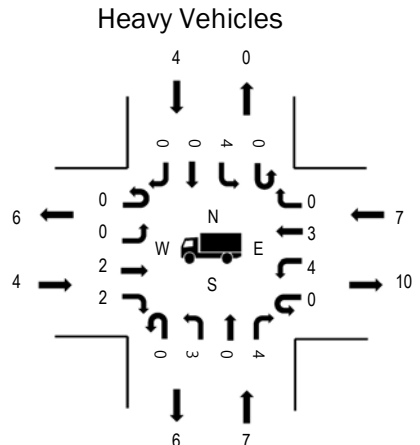
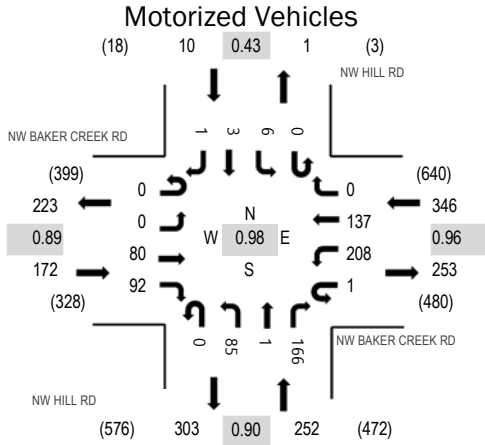
Date: Thursday, June 1, 2023

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

# DRAFT

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.89
WB	2.0%	0.96
NB	2.8%	0.90
SB	40.0%	0.43
All	2.8%	0.98

**Traffic Counts - Motorized Vehicles**

Interval Start Time	NW BAKER CREEK RD Eastbound				NW BAKER CREEK RD Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	7	6	0	19	11	0	0	6	0	13	0	2	1	0	65	762
4:05 PM	0	0	3	9	0	17	8	0	0	9	0	15	0	0	1	1	63	759
4:10 PM	0	0	13	6	0	20	7	0	0	9	0	10	0	0	0	0	65	760
4:15 PM	0	0	7	8	0	16	6	0	0	7	0	11	0	0	0	0	55	755
4:20 PM	0	0	6	5	0	19	8	0	0	6	0	21	0	1	0	0	66	750
4:25 PM	0	0	6	5	0	12	7	1	0	6	0	10	0	0	0	2	49	753
4:30 PM	0	0	7	7	0	22	12	0	0	9	0	13	0	0	0	0	70	780
4:35 PM	0	0	9	6	0	20	11	0	0	7	0	12	0	0	1	0	66	764
4:40 PM	0	0	4	15	0	14	6	0	0	4	0	20	0	0	0	0	63	747
4:45 PM	0	0	8	6	0	17	15	0	0	7	0	11	0	0	0	0	64	740
4:50 PM	0	0	4	9	0	14	10	0	0	12	0	17	0	1	0	0	67	728
4:55 PM	0	0	12	6	0	18	13	0	0	4	0	16	0	0	0	0	69	726
5:00 PM	0	0	5	8	0	14	16	0	0	8	0	11	0	0	0	0	62	696
5:05 PM	0	0	11	9	0	15	9	0	0	6	1	10	0	1	1	1	64	
5:10 PM	0	0	5	6	0	20	10	0	0	7	0	11	0	1	0	0	60	
5:15 PM	0	0	6	3	1	15	6	0	0	2	0	14	0	3	0	0	50	
5:20 PM	0	0	6	11	0	17	11	0	0	8	0	16	0	0	0	0	69	
5:25 PM	0	0	3	6	0	22	18	0	0	11	0	15	0	0	1	0	76	
5:30 PM	0	0	10	10	0	15	3	0	0	4	0	12	0	0	0	0	54	
5:35 PM	0	0	5	3	0	21	6	0	0	4	0	10	0	0	0	0	49	
5:40 PM	0	0	4	2	0	14	11	0	0	11	1	13	0	0	0	0	56	
5:45 PM	0	0	6	8	0	15	9	0	0	6	0	8	0	0	0	0	52	
5:50 PM	0	0	9	8	0	18	12	0	0	6	0	12	0	0	0	0	65	
5:55 PM	0	0	6	4	0	11	8	0	0	3	0	7	0	0	0	0	39	
Count Total	0	0	162	166	1	405	233	1	0	162	2	308	0	9	5	4	1,458	
Peak Hour	0	0	80	92	1	208	137	0	0	85	1	166	0	6	3	1	780	



## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	2	1	1	0	4	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	1	0	1	4:20 PM	0	0	0	0	0
4:25 PM	1	0	1	0	2	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	2	2	0	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	1	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	1	1	0	0	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	2	0	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	1	1	0	3	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	0	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	1	1	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1
5:15 PM	0	0	0	3	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	1	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	1	0	1	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	1	0	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	1	0	0	1	5:55 PM	0	0	0	0	0
Count Total	9	10	14	5	38	Count Total	0	1	1	0	2	Count Total	0	0	1	0	1
Peak Hour	4	7	7	4	22	Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1



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Location: 2 NW HILL RD & NW WALLACE RD PM

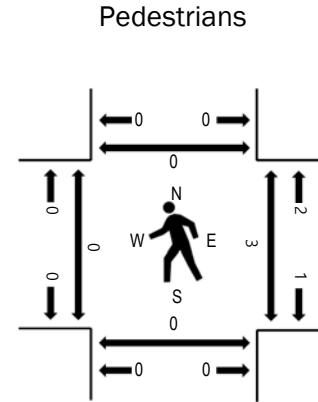
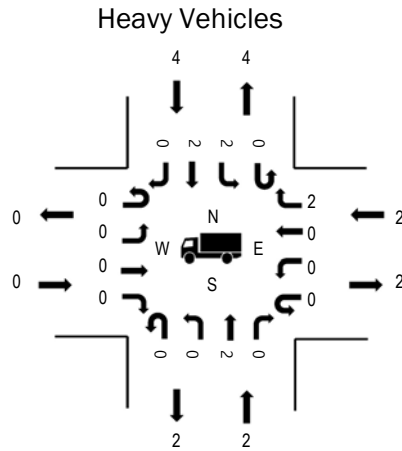
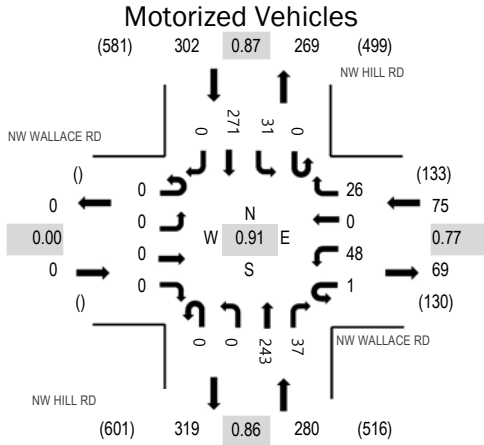
Date: Thursday, June 1, 2023

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:20 PM - 05:35 PM

# DRAFT

## Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.7%	0.77
NB	0.7%	0.86
SB	1.3%	0.87
All	1.2%	0.91

## Traffic Counts - Motorized Vehicles

Interval Start Time	NW WALLACE RD Eastbound				NW WALLACE RD Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	1	0	0	17	5	1	3	15	0	42	624
4:05 PM	0	0	0	0	0	4	0	3	0	0	23	1	0	3	19	0	53	640
4:10 PM	0	0	0	0	0	4	0	0	0	0	20	1	0	5	24	0	54	645
4:15 PM	0	0	0	0	0	8	0	4	0	0	15	3	0	3	21	0	54	643
4:20 PM	0	0	0	0	0	2	0	2	0	0	22	2	0	2	26	0	56	632
4:25 PM	0	0	0	0	0	3	0	2	0	0	15	4	0	1	17	0	42	635
4:30 PM	0	0	0	0	0	3	0	5	0	0	18	3	0	1	27	0	57	655
4:35 PM	0	0	0	0	0	3	0	3	0	0	17	2	0	3	24	0	52	657
4:40 PM	0	0	0	0	0	2	0	2	0	0	24	1	0	4	28	0	61	646
4:45 PM	0	0	0	0	0	5	0	3	0	0	14	4	0	1	20	0	47	631
4:50 PM	0	0	0	0	0	2	0	3	0	0	30	4	0	3	14	0	56	623
4:55 PM	0	0	0	0	0	2	0	0	0	0	20	3	0	1	24	0	50	624
5:00 PM	0	0	0	0	0	4	0	4	0	0	20	5	0	2	23	0	58	606
5:05 PM	0	0	0	0	0	6	0	3	0	0	15	5	0	5	24	0	58	
5:10 PM	0	0	0	0	1	5	0	3	0	0	15	2	0	3	23	0	52	
5:15 PM	0	0	0	0	0	3	0	0	0	0	19	1	0	1	19	0	43	
5:20 PM	0	0	0	0	0	5	0	1	0	0	25	2	0	2	24	0	59	
5:25 PM	0	0	0	0	0	3	0	2	0	0	26	4	0	2	25	0	62	
5:30 PM	0	0	0	0	0	8	0	2	0	0	18	4	0	4	23	0	59	
5:35 PM	0	0	0	0	0	0	0	0	0	0	17	3	0	3	18	0	41	
5:40 PM	0	0	0	0	0	1	0	3	0	0	22	2	0	1	17	0	46	
5:45 PM	0	0	0	0	0	5	0	2	0	0	10	1	0	3	18	0	39	
5:50 PM	0	0	0	0	0	5	0	1	0	0	18	1	0	6	26	0	57	
5:55 PM	0	0	0	0	0	0	0	0	0	0	9	4	0	0	19	0	32	
Count Total	0	0	0	0	1	83	0	49	0	0	449	67	1	62	518	0	1,230	
Peak Hour	0	0	0	0	1	48	0	26	0	0	243	37	0	31	271	0	657	

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	1	1	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	1	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	1	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	4	5	12	21	Count Total	0	2	0	0	2	Count Total	0	0	3	0	3
Peak Hour	0	2	2	4	8	Peak Hour	0	2	0	0	2	Peak Hour	0	0	3	0	3

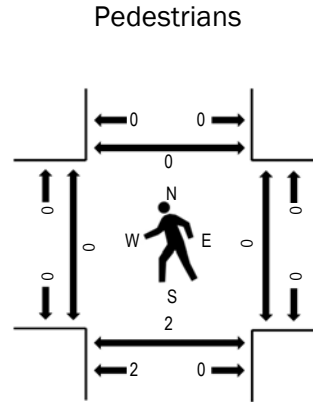
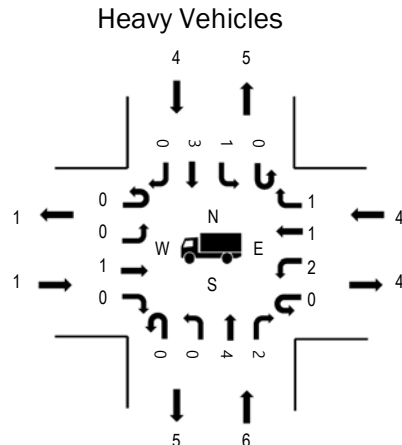
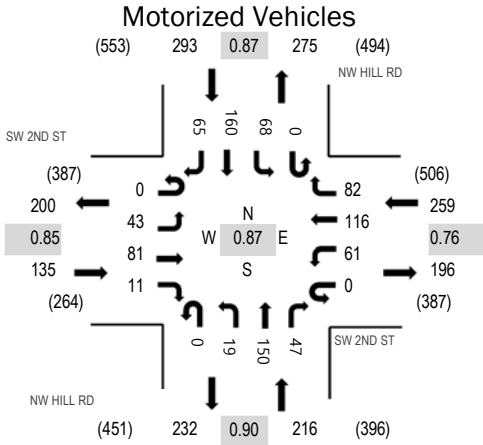


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**Location:** 3 NW HILL RD & SW 2ND ST PM  
**Date:** Thursday, June 1, 2023  
**Peak Hour:** 04:30 PM - 05:30 PM  
**Peak 15-Minutes:** 05:10 PM - 05:25 PM

# DRAFT

**Peak Hour**



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.85
WB	1.5%	0.76
NB	2.8%	0.90
SB	1.4%	0.87
All	1.7%	0.87

**Traffic Counts - Motorized Vehicles**

Interval Start Time	SW 2ND ST Eastbound				SW 2ND ST Westbound				NW HILL RD Northbound			NW HILL RD Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	4	6	4	0	5	12	2	0	1	13	6	0	3	10	2	68	859
4:05 PM	0	2	6	3	0	5	7	7	0	1	13	0	0	7	10	3	64	858
4:10 PM	0	1	6	1	0	5	11	8	0	3	10	5	0	6	14	7	77	862
4:15 PM	0	4	7	3	0	2	6	10	0	1	11	6	0	9	14	5	78	874
4:20 PM	0	3	9	1	0	7	13	8	0	3	6	4	0	6	13	4	77	884
4:25 PM	0	2	5	2	0	2	8	5	0	2	13	5	0	4	8	5	61	890
4:30 PM	0	2	4	1	0	7	12	7	0	2	11	7	0	5	12	4	74	903
4:35 PM	0	1	4	1	0	9	9	6	0	0	13	5	0	3	19	9	79	899
4:40 PM	0	6	7	1	0	5	12	3	0	3	12	7	0	3	19	10	88	899
4:45 PM	0	3	4	1	0	3	5	7	0	0	7	4	0	4	8	6	52	861
4:50 PM	0	1	9	0	0	5	4	8	0	1	17	3	0	2	8	5	63	874
4:55 PM	0	5	6	3	0	4	7	7	0	4	15	2	0	5	14	6	78	870
5:00 PM	0	0	11	2	0	3	6	7	0	1	14	2	0	6	13	2	67	860
5:05 PM	0	4	7	0	0	5	9	3	0	2	10	2	0	8	12	6	68	
5:10 PM	0	1	8	0	0	5	21	10	0	1	13	3	0	10	14	3	89	
5:15 PM	0	6	8	1	0	6	15	7	0	3	11	3	0	9	14	5	88	
5:20 PM	0	6	6	0	0	5	8	9	0	0	13	6	0	7	18	5	83	
5:25 PM	0	8	7	1	0	4	8	8	0	2	14	3	0	6	9	4	74	
5:30 PM	0	2	5	1	0	6	14	0	0	3	10	5	0	8	12	4	70	
5:35 PM	0	8	8	1	0	10	14	5	0	1	7	2	0	4	16	3	79	
5:40 PM	0	2	1	0	0	2	8	7	0	2	11	3	0	3	9	2	50	
5:45 PM	0	5	3	1	0	9	10	4	0	1	8	3	0	6	10	5	65	
5:50 PM	0	2	9	0	0	2	3	8	0	1	4	7	0	8	11	4	59	
5:55 PM	0	5	7	0	0	8	10	4	0	1	5	3	0	6	12	7	68	
Count Total	0	83	153	28	0	124	232	150	0	39	261	96	0	138	299	116	1,719	
Peak Hour	0	43	81	11	0	61	116	82	0	19	150	47	0	68	160	65	903	



## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	1	1	1	5	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	0	1
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	2	1	4	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1	4:40 PM	0	3	0	0	3
4:45 PM	0	0	1	1	2	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	1	0	0	1
4:55 PM	0	1	0	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	1	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	2	1	3	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	2	0	0	1	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	1	1	0	2	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	6	9	9	9	33	Count Total	1	0	0	0	1	Count Total	1	7	0	2	10
Peak Hour	1	6	4	4	15	Peak Hour	1	0	0	0	1	Peak Hour	1	5	0	2	8



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Location: 4 NW HILL RD & SW FELLOWS ST PM

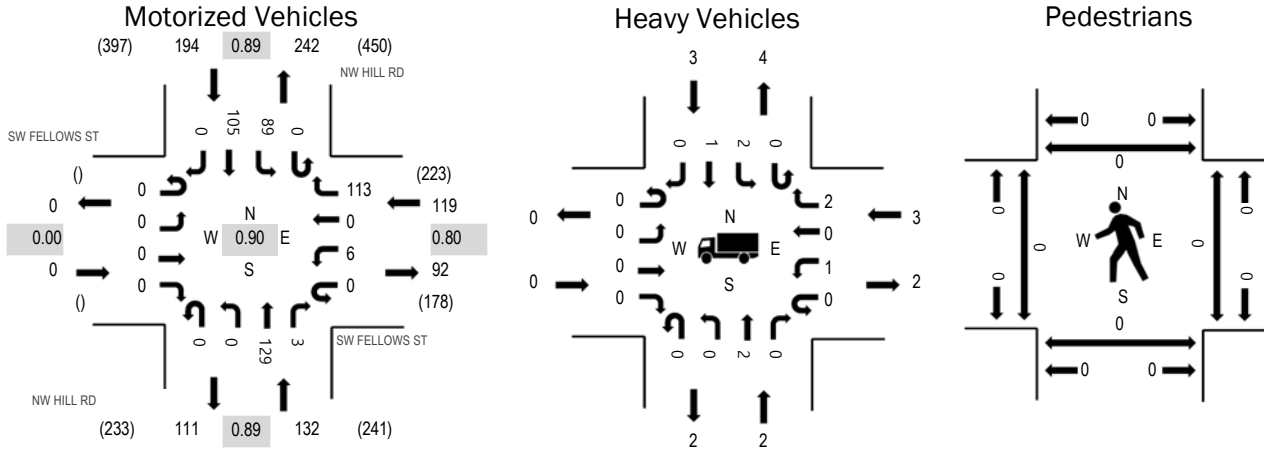
Date: Thursday, June 1, 2023

Peak Hour: 04:20 PM - 05:20 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

# DRAFT

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.5%	0.80
NB	1.5%	0.89
SB	1.5%	0.89
All	1.8%	0.90

### Traffic Counts - Motorized Vehicles

Interval Start Time	SW FELLOWS ST Eastbound				SW FELLOWS ST Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	10	0	0	13	1	0	11	5	0	40	435
4:05 PM	0	0	0	0	0	0	0	10	0	0	5	0	0	8	12	0	35	429
4:10 PM	0	0	0	0	0	0	0	12	0	0	7	1	0	7	8	0	35	434
4:15 PM	0	0	0	0	0	1	0	5	0	0	12	0	0	10	9	0	37	441
4:20 PM	0	0	0	0	0	0	0	14	0	0	7	0	0	7	16	0	44	445
4:25 PM	0	0	0	0	0	0	0	6	0	0	13	0	0	4	10	0	33	432
4:30 PM	0	0	0	0	0	0	0	10	0	0	11	1	0	4	5	0	31	428
4:35 PM	0	0	0	0	0	1	0	7	0	0	12	0	0	7	11	0	38	436
4:40 PM	0	0	0	0	0	0	0	5	0	0	13	0	0	9	13	0	40	435
4:45 PM	0	0	0	0	0	2	0	6	0	0	8	1	0	5	8	0	30	429
4:50 PM	0	0	0	0	0	1	0	14	0	0	10	0	0	8	5	0	38	430
4:55 PM	0	0	0	0	0	0	0	9	0	0	12	0	0	4	9	0	34	426
5:00 PM	0	0	0	0	0	1	0	10	0	0	8	0	0	8	7	0	34	426
5:05 PM	0	0	0	0	0	1	0	11	0	0	10	0	0	7	11	0	40	445
5:10 PM	0	0	0	0	0	0	0	14	0	0	12	1	0	11	4	0	42	445
5:15 PM	0	0	0	0	0	0	0	7	0	0	13	0	0	15	6	0	41	445
5:20 PM	0	0	0	0	0	0	0	9	0	0	7	0	0	6	9	0	31	445
5:25 PM	0	0	0	0	0	0	0	5	0	0	11	0	0	5	8	0	29	445
5:30 PM	0	0	0	0	0	0	0	10	0	0	11	0	0	8	10	0	39	445
5:35 PM	0	0	0	0	0	0	0	8	0	0	7	0	0	6	16	0	37	445
5:40 PM	0	0	0	0	0	0	0	7	0	0	9	1	0	8	9	0	34	445
5:45 PM	0	0	0	0	0	0	0	6	0	0	10	0	0	4	11	0	31	445
5:50 PM	0	0	0	0	0	0	0	11	0	0	8	0	0	3	12	0	34	445
5:55 PM	0	0	0	0	0	0	0	10	0	0	5	1	0	6	12	0	34	445
Count Total	0	0	0	0	0	7	0	216	0	0	234	7	0	171	226	0	861	
Peak Hour	0	0	0	0	0	6	0	113	0	0	129	3	0	89	105	0	445	

## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	2	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	2	0	2	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	2	0	0	2	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	1	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	0	4	5	8	17	Count Total	0	0	0	2	2	Count Total	0	0	0	0	0
Peak Hour	0	2	3	3	8	Peak Hour	0	0	0	1	1	Peak Hour	0	0	0	0	0



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Location: 5 NW HILL RD & NW FOX RIDGE RD PM

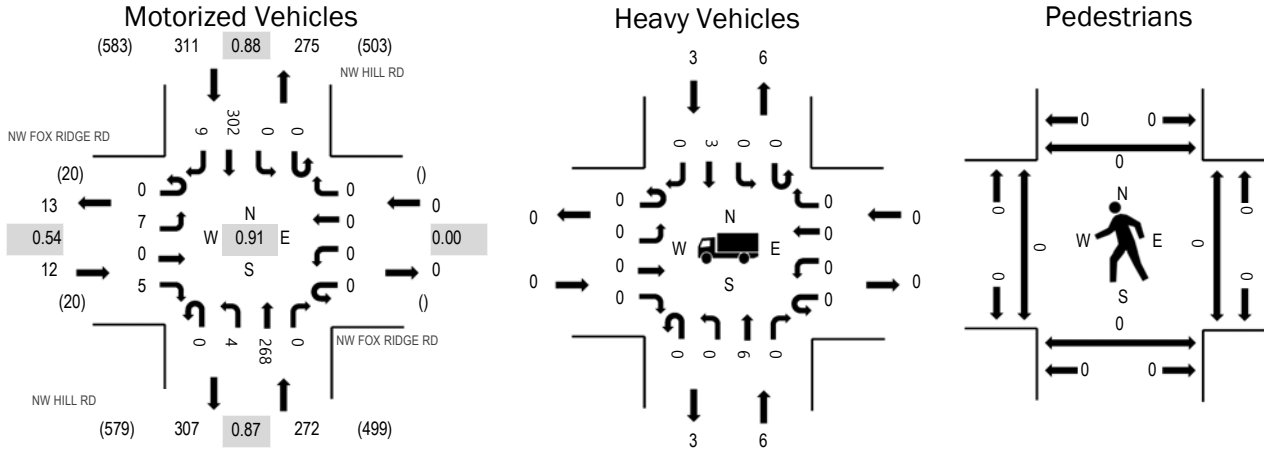
Date: Thursday, June 1, 2023

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:20 PM - 05:35 PM

# DRAFT

### Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.54
WB	0.0%	0.00
NB	2.2%	0.87
SB	1.0%	0.88
All	1.5%	0.91

### Traffic Counts - Motorized Vehicles

Interval Start Time	NW FOX RIDGE RD Eastbound				NW FOX RIDGE RD Westbound				NW HILL RD Northbound				NW HILL RD Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	14	0	37	552
4:05 PM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	21	0	44	566
4:10 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	30	0	48	572
4:15 PM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	23	1	45	569
4:20 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	31	0	51	570
4:25 PM	0	1	0	0	0	0	0	0	0	0	20	0	0	0	16	1	38	576
4:30 PM	0	0	0	2	0	0	0	0	0	0	18	0	0	0	28	1	49	593
4:35 PM	0	0	0	1	0	0	0	0	0	0	22	0	0	0	26	0	49	595
4:40 PM	0	1	0	0	0	0	0	0	0	0	21	0	0	0	27	1	50	588
4:45 PM	0	1	0	0	0	0	0	0	0	0	19	0	0	0	22	1	43	578
4:50 PM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	14	1	46	573
4:55 PM	0	1	0	0	0	0	0	0	0	2	20	0	0	0	29	0	52	567
5:00 PM	0	1	0	1	0	0	0	0	0	0	25	0	0	0	23	1	51	550
5:05 PM	0	0	0	0	0	0	0	0	0	1	17	0	0	0	31	1	50	
5:10 PM	0	0	0	0	0	0	0	0	0	1	20	0	0	0	23	1	45	
5:15 PM	0	0	0	0	0	0	0	0	0	0	24	0	0	0	21	1	46	
5:20 PM	0	2	0	1	0	0	0	0	0	0	23	0	0	0	30	1	57	
5:25 PM	0	1	0	1	0	0	0	0	0	0	25	0	0	0	27	1	55	
5:30 PM	0	0	0	1	0	0	0	0	0	0	21	0	0	0	29	0	51	
5:35 PM	0	1	0	0	0	0	0	0	0	1	21	0	0	0	19	0	42	
5:40 PM	0	0	0	0	0	0	0	0	0	1	20	0	0	0	19	0	40	
5:45 PM	0	0	0	2	0	0	0	0	0	0	15	0	0	0	21	0	38	
5:50 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	25	2	40	
5:55 PM	0	1	0	1	0	0	0	0	0	0	13	0	0	0	20	0	35	
Count Total	0	10	0	10	0	0	0	0	0	6	493	0	0	0	569	14	1,102	
Peak Hour	0	7	0	5	0	0	0	0	0	4	268	0	0	0	302	9	595	



## Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	0	1	2	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	2	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	1	0	1	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	2	2
4:35 PM	0	2	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	2	2
5:00 PM	0	0	0	1	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	1	1	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	1	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	8	0	11	20	Count Total	0	1	0	0	1	Count Total	0	0	0	4	4
Peak Hour	0	6	0	3	9	Peak Hour	0	1	0	0	1	Peak Hour	0	0	0	2	2

## LOS DESCRIPTION

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## TRAFFIC LEVELS OF SERVICE

Analysis of traffic volumes is useful in understanding the general nature of traffic in an area, but by itself indicates neither the ability of the street network to carry additional traffic nor the quality of service afforded by the street facilities. For this, the concept of level of service has been developed to subjectively describe traffic performance. Level of service can be measured at intersections and along key roadway segments.

Levels of service categories are similar to report card ratings for traffic performance. Intersections are typically the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is generally diminished in their vicinities. Levels of Service A, B and C indicate conditions where traffic moves without significant delays over periods of peak travel demand. Level of service D and E are progressively worse peak hour operating conditions and F conditions represent where demand exceeds the capacity of an intersection. Most urban communities set level of service D as the minimum acceptable level of service for peak hour operation and plan for level of service C or better for all other times of the day. The Highway Capacity Manual provides level of service calculation methodology for both intersections and arterials<sup>1</sup>. The following two sections provide interpretations of the analysis approaches.

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<sup>1</sup> 2000 *Highway Capacity Manual*, Transportation Research Board, Washington D.C., 2000, Chapter 16 and 17.

## UNSIGNALIZED INTERSECTIONS (Two-Way Stop Controlled)

Unsignalized intersection level of service is reported for the major street and minor street (generally, left turn movements). The method assesses available and critical gaps in the traffic stream which make it possible for side street traffic to enter the main street flow. The 2010 Highway Capacity Manual describes the detailed methodology. It is not unusual for an intersection to experience level of service E or F conditions for the minor street left turn movement. It should be understood that, often, a poor level of service is experienced by only a few vehicles and the intersection as a whole operates acceptably.

Unsignalized intersection levels of service are described in the following table.

### *Level-of-Service Criteria: Automobile Mode*

Control Delay (s/vehicle)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: The LOS criteria apply to each lane on a given approach and to each approach on the minor street.  
LOS is not calculated for major-street approaches or for the intersection as a whole



## SIGNALIZED INTERSECTIONS

For signalized intersections, level of service is evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. In previous versions of this chapter of the HCM (1994 and earlier), delay included only stopped delay. As delay increases, the level of service decreases. Calculations for signalized and unsignalized intersections are different due to the variation in traffic control. The 2000 Highway Capacity Manual provides the basis for these calculations.

Level of Service	Delay (secs.)	Description
A	<10.00	<b>Free Flow/Insignificant Delays:</b> No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Most vehicles do not stop at all. Progression is extremely favorable and most vehicles arrive during the green phase.
B	10.1-20.0	<b>Stable Operation/Minimal Delays:</b> An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. This level generally occurs with good progression, short cycle lengths, or both.
C	20.1-35.0	<b>Stable Operation/Acceptable Delays:</b> Major approach phases fully utilized. Most drivers feel somewhat restricted. Higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, and the number of vehicles stopping is significant.
D	35.1-55.0	<b>Approaching Unstable/Tolerable Delays:</b> The influence of congestion becomes more noticeable. Drivers may have to wait through more than one red signal indication. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. The proportion of vehicles not stopping declines, and individual cycle failures are noticeable.
E	55.1-80.0	<b>Unstable Operation/Significant Delays:</b> Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are a frequent occurrence.
F	>80.0	<b>Forced Flow/Excessive Delays:</b> Represents jammed conditions. Queues may block upstream intersections. This level occurs when arrival flow rates exceed intersection capacity, and is considered to be unacceptable to most drivers. Poor progression, long cycle lengths, and v/c ratios approaching 1.0 may contribute to these high delay levels.

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Source: *2000 Highway Capacity Manual*, Transportation Research Board, Washington D.C.

# EXISTING 2023 HCM REPORTS

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## MOVEMENT SUMMARY

**Site: 1 [Hill Rd at Baker Creek Rd - AM (Site Folder: General)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.2.202**

Existing Year 2023 Scenario AM Peak Hour

Site Category: Existing Design

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ] veh/h	%	[ Total HV ] veh/h	%				[ Veh. ] veh	[ Dist ] ft				
South: Hill Rd															
3	L2	All MCs	53	4.0	53	4.0	0.251	5.6	LOS A	1.3	32.3	0.37	0.20	0.37	34.5
8	T1	All MCs	5	0.0	5	0.0	0.251	5.3	LOS A	1.3	32.3	0.37	0.20	0.37	36.0
18	R2	All MCs	226	2.0	226	2.0	0.251	5.4	LOS A	1.3	32.3	0.37	0.20	0.37	35.3
Approach			284	2.3	284	2.3	0.251	5.4	LOS A	1.3	32.3	0.37	0.20	0.37	35.2
East: Baker Creek Rd															
1	L2	All MCs	111	2.0	111	2.0	0.151	3.7	LOS A	0.7	18.0	0.19	0.07	0.19	33.9
6	T1	All MCs	59	28.0	59	28.0	0.151	5.4	LOS A	0.7	18.0	0.19	0.07	0.19	31.8
16	R2	All MCs	6	40.0	6	40.0	0.151	6.2	LOS A	0.7	18.0	0.19	0.07	0.19	30.1
Approach			175	12.0	175	12.0	0.151	4.3	LOS A	0.7	18.0	0.19	0.07	0.19	33.1
North: Hill Rd															
7	L2	All MCs	1	0.0	1	0.0	0.007	3.4	LOS A	0.0	0.7	0.36	0.18	0.36	36.4
4	T1	All MCs	5	0.0	5	0.0	0.007	3.4	LOS A	0.0	0.7	0.36	0.18	0.36	37.3
14	R2	All MCs	1	0.0	1	0.0	0.007	3.4	LOS A	0.0	0.7	0.36	0.18	0.36	36.9
Approach			7	0.0	7	0.0	0.007	3.4	LOS A	0.0	0.7	0.36	0.18	0.36	37.1
West: Baker Creek Rd															
5	L2	All MCs	1	0.0	1	0.0	0.202	4.5	LOS A	1.0	25.2	0.29	0.14	0.29	36.2
2	T1	All MCs	161	4.0	161	4.0	0.202	4.8	LOS A	1.0	25.2	0.29	0.14	0.29	36.5
12	R2	All MCs	76	2.0	76	2.0	0.202	4.7	LOS A	1.0	25.2	0.29	0.14	0.29	36.4
Approach			239	3.3	239	3.3	0.202	4.8	LOS A	1.0	25.2	0.29	0.14	0.29	36.4
All Vehicles			705	5.1	705	5.1	0.251	4.9	LOS A	1.3	32.3	0.30	0.15	0.30	35.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9

## MOVEMENT SUMMARY

**Site: 2 [Hill Rd at Wallace Rd - AM (Site Folder: General)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.2.202**

Existing Year 2023 Scenario AM Peak Hour

Site Category: Existing Design

Roundabout

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[ Total HV ]	[ Total HV ]	[ Total HV ]	[ Total HV ]				[ Veh. ]	[ Dist ]					
			veh/h	%	veh/h	%	v/c	sec			veh	ft				mph
South: Hill Rd																
8	T1	All MCs	259	2.0	259	2.0	0.294	6.2	LOS A	1.5	38.5	0.45	0.27	0.45	32.7	
18	R2	All MCs	55	2.0	55	2.0	0.294	6.2	LOS A	1.5	38.5	0.45	0.27	0.45	26.1	
Approach			314	2.0	314	2.0	0.294	6.2	LOS A	1.5	38.5	0.45	0.27	0.45	31.4	
East: Wallace Rd																
1	L2	All MCs	38	3.0	38	3.0	0.063	4.0	LOS A	0.3	6.6	0.39	0.25	0.39	25.7	
16	R2	All MCs	25	10.0	25	10.0	0.063	4.6	LOS A	0.3	6.6	0.39	0.25	0.39	26.9	
Approach			63	5.8	63	5.8	0.063	4.2	LOS A	0.3	6.6	0.39	0.25	0.39	26.2	
North: Hill Rd																
7	L2	All MCs	219	4.0	219	4.0	0.198	4.4	LOS A	1.0	25.4	0.16	0.05	0.16	27.0	
4	T1	All MCs	35	3.0	35	3.0	0.198	4.3	LOS A	1.0	25.4	0.16	0.05	0.16	31.6	
Approach			254	3.9	254	3.9	0.198	4.3	LOS A	1.0	25.4	0.16	0.05	0.16	27.6	
All Vehicles			630	3.1	630	3.1	0.294	5.2	LOS A	1.5	38.5	0.32	0.18	0.32	29.1	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptime Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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**Intersection**

Int Delay, s/veh	0.4					
<b>Movement</b>	<b>EBL</b>	<b>EBR</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	10	3	3	239	195	3
Future Vol, veh/h	10	3	3	239	195	3
Conflicting Peds, #/hr	5	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	12	3	3	278	227	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	521	232	233	0	0
Stage 1	232	-	-	-	-
Stage 2	289	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	519	812	1346	-	-
Stage 1	811	-	-	-	-
Stage 2	765	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	515	810	1342	-	-
Mov Cap-2 Maneuver	515	-	-	-	-
Stage 1	807	-	-	-	-
Stage 2	763	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1342	-	562	-	-
HCM Lane V/C Ratio	0.003	-	0.027	-	-
HCM Control Delay (s)	7.7	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔		↖	↗	
Traffic Vol, veh/h	52	131	21	37	61	58	21	115	85	83	97	29
Future Vol, veh/h	52	131	21	37	61	58	21	115	85	83	97	29
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	2	5	10	8	3	2	10	2	5	0	5	3
Mvmt Flow	63	160	26	45	74	71	26	140	104	101	118	35
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	13.6	13.2	15.2	11.5
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	10%	28%	0%	24%	100%	0%
Vol Thru, %	52%	72%	0%	39%	0%	77%
Vol Right, %	38%	0%	100%	37%	0%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	183	21	156	83	126
LT Vol	21	52	0	37	83	0
Through Vol	115	131	0	61	0	97
RT Vol	85	0	21	58	0	29
Lane Flow Rate	270	223	26	190	101	154
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.477	0.413	0.042	0.349	0.195	0.27
Departure Headway (Hd)	6.372	6.656	5.851	6.609	6.918	6.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	563	538	608	540	516	564
Service Time	4.448	4.434	3.628	4.695	4.698	4.112
HCM Lane V/C Ratio	0.48	0.414	0.043	0.352	0.196	0.273
HCM Control Delay	15.2	14.1	8.9	13.2	11.4	11.5
HCM Lane LOS	C	B	A	B	B	B
HCM 95th-tile Q	2.6	2	0.1	1.6	0.7	1.1

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	72	108	3	83	123
Future Vol, veh/h	4	72	108	3	83	123
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	8	2	33	6	1
Mvmt Flow	5	90	135	4	104	154

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	500	138	0	0	140
Stage 1	138	-	-	-	-
Stage 2	362	-	-	-	-
Critical Hdwy	6.4	6.28	-	-	4.16
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.372	-	-	2.254
Pot Cap-1 Maneuver	534	895	-	-	1419
Stage 1	894	-	-	-	-
Stage 2	709	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	491	894	-	-	1418
Mov Cap-2 Maneuver	491	-	-	-	-
Stage 1	893	-	-	-	-
Stage 2	652	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	3.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1418
HCM Lane V/C Ratio	-	-	0.111	0.073
HCM Control Delay (s)	-	-	9.7	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

## MOVEMENT SUMMARY

Site: 1 [Hill Rd at Baker Creek Rd - PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.2.202

Existing Year 2023 Scenario PM Peak Hour

Site Category: Existing Design

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ] veh/h	%	[ Total HV ] veh/h	%				[ Veh. ] veh	[ Dist ] ft				
South: Hill Rd															
3	L2	All MCs	87	4.0	87	4.0	0.210	4.8	LOS A	1.0	26.7	0.26	0.11	0.26	34.5
8	T1	All MCs	1	0.0	1	0.0	0.210	4.5	LOS A	1.0	26.7	0.26	0.11	0.26	35.9
18	R2	All MCs	169	2.0	169	2.0	0.210	4.7	LOS A	1.0	26.7	0.26	0.11	0.26	35.3
Approach			257	2.7	257	2.7	0.210	4.7	LOS A	1.0	26.7	0.26	0.11	0.26	35.0
East: Baker Creek Rd															
1	L2	All MCs	212	2.0	212	2.0	0.287	5.4	LOS A	1.6	40.0	0.28	0.12	0.28	33.7
6	T1	All MCs	140	2.0	140	2.0	0.287	5.4	LOS A	1.6	40.0	0.28	0.12	0.28	34.5
16	R2	All MCs	1	0.0	1	0.0	0.287	5.3	LOS A	1.6	40.0	0.28	0.12	0.28	34.4
Approach			353	2.0	353	2.0	0.287	5.4	LOS A	1.6	40.0	0.28	0.12	0.28	34.0
North: Hill Rd															
7	L2	All MCs	6	0.0	6	0.0	0.012	4.2	LOS A	0.0	1.2	0.48	0.32	0.48	34.6
4	T1	All MCs	3	0.0	3	0.0	0.012	4.2	LOS A	0.0	1.2	0.48	0.32	0.48	35.4
14	R2	All MCs	1	0.0	1	0.0	0.012	4.2	LOS A	0.0	1.2	0.48	0.32	0.48	35.0
Approach			10	0.0	10	0.0	0.012	4.2	LOS A	0.0	1.2	0.48	0.32	0.48	34.8
West: Baker Creek Rd															
5	L2	All MCs	1	0.0	1	0.0	0.166	4.6	LOS A	0.8	19.2	0.39	0.24	0.39	36.1
2	T1	All MCs	82	3.0	82	3.0	0.166	4.9	LOS A	0.8	19.2	0.39	0.24	0.39	36.5
12	R2	All MCs	94	2.0	94	2.0	0.166	4.8	LOS A	0.8	19.2	0.39	0.24	0.39	36.3
Approach			177	2.5	177	2.5	0.166	4.8	LOS A	0.8	19.2	0.39	0.24	0.39	36.4
All Vehicles			797	2.3	797	2.3	0.287	5.0	LOS A	1.6	40.0	0.30	0.15	0.30	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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## MOVEMENT SUMMARY

**Site: 2 [Hill Rd at Wallace Rd - PM (Site Folder: General)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.2.202**

Existing Year 2023 Scenario PM Peak Hour

Site Category: Existing Design

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ] veh/h	%	[ Total HV ] veh/h	%				[ Veh. ] veh	[ Dist ] ft				
South: Hill Rd															
8	T1	All MCs	267	1.0	267	1.0	0.234	4.5	LOS A	1.2	31.4	0.16	0.05	0.16	33.7
18	R2	All MCs	41	0.0	41	0.0	0.234	4.5	LOS A	1.2	31.4	0.16	0.05	0.16	26.7
Approach			308	0.9	308	0.9	0.234	4.5	LOS A	1.2	31.4	0.16	0.05	0.16	32.5
East: Wallace Rd															
1	L2	All MCs	53	0.0	53	0.0	0.080	4.0	LOS A	0.3	8.5	0.40	0.26	0.40	25.6
16	R2	All MCs	29	8.0	29	8.0	0.080	4.7	LOS A	0.3	8.5	0.40	0.26	0.40	27.0
Approach			81	2.8	81	2.8	0.080	4.3	LOS A	0.3	8.5	0.40	0.26	0.40	26.1
North: Hill Rd															
7	L2	All MCs	34	7.0	34	7.0	0.258	5.3	LOS A	1.4	35.4	0.20	0.07	0.20	28.0
4	T1	All MCs	298	1.0	298	1.0	0.258	4.9	LOS A	1.4	35.4	0.20	0.07	0.20	33.2
Approach			332	1.6	332	1.6	0.258	4.9	LOS A	1.4	35.4	0.20	0.07	0.20	32.6
All Vehicles			721	1.4	721	1.4	0.258	4.7	LOS A	1.4	35.4	0.20	0.08	0.20	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stoptime Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9

**Intersection**

Int Delay, s/veh	0.3					
<b>Movement</b>	<b>EBL</b>	<b>EBR</b>	<b>NBL</b>	<b>NBT</b>	<b>SBT</b>	<b>SBR</b>
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	7	5	4	268	302	9
Future Vol, veh/h	7	5	4	268	302	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	8	5	4	295	332	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	640	337	342	0	0
Stage 1	337	-	-	-	-
Stage 2	303	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	443	710	1228	-	-
Stage 1	728	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	442	710	1228	-	-
Mov Cap-2 Maneuver	442	-	-	-	-
Stage 1	726	-	-	-	-
Stage 2	754	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1228	-	524	-	-
HCM Lane V/C Ratio	0.004	-	0.025	-	-
HCM Control Delay (s)	7.9	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔		↔	↔	
Traffic Vol, veh/h	43	81	11	61	116	82	19	150	47	68	160	65
Future Vol, veh/h	43	81	11	61	116	82	19	150	47	68	160	65
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	1	0	3	1	1	0	3	4	1	2	0
Mvmt Flow	49	93	13	70	133	94	22	172	54	78	184	75
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	12.5	17.5	15.2	13.7
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	35%	0%	24%	100%	0%
Vol Thru, %	69%	65%	0%	45%	0%	71%
Vol Right, %	22%	0%	100%	32%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	124	11	259	68	225
LT Vol	19	43	0	61	68	0
Through Vol	150	81	0	116	0	160
RT Vol	47	0	11	82	0	65
Lane Flow Rate	248	143	13	298	78	259
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.458	0.284	0.022	0.55	0.154	0.46
Departure Headway (Hd)	6.647	7.173	6.297	6.645	7.106	6.407
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	500	568	545	506	564
Service Time	4.688	4.918	4.041	4.66	4.827	4.129
HCM Lane V/C Ratio	0.458	0.286	0.023	0.547	0.154	0.459
HCM Control Delay	15.2	12.8	9.2	17.5	11.1	14.5
HCM Lane LOS	C	B	A	C	B	B
HCM 95th-tile Q	2.4	1.2	0.1	3.3	0.5	2.4

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	T		T		T	
Traffic Vol, veh/h	6	113	129	3	89	105
Future Vol, veh/h	6	113	129	3	89	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	17	2	2	0	2	1
Mvmt Flow	7	126	143	3	99	117

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	460	145	0	0	146
Stage 1	145	-	-	-	-
Stage 2	315	-	-	-	-
Critical Hdwy	6.57	6.22	-	-	4.12
Critical Hdwy Stg 1	5.57	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-
Follow-up Hdwy	3.653	3.318	-	-	2.218
Pot Cap-1 Maneuver	533	902	-	-	1436
Stage 1	847	-	-	-	-
Stage 2	707	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	494	902	-	-	1436
Mov Cap-2 Maneuver	494	-	-	-	-
Stage 1	847	-	-	-	-
Stage 2	655	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	1436
HCM Lane V/C Ratio	-	-	0.153	0.069
HCM Control Delay (s)	-	-	9.9	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2



# FUTURE BASELINE 2041 HCM REPORTS

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# MOVEMENT SUMMARY

Site: 1 [Hill Rd at Baker Creek Rd - AM (Site Folder: Future Baseline 2041)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Future Year 2041 Baseline AM Peak Hour  
 Site Category: Existing Design  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	ft				mph
South: Hill Rd															
3	L2	All MCs	83	4.0	83	4.0	0.331	7.3	LOS A	1.7	43.1	0.53	0.36	0.53	33.5
8	T1	All MCs	11	0.0	11	0.0	0.331	6.8	LOS A	1.7	43.1	0.53	0.36	0.53	34.8
18	R2	All MCs	228	2.0	228	2.0	0.331	7.1	LOS A	1.7	43.1	0.53	0.36	0.53	34.2
Approach			322	2.4	322	2.4	0.331	7.1	LOS A	1.7	43.1	0.53	0.36	0.53	34.0
East: Baker Creek Rd															
1	L2	All MCs	178	2.0	178	2.0	0.257	4.9	LOS A	1.2	33.6	0.29	0.13	0.29	33.3
6	T1	All MCs	94	28.0	94	28.0	0.257	6.8	LOS A	1.2	33.6	0.29	0.13	0.29	31.3
16	R2	All MCs	11	40.0	11	40.0	0.257	7.8	LOS A	1.2	33.6	0.29	0.13	0.29	29.6
Approach			283	12.2	283	12.2	0.257	5.6	LOS A	1.2	33.6	0.29	0.13	0.29	32.5
North: Hill Rd															
7	L2	All MCs	33	0.0	33	0.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.34	0.46	34.3
4	T1	All MCs	11	0.0	11	0.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.34	0.46	35.1
14	R2	All MCs	6	0.0	6	0.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.34	0.46	34.7
Approach			50	0.0	50	0.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.34	0.46	34.5
West: Baker Creek Rd															
5	L2	All MCs	6	0.0	6	0.0	0.369	6.8	LOS A	2.0	52.2	0.48	0.29	0.48	34.8
2	T1	All MCs	261	4.0	261	4.0	0.369	7.2	LOS A	2.0	52.2	0.48	0.29	0.48	35.1
12	R2	All MCs	122	2.0	122	2.0	0.369	7.0	LOS A	2.0	52.2	0.48	0.29	0.48	35.0
Approach			389	3.3	389	3.3	0.369	7.2	LOS A	2.0	52.2	0.48	0.29	0.48	35.1
All Vehicles			1044	5.3	1044	5.3	0.369	6.6	LOS A	2.0	52.2	0.44	0.27	0.44	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# MOVEMENT SUMMARY

Site: 2 [Hill Rd at Wallace Rd - AM (Site Folder: Future Baseline 2041)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Future Year 2041 Baseline AM Peak Hour  
 Site Category: Existing Design  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	ft				mph
South: Hill Rd															
3	L2	All MCs	167	1.0	167	1.0	0.439	7.5	LOS A	2.8	71.4	0.45	0.24	0.45	30.3
8	T1	All MCs	256	2.0	256	2.0	0.439	7.6	LOS A	2.8	71.4	0.45	0.24	0.45	31.8
18	R2	All MCs	83	2.0	83	2.0	0.439	7.6	LOS A	2.8	71.4	0.45	0.24	0.45	25.6
Approach			506	1.7	506	1.7	0.439	7.6	LOS A	2.8	71.4	0.45	0.24	0.45	30.1
East: Wallace Rd															
1	L2	All MCs	56	3.0	56	3.0	0.200	6.6	LOS A	0.8	21.5	0.57	0.46	0.57	27.1
6	T1	All MCs	61	1.0	61	1.0	0.200	6.4	LOS A	0.8	21.5	0.57	0.46	0.57	28.7
16	R2	All MCs	39	10.0	39	10.0	0.200	7.7	LOS A	0.8	21.5	0.57	0.46	0.57	28.5
Approach			156	4.0	156	4.0	0.200	6.8	LOS A	0.8	21.5	0.57	0.46	0.57	28.1
North: Hill Rd															
7	L2	All MCs	56	4.0	56	4.0	0.406	8.2	LOS A	2.3	57.8	0.55	0.36	0.55	26.6
4	T1	All MCs	200	3.0	200	3.0	0.406	8.1	LOS A	2.3	57.8	0.55	0.36	0.55	31.2
14	R2	All MCs	150	1.0	150	1.0	0.406	7.8	LOS A	2.3	57.8	0.55	0.36	0.55	32.5
Approach			406	2.4	406	2.4	0.406	8.0	LOS A	2.3	57.8	0.55	0.36	0.55	30.9
West: Wallace Road															
5	L2	All MCs	78	1.0	78	1.0	0.181	5.4	LOS A	0.8	20.7	0.47	0.32	0.47	31.9
2	T1	All MCs	22	1.0	22	1.0	0.181	5.4	LOS A	0.8	20.7	0.47	0.32	0.47	32.5
12	R2	All MCs	78	1.0	78	1.0	0.181	5.4	LOS A	0.8	20.7	0.47	0.32	0.47	32.3
Approach			178	1.0	178	1.0	0.181	5.4	LOS A	0.8	20.7	0.47	0.32	0.47	32.1
All Vehicles			1244	2.1	1244	2.1	0.439	7.3	LOS A	2.8	71.4	0.50	0.32	0.50	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\5\_Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9

HCM 6th TWSC  
3: Fox Ridge Rd & Hill Rd

Future 2041 Baseline AM Peak Hour  
Fox Ridge Road Area Plan

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	5	410	315	5
Future Vol, veh/h	15	5	5	410	315	5
Conflicting Peds, #/hr	5	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	17	6	6	456	350	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	829	356	359	0	-	0
Stage 1	356	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	343	693	1211	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	339	691	1208	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1208	-	388	-	-
HCM Lane V/C Ratio	0.005	-	0.057	-	-
HCM Control Delay (s)	8	-	14.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Intersection	
Intersection Delay, s/veh	48
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔			↔		↖	↗	
Traffic Vol, veh/h	90	225	35	65	105	100	35	200	145	145	145	50
Future Vol, veh/h	90	225	35	65	105	100	35	200	145	145	145	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	5	10	8	3	2	10	2	5	0	5	3
Mvmt Flow	100	250	39	72	117	111	39	222	161	161	161	56
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	43.9	36.9	84.3	20.5
HCM LOS	E	E	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	29%	0%	24%	100%	0%
Vol Thru, %	53%	71%	0%	39%	0%	74%
Vol Right, %	38%	0%	100%	37%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	380	315	35	270	145	195
LT Vol	35	90	0	65	145	0
Through Vol	200	225	0	105	0	145
RT Vol	145	0	35	100	0	50
Lane Flow Rate	422	350	39	300	161	217
Geometry Grp	4b	5	5	4b	5	5
Degree of Util (X)	1.035	0.859	0.087	0.76	0.42	0.527
Departure Headway (Hd)	8.823	9.134	8.309	9.469	9.701	9.081
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	414	399	434	384	374	399
Service Time	6.823	6.834	6.009	7.469	7.401	6.781
HCM Lane V/C Ratio	1.019	0.877	0.09	0.781	0.43	0.544
HCM Control Delay	84.3	47.5	11.8	36.9	19.2	21.5
HCM Lane LOS	F	E	B	E	C	C
HCM 95th-tile Q	13.5	8.3	0.3	6.2	2	3

HCM 6th TWSC  
5: Hill Rd & Fellows St

Future 2041 Baseline AM Peak Hour  
Fox Ridge Road Area Plan

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	55	10	5	25	125	10	185	5	130	190	15
Future Vol, veh/h	25	55	10	5	25	125	10	185	5	130	190	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	8	0	2	33	6	1	0
Mvmt Flow	28	61	11	6	28	139	11	206	6	144	211	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	823	743	220	776	748	210	228	0	0	213	0	0
Stage 1	508	508	-	232	232	-	-	-	-	-	-	-
Stage 2	315	235	-	544	516	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.28	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.372	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	295	346	825	317	343	815	1352	-	-	1334	-	-
Stage 1	551	542	-	775	716	-	-	-	-	-	-	-
Stage 2	700	714	-	527	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	204	300	825	238	297	814	1352	-	-	1333	-	-
Mov Cap-2 Maneuver	204	300	-	238	297	-	-	-	-	-	-	-
Stage 1	546	475	-	767	709	-	-	-	-	-	-	-
Stage 2	553	707	-	397	471	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.5		13.4		0.4		3.1	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1352	-	-	283	599	1333	-	-
HCM Lane V/C Ratio	0.008	-	-	0.353	0.288	0.108	-	-
HCM Control Delay (s)	7.7	0	-	24.5	13.4	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	1.2	0.4	-	-

# MOVEMENT SUMMARY

**Site: 1 [Hill Rd at Baker Creek Rd - PM (Site Folder: Future Baseline 2041)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Baseline PM Peak Hour  
 Site Category: NA  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	Dist ]			mph	
										ft					
South: Hill Rd															
3	L2	All MCs	148	4.0	148	4.0	0.402	7.4	LOS A	2.4	61.2	0.45	0.25	0.45	33.2
8	T1	All MCs	10	0.0	10	0.0	0.402	7.0	LOS A	2.4	61.2	0.45	0.25	0.45	34.5
18	R2	All MCs	291	2.0	291	2.0	0.402	7.2	LOS A	2.4	61.2	0.45	0.25	0.45	33.9
Approach			449	2.6	449	2.6	0.402	7.3	LOS A	2.4	61.2	0.45	0.25	0.45	33.7
East: Baker Creek Rd															
1	L2	All MCs	367	2.0	367	2.0	0.561	9.7	LOS A	4.3	108.1	0.56	0.30	0.56	31.8
6	T1	All MCs	240	2.0	240	2.0	0.561	9.7	LOS A	4.3	108.1	0.56	0.30	0.56	32.5
16	R2	All MCs	31	0.0	31	0.0	0.561	9.5	LOS A	4.3	108.1	0.56	0.30	0.56	32.4
Approach			638	1.9	638	1.9	0.561	9.7	LOS A	4.3	108.1	0.56	0.30	0.56	32.1
North: Hill Rd															
7	L2	All MCs	26	0.0	26	0.0	0.073	6.6	LOS A	0.3	7.0	0.61	0.56	0.61	33.5
4	T1	All MCs	15	0.0	15	0.0	0.073	6.6	LOS A	0.3	7.0	0.61	0.56	0.61	34.3
14	R2	All MCs	5	0.0	5	0.0	0.073	6.6	LOS A	0.3	7.0	0.61	0.56	0.61	34.0
Approach			46	0.0	46	0.0	0.073	6.6	LOS A	0.3	7.0	0.61	0.56	0.61	33.8
West: Baker Creek Rd															
5	L2	All MCs	5	0.0	5	0.0	0.356	7.8	LOS A	1.8	45.1	0.60	0.45	0.60	34.3
2	T1	All MCs	143	3.0	143	3.0	0.356	8.2	LOS A	1.8	45.1	0.60	0.45	0.60	34.7
12	R2	All MCs	163	2.0	163	2.0	0.356	8.1	LOS A	1.8	45.1	0.60	0.45	0.60	34.5
Approach			311	2.4	311	2.4	0.356	8.1	LOS A	1.8	45.1	0.60	0.45	0.60	34.6
All Vehicles			1444	2.2	1444	2.2	0.561	8.5	LOS A	4.3	108.1	0.54	0.33	0.54	33.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# MOVEMENT SUMMARY

**Site: 2 [Hill Rd at Wallace Rd - PM (Site Folder: Future Baseline 2041)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Baseline PM Peak Hour  
 Site Category: NA  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	ft				mph
South: Hill Rd															
3	L2	All MCs	33	0.0	33	0.0	0.417	6.9	LOSA	2.7	68.6	0.37	0.17	0.37	30.9
8	T1	All MCs	407	1.0	407	1.0	0.417	7.0	LOSA	2.7	68.6	0.37	0.17	0.37	32.5
18	R2	All MCs	71	0.0	71	0.0	0.417	6.9	LOSA	2.7	68.6	0.37	0.17	0.37	25.9
Approach			511	0.8	511	0.8	0.417	6.9	LOSA	2.7	68.6	0.37	0.17	0.37	31.3
East: Wallace Rd															
1	L2	All MCs	82	0.0	82	0.0	0.175	5.8	LOSA	0.7	18.8	0.55	0.43	0.55	25.5
6	T1	All MCs	11	0.0	11	0.0	0.175	5.8	LOSA	0.7	18.8	0.55	0.43	0.55	26.9
16	R2	All MCs	49	8.0	49	8.0	0.175	6.9	LOSA	0.7	18.8	0.55	0.43	0.55	26.9
Approach			143	2.8	143	2.8	0.175	6.2	LOSA	0.7	18.8	0.55	0.43	0.55	26.1
North: Hill Rd															
7	L2	All MCs	60	6.0	60	6.0	0.483	8.4	LOSA	3.4	86.1	0.43	0.21	0.43	26.9
4	T1	All MCs	478	1.0	478	1.0	0.483	8.0	LOSA	3.4	86.1	0.43	0.21	0.43	31.6
14	R2	All MCs	38	0.0	38	0.0	0.483	7.9	LOSA	3.4	86.1	0.43	0.21	0.43	32.9
Approach			577	1.5	577	1.5	0.483	8.0	LOSA	3.4	86.1	0.43	0.21	0.43	31.1
West: Wallace Road															
5	L2	All MCs	33	0.0	33	0.0	0.121	6.2	LOSA	0.5	12.3	0.59	0.51	0.59	31.7
2	T1	All MCs	11	0.0	11	0.0	0.121	6.2	LOSA	0.5	12.3	0.59	0.51	0.59	32.3
12	R2	All MCs	44	0.0	44	0.0	0.121	6.2	LOSA	0.5	12.3	0.59	0.51	0.59	32.0
Approach			88	0.0	88	0.0	0.121	6.2	LOSA	0.5	12.3	0.59	0.51	0.59	31.9
All Vehicles			1319	1.2	1319	1.2	0.483	7.3	LOSA	3.4	86.1	0.43	0.24	0.43	30.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↑	
Traffic Vol, veh/h	10	10	5	460	520	15
Future Vol, veh/h	10	10	5	460	520	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	11	11	5	505	571	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1094	579	587	0	-	0
Stage 1	579	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	239	519	998	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	519	998	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	998	-	326	-	-
HCM Lane V/C Ratio	0.006	-	0.067	-	-
HCM Control Delay (s)	8.6	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	100.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔		↔	↔	
Traffic Vol, veh/h	75	140	20	105	200	140	35	260	80	115	275	110
Future Vol, veh/h	75	140	20	105	200	140	35	260	80	115	275	110
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	3	1	1	0	3	4	1	2	0
Mvmt Flow	83	156	22	117	222	156	39	289	89	128	306	122
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	30.5	167.6	99.1	75
HCM LOS	D	F	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	35%	0%	24%	100%	0%
Vol Thru, %	69%	65%	0%	45%	0%	71%
Vol Right, %	21%	0%	100%	31%	0%	29%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	375	215	20	445	115	385
LT Vol	35	75	0	105	115	0
Through Vol	260	140	0	200	0	275
RT Vol	80	0	20	140	0	110
Lane Flow Rate	417	239	22	494	128	428
Geometry Grp	4b	5	5	4b	5	5
Degree of Util (X)	1.064	0.655	0.056	1.265	0.337	1.047
Departure Headway (Hd)	10.24	10.907	10.002	9.701	10.523	9.806
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	358	334	360	381	344	372
Service Time	8.24	8.607	7.702	7.701	8.223	7.506
HCM Lane V/C Ratio	1.165	0.716	0.061	1.297	0.372	1.151
HCM Control Delay	99.1	32.1	13.3	167.6	18.5	91.9
HCM Lane LOS	F	D	B	F	C	F
HCM 95th-tile Q	13.3	4.4	0.2	20.8	1.5	13.1

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	35	5	10	50	145	10	170	5	155	180	30
Future Vol, veh/h	20	35	5	10	50	145	10	170	5	155	180	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	17	0	2	0	2	0	2	1	0
Mvmt Flow	22	39	6	11	56	161	11	189	6	172	200	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	884	778	217	797	791	192	233	0	0	195	0	0
Stage 1	561	561	-	214	214	-	-	-	-	-	-	-
Stage 2	323	217	-	583	577	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	268	330	828	287	324	850	1346	-	-	1378	-	-
Stage 1	516	513	-	755	729	-	-	-	-	-	-	-
Stage 2	693	727	-	473	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	163	280	828	226	275	850	1346	-	-	1378	-	-
Mov Cap-2 Maneuver	163	280	-	226	275	-	-	-	-	-	-	-
Stage 1	511	439	-	748	722	-	-	-	-	-	-	-
Stage 2	514	720	-	367	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	26.2		17.3		0.4		3.4	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	236	517	1378	-	-
HCM Lane V/C Ratio	0.008	-	-	0.282	0.441	0.125	-	-
HCM Control Delay (s)	7.7	0	-	26.2	17.3	8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	2.2	0.4	-	-

## PREFERRED SCENARIO 2041 HCM REPORTS

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# MOVEMENT SUMMARY

**Site: 1 [Hill Rd at Baker Creek Rd - AM (Site Folder: Future Preferred Scenario 2044)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred AM Peak Hour  
 Site Category: Existing Design  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	Dist ]				mph
South: Hill Rd															
3	L2	All MCs	96	4.0	96	4.0	0.422	8.6	LOS A	2.4	60.2	0.58	0.39	0.58	32.9
8	T1	All MCs	11	0.0	11	0.0	0.422	8.1	LOS A	2.4	60.2	0.58	0.39	0.58	34.2
18	R2	All MCs	304	2.0	304	2.0	0.422	8.3	LOS A	2.4	60.2	0.58	0.39	0.58	33.6
Approach			411	2.4	411	2.4	0.422	8.4	LOS A	2.4	60.2	0.58	0.39	0.58	33.5
East: Baker Creek Rd															
1	L2	All MCs	212	2.0	212	2.0	0.289	5.3	LOS A	1.4	39.2	0.32	0.15	0.32	33.1
6	T1	All MCs	94	28.0	94	28.0	0.289	7.3	LOS A	1.4	39.2	0.32	0.15	0.32	31.0
16	R2	All MCs	11	40.0	11	40.0	0.289	8.3	LOS A	1.4	39.2	0.32	0.15	0.32	29.4
Approach			318	11.1	318	11.1	0.289	5.9	LOS A	1.4	39.2	0.32	0.15	0.32	32.3
North: Hill Rd															
7	L2	All MCs	33	0.0	33	0.0	0.057	4.6	LOS A	0.2	5.8	0.49	0.37	0.49	34.2
4	T1	All MCs	11	0.0	11	0.0	0.057	4.6	LOS A	0.2	5.8	0.49	0.37	0.49	34.9
14	R2	All MCs	6	0.0	6	0.0	0.057	4.6	LOS A	0.2	5.8	0.49	0.37	0.49	34.6
Approach			50	0.0	50	0.0	0.057	4.6	LOS A	0.2	5.8	0.49	0.37	0.49	34.4
West: Baker Creek Rd															
5	L2	All MCs	6	0.0	6	0.0	0.388	7.3	LOS A	2.1	54.9	0.52	0.33	0.52	34.5
2	T1	All MCs	261	4.0	261	4.0	0.388	7.7	LOS A	2.1	54.9	0.52	0.33	0.52	34.8
12	R2	All MCs	128	2.0	128	2.0	0.388	7.5	LOS A	2.1	54.9	0.52	0.33	0.52	34.8
Approach			394	3.3	394	3.3	0.388	7.6	LOS A	2.1	54.9	0.52	0.33	0.52	34.8
All Vehicles			1173	4.9	1173	4.9	0.422	7.3	LOS A	2.4	60.2	0.49	0.31	0.49	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\5\_Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9

# MOVEMENT SUMMARY

**Site: 2 [Hill Rd at Wallace Rd - AM (Site Folder: Future Preferred Scenario 2044)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred AM Peak Hour  
 Site Category: Existing Design  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Dist	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	ft				mph
South: Hill Rd															
3	L2	All MCs	187	1.0	187	1.0	0.553	9.7	LOS A	4.0	101.5	0.59	0.34	0.59	29.5
8	T1	All MCs	312	2.0	312	2.0	0.553	9.8	LOS A	4.0	101.5	0.59	0.34	0.59	30.9
18	R2	All MCs	109	2.0	109	2.0	0.553	9.8	LOS A	4.0	101.5	0.59	0.34	0.59	25.0
Approach			608	1.7	608	1.7	0.553	9.8	LOS A	4.0	101.5	0.59	0.34	0.59	29.2
East: Wallace Rd															
1	L2	All MCs	67	3.0	67	3.0	0.249	8.0	LOS A	1.0	26.5	0.63	0.54	0.63	26.6
6	T1	All MCs	67	1.0	67	1.0	0.249	7.6	LOS A	1.0	26.5	0.63	0.54	0.63	28.1
16	R2	All MCs	39	10.0	39	10.0	0.249	9.3	LOS A	1.0	26.5	0.63	0.54	0.63	27.9
Approach			172	3.8	172	3.8	0.249	8.1	LOS A	1.0	26.5	0.63	0.54	0.63	27.5
North: Hill Rd															
7	L2	All MCs	56	4.0	56	4.0	0.463	9.3	LOS A	2.8	71.8	0.61	0.43	0.64	26.3
4	T1	All MCs	226	3.0	226	3.0	0.463	9.2	LOS A	2.8	71.8	0.61	0.43	0.64	30.7
14	R2	All MCs	164	1.0	164	1.0	0.463	9.0	LOS A	2.8	71.8	0.61	0.43	0.64	32.0
Approach			446	2.4	446	2.4	0.463	9.2	LOS A	2.8	71.8	0.61	0.43	0.64	30.5
West: Wallace Road															
5	L2	All MCs	110	1.0	110	1.0	0.281	6.7	LOS A	1.4	34.5	0.53	0.38	0.53	31.4
2	T1	All MCs	34	1.0	34	1.0	0.281	6.7	LOS A	1.4	34.5	0.53	0.38	0.53	32.0
12	R2	All MCs	121	1.0	121	1.0	0.281	6.7	LOS A	1.4	34.5	0.53	0.38	0.53	31.7
Approach			266	1.0	266	1.0	0.281	6.7	LOS A	1.4	34.5	0.53	0.38	0.53	31.6
All Vehicles			1491	2.0	1491	2.0	0.553	8.9	LOS A	4.0	101.5	0.59	0.40	0.60	29.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\5\_Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9

HCM 6th TWSC  
3: Fox Ridge Rd & Hill Rd

Future 2041 Preferred Scenario AM Peak Hour  
Fox Ridge Road Area Plan

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	79	37	428	355	37
Future Vol, veh/h	89	79	37	428	355	37
Conflicting Peds, #/hr	5	0	3	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	2	4	0
Mvmt Flow	99	88	41	476	394	41

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	981	418	438	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	279	639	1133	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	637	1130	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.5	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1130	-	367	-	-
HCM Lane V/C Ratio	0.036	-	0.509	-	-
HCM Control Delay (s)	8.3	-	24.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.8	-	-

Intersection	
Intersection Delay, s/veh	69.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔		↔	↔	
Traffic Vol, veh/h	95	225	35	65	105	130	35	215	145	213	179	62
Future Vol, veh/h	95	225	35	65	105	130	35	215	145	213	179	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	5	10	8	3	2	10	2	5	0	5	3
Mvmt Flow	106	250	39	72	117	144	39	239	161	237	199	69
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	57.4	56.7	134.3	30.4
HCM LOS	F	F	F	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	9%	30%	0%	22%	100%	0%
Vol Thru, %	54%	70%	0%	35%	0%	74%
Vol Right, %	37%	0%	100%	43%	0%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	395	320	35	300	213	241
LT Vol	35	95	0	65	213	0
Through Vol	215	225	0	105	0	179
RT Vol	145	0	35	130	0	62
Lane Flow Rate	439	356	39	333	237	268
Geometry Grp	4b	5	5	4b	5	5
Degree of Util (X)	1.177	0.924	0.092	0.885	0.64	0.68
Departure Headway (Hd)	9.651	10.005	9.169	10.35	10.409	9.785
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	377	366	393	353	350	372
Service Time	7.651	7.705	6.869	8.35	8.109	7.485
HCM Lane V/C Ratio	1.164	0.973	0.099	0.943	0.677	0.72
HCM Control Delay	134.3	62.3	12.8	56.7	29.9	30.9
HCM Lane LOS	F	F	B	F	D	D
HCM 95th-tile Q	17.6	9.6	0.3	8.5	4.2	4.8



Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	55	10	5	25	135	10	190	5	153	201	15
Future Vol, veh/h	25	55	10	5	25	135	10	190	5	153	201	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	8	0	2	33	6	1	0
Mvmt Flow	28	61	11	6	28	150	11	211	6	170	223	17

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	897	812	232	845	817	215	240	0	0	218	0	0
Stage 1	572	572	-	237	237	-	-	-	-	-	-	-
Stage 2	325	240	-	608	580	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.28	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.372	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	263	315	812	285	313	810	1339	-	-	1328	-	-
Stage 1	509	508	-	771	713	-	-	-	-	-	-	-
Stage 2	692	711	-	486	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	174	266	812	205	264	809	1339	-	-	1327	-	-
Mov Cap-2 Maneuver	174	266	-	205	264	-	-	-	-	-	-	-
Stage 1	504	433	-	763	706	-	-	-	-	-	-	-
Stage 2	537	704	-	351	429	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29	14.1	0.4	3.4
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	248	577	1327	-
HCM Lane V/C Ratio	0.008	-	-	0.403	0.318	0.128	-
HCM Control Delay (s)	7.7	0	-	29	14.1	8.1	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.8	1.4	0.4	-

# MOVEMENT SUMMARY

Site: 1 [Hill Rd at Baker Creek Rd - PM (Site Folder: Future Preferred Scenario 2044)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Future Year 2041 Preferred PM Peak Hour  
 Site Category: NA  
 Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]				mph
			veh/h		veh/h					veh	ft				
South: Hill Rd															
3	L2	All MCs	159	4.0	159	4.0	0.470	8.4	LOS A	3.1	78.3	0.50	0.27	0.50	32.8
8	T1	All MCs	10	0.0	10	0.0	0.470	8.0	LOS A	3.1	78.3	0.50	0.27	0.50	34.1
18	R2	All MCs	356	2.0	356	2.0	0.470	8.2	LOS A	3.1	78.3	0.50	0.27	0.50	33.5
Approach			526	2.6	526	2.6	0.470	8.2	LOS A	3.1	78.3	0.50	0.27	0.50	33.3
East: Baker Creek Rd															
1	L2	All MCs	462	2.0	462	2.0	0.652	11.9	LOS B	6.7	169.8	0.66	0.40	0.72	30.7
6	T1	All MCs	240	2.0	240	2.0	0.652	11.9	LOS B	6.7	169.8	0.66	0.40	0.72	31.4
16	R2	All MCs	31	0.0	31	0.0	0.652	11.7	LOS B	6.7	169.8	0.66	0.40	0.72	31.3
Approach			733	1.9	733	1.9	0.652	11.9	LOS B	6.7	169.8	0.66	0.40	0.72	31.0
North: Hill Rd															
7	L2	All MCs	26	0.0	26	0.0	0.082	7.4	LOS A	0.3	7.7	0.64	0.61	0.64	33.1
4	T1	All MCs	15	0.0	15	0.0	0.082	7.4	LOS A	0.3	7.7	0.64	0.61	0.64	33.9
14	R2	All MCs	5	0.0	5	0.0	0.082	7.4	LOS A	0.3	7.7	0.64	0.61	0.64	33.6
Approach			46	0.0	46	0.0	0.082	7.4	LOS A	0.3	7.7	0.64	0.61	0.64	33.4
West: Baker Creek Rd															
5	L2	All MCs	5	0.0	5	0.0	0.414	9.4	LOS A	2.3	58.6	0.67	0.57	0.77	33.4
2	T1	All MCs	143	3.0	143	3.0	0.414	9.8	LOS A	2.3	58.6	0.67	0.57	0.77	33.8
12	R2	All MCs	179	2.0	179	2.0	0.414	9.7	LOS A	2.3	58.6	0.67	0.57	0.77	33.6
Approach			327	2.4	327	2.4	0.414	9.7	LOS A	2.3	58.6	0.67	0.57	0.77	33.7
All Vehicles			1631	2.2	1631	2.2	0.652	10.2	LOS B	6.7	169.8	0.61	0.40	0.66	32.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# MOVEMENT SUMMARY

**Site: 2 [Hill Rd at Wallace Rd - PM (Site Folder: Future Preferred Scenario 2044)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred PM Peak Hour

Site Category: NA

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. veh	Dist ]			mph	
South: Hill Rd															
3	L2	All MCs	92	0.0	92	0.0	0.550	9.2	LOS A	4.2	106.6	0.52	0.27	0.52	29.9
8	T1	All MCs	460	1.0	460	1.0	0.550	9.3	LOS A	4.2	106.6	0.52	0.27	0.52	31.4
18	R2	All MCs	93	0.0	93	0.0	0.550	9.2	LOS A	4.2	106.6	0.52	0.27	0.52	25.2
Approach			646	0.7	646	0.7	0.550	9.2	LOS A	4.2	106.6	0.52	0.27	0.52	30.1
East: Wallace Rd															
1	L2	All MCs	116	0.0	116	0.0	0.272	7.9	LOS A	1.2	29.8	0.64	0.55	0.64	25.2
6	T1	All MCs	27	0.0	27	0.0	0.272	7.9	LOS A	1.2	29.8	0.64	0.55	0.64	26.5
16	R2	All MCs	49	8.0	49	8.0	0.272	9.4	LOS A	1.2	29.8	0.64	0.55	0.64	26.5
Approach			193	2.0	193	2.0	0.272	8.3	LOS A	1.2	29.8	0.64	0.55	0.64	25.7
North: Hill Rd															
7	L2	All MCs	60	6.0	60	6.0	0.652	12.9	LOS B	8.1	205.2	0.72	0.55	0.95	25.6
4	T1	All MCs	555	1.0	555	1.0	0.652	12.4	LOS B	8.1	205.2	0.72	0.55	0.95	29.8
14	R2	All MCs	80	0.0	80	0.0	0.652	12.2	LOS B	8.1	205.2	0.72	0.55	0.95	30.9
Approach			696	1.3	696	1.3	0.652	12.4	LOS B	8.1	205.2	0.72	0.55	0.95	29.5
West: Wallace Road															
5	L2	All MCs	62	0.0	62	0.0	0.261	8.8	LOS A	1.1	27.8	0.67	0.60	0.67	30.6
2	T1	All MCs	23	0.0	23	0.0	0.261	8.8	LOS A	1.1	27.8	0.67	0.60	0.67	31.2
12	R2	All MCs	85	0.0	85	0.0	0.261	8.8	LOS A	1.1	27.8	0.67	0.60	0.67	30.9
Approach			169	0.0	169	0.0	0.261	8.8	LOS A	1.1	27.8	0.67	0.60	0.67	30.8
All Vehicles			1704	1.0	1704	1.0	0.652	10.4	LOS B	8.1	205.2	0.63	0.45	0.72	29.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Intersection						
Int Delay, s/veh	10.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	80	80	105	514	558	115
Future Vol, veh/h	80	80	105	514	558	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	1	0
Mvmt Flow	88	88	115	565	613	126

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1471	676	739	0	0
Stage 1	676	-	-	-	-
Stage 2	795	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	141	457	876	-	-
Stage 1	509	-	-	-	-
Stage 2	448	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	123	457	876	-	-
Mov Cap-2 Maneuver	123	-	-	-	-
Stage 1	442	-	-	-	-
Stage 2	448	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	92	1.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	876	-	194	-	-
HCM Lane V/C Ratio	0.132	-	0.906	-	-
HCM Control Delay (s)	9.7	-	92	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.5	-	7.1	-	-



Intersection	
Intersection Delay, s/veh	156.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔		↔	↔	
Traffic Vol, veh/h	91	140	20	105	200	232	35	306	80	179	307	121
Future Vol, veh/h	91	140	20	105	200	232	35	306	80	179	307	121
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	1	0	3	1	1	0	3	4	1	2	0
Mvmt Flow	101	156	22	117	222	258	39	340	89	199	341	134
Number of Lanes	0	1	1	0	1	0	0	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	36.9	275.6	150.6	104.3
HCM LOS	E	F	F	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	8%	39%	0%	20%	100%	0%
Vol Thru, %	73%	61%	0%	37%	0%	72%
Vol Right, %	19%	0%	100%	43%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	421	231	20	537	179	428
LT Vol	35	91	0	105	179	0
Through Vol	306	140	0	200	0	307
RT Vol	80	0	20	232	0	121
Lane Flow Rate	468	257	22	597	199	476
Geometry Grp	4b	5	5	4b	5	5
Degree of Util (X)	1.204	0.705	0.056	1.524	0.527	1.171
Departure Headway (Hd)	11.223	11.974	11.039	10.192	11.578	10.857
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	327	305	326	364	314	338
Service Time	9.223	9.674	8.739	8.192	9.278	8.557
HCM Lane V/C Ratio	1.431	0.843	0.067	1.64	0.634	1.408
HCM Control Delay	150.6	38.9	14.4	275.6	26.5	136.9
HCM Lane LOS	F	E	B	F	D	F
HCM 95th-tile Q	16.8	5	0.2	29.9	2.9	16.1

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	35	5	10	50	176	10	185	5	176	191	30
Future Vol, veh/h	20	35	5	10	50	176	10	185	5	176	191	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	17	0	2	0	2	0	2	1	0
Mvmt Flow	22	39	6	11	56	196	11	206	6	196	212	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	978	855	229	874	868	209	245	0	0	212	0	0
Stage 1	621	621	-	231	231	-	-	-	-	-	-	-
Stage 2	357	234	-	643	637	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.5	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	232	298	815	254	293	831	1333	-	-	1358	-	-
Stage 1	478	482	-	739	717	-	-	-	-	-	-	-
Stage 2	665	715	-	438	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	127	246	815	193	242	831	1333	-	-	1358	-	-
Mov Cap-2 Maneuver	127	246	-	193	242	-	-	-	-	-	-	-
Stage 1	474	401	-	732	711	-	-	-	-	-	-	-
Stage 2	465	709	-	327	395	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32.6		19.7		0.4		3.6	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1333	-	-	196	502	1358	-
HCM Lane V/C Ratio	0.008	-	-	0.34	0.522	0.144	-
HCM Control Delay (s)	7.7	0	-	32.6	19.7	8.1	0
HCM Lane LOS	A	A	-	D	C	A	A
HCM 95th %tile Q(veh)	0	-	-	1.4	3	0.5	-

# RECOMMENDED IMPROVEMENTS HCM REPORTS

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# MOVEMENT SUMMARY

**Site: 1 [Hill Rd at Fox Ridge Road - AM (Site Folder: Mitigation)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred AM Peak Hour - Mitigation

Site Category: NA

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]				mph
South: Hill Rd															
3	L2	All MCs	41	0.0	41	0.0	0.422	6.8	LOS A	2.8	70.3	0.35	0.16	0.35	34.7
8	T1	All MCs	476	2.0	476	2.0	0.422	7.0	LOS A	2.8	70.3	0.35	0.16	0.35	35.3
Approach			517	1.8	517	1.8	0.422	7.0	LOS A	2.8	70.3	0.35	0.16	0.35	35.2
North: Hill Rd															
4	T1	All MCs	394	4.0	394	4.0	0.341	5.7	LOS A	2.0	52.5	0.20	0.06	0.20	36.0
14	R2	All MCs	41	0.0	41	0.0	0.341	5.4	LOS A	2.0	52.5	0.20	0.06	0.20	36.2
Approach			436	3.6	436	3.6	0.341	5.7	LOS A	2.0	52.5	0.20	0.06	0.20	36.0
West: Fox Ridge Rd															
5	L2	All MCs	99	0.0	99	0.0	0.206	6.0	LOS A	0.9	23.4	0.53	0.40	0.53	33.8
12	R2	All MCs	88	0.0	88	0.0	0.206	6.0	LOS A	0.9	23.4	0.53	0.40	0.53	34.3
Approach			187	0.0	187	0.0	0.206	6.0	LOS A	0.9	23.4	0.53	0.40	0.53	34.0
All Vehicles			1139	2.2	1139	2.2	0.422	6.3	LOS A	2.8	70.3	0.32	0.16	0.32	35.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# MOVEMENT SUMMARY

**Site: 2 [Hill Rd at 2nd Street - AM (Site Folder: Mitigation)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred AM Peak Hour - Mitigation

Site Category: NA

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%				[ Veh. ]	Dist ]				
			veh/h	%	veh/h	%	v/c	sec		veh	ft				mph
South: Hill Rd															
3	L2	All MCs	39	10.0	39	10.0	0.627	17.6	LOS C	5.2	133.6	0.82	0.90	1.34	27.1
8	T1	All MCs	239	2.0	239	2.0	0.627	16.0	LOS C	5.2	133.6	0.82	0.90	1.34	28.5
18	R2	All MCs	161	5.0	161	5.0	0.627	16.6	LOS C	5.2	133.6	0.82	0.90	1.34	23.3
Approach			439	3.8	439	3.8	0.627	16.3	LOS C	5.2	133.6	0.82	0.90	1.34	26.2
East: 2nd St															
1	L2	All MCs	72	8.0	72	8.0	0.379	9.0	LOS A	1.9	49.2	0.60	0.44	0.60	26.5
6	T1	All MCs	117	3.0	117	3.0	0.379	8.3	LOS A	1.9	49.2	0.60	0.44	0.60	28.1
16	R2	All MCs	144	2.0	144	2.0	0.379	8.2	LOS A	1.9	49.2	0.60	0.44	0.60	28.6
Approach			333	3.7	333	3.7	0.379	8.4	LOS A	1.9	49.2	0.60	0.44	0.60	28.0
North: Hill Rd															
7	L2	All MCs	237	0.0	237	0.0	0.481	8.6	LOS A	3.0	77.2	0.57	0.35	0.57	26.1
4	T1	All MCs	199	5.0	199	5.0	0.481	9.1	LOS A	3.0	77.2	0.57	0.35	0.57	30.3
14	R2	All MCs	69	3.0	69	3.0	0.481	8.9	LOS A	3.0	77.2	0.57	0.35	0.57	31.5
Approach			504	2.4	504	2.4	0.481	8.8	LOS A	3.0	77.2	0.57	0.35	0.57	28.3
West: 2nd St															
5	L2	All MCs	106	2.0	106	2.0	0.522	11.9	LOS B	3.7	94.9	0.73	0.71	1.04	29.4
2	T1	All MCs	250	5.0	250	5.0	0.522	12.4	LOS B	3.7	94.9	0.73	0.71	1.04	29.9
12	R2	All MCs	39	10.0	39	10.0	0.522	13.3	LOS B	3.7	94.9	0.73	0.71	1.04	29.5
Approach			394	4.7	394	4.7	0.522	12.3	LOS B	3.7	94.9	0.73	0.71	1.04	29.7
All Vehicles			1671	3.6	1671	3.6	0.627	11.5	LOS B	5.2	133.6	0.68	0.60	0.89	28.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# HCM Signalized Intersection Capacity Analysis

## 3: Fox Ridge Rd & Hill Rd

Fox Ridge Road Area Plan  
 Future 2041 Preferred Scenario AM Peak Hour - Mitigation



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	89	79	37	428	355	37
Future Volume (vph)	89	79	37	428	355	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.94		1.00	1.00	0.99	
Flt Protected	0.97		0.95	1.00	1.00	
Satd. Flow (prot)	1733		1802	1863	1806	
Flt Permitted	0.97		0.48	1.00	1.00	
Satd. Flow (perm)	1733		906	1863	1806	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	99	88	41	476	394	41
RTOR Reduction (vph)	38	0	0	0	5	0
Lane Group Flow (vph)	149	0	41	476	430	0
Confl. Peds. (#/hr)	5		3			3
Heavy Vehicles (%)	0%	0%	0%	2%	4%	0%
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.7		20.3	20.3	20.3	
Effective Green, g (s)	9.7		20.3	20.3	20.3	
Actuated g/C Ratio	0.24		0.51	0.51	0.51	
Clearance Time (s)	5.0		5.0	5.0	5.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	420		459	945	916	
v/s Ratio Prot	c0.09			c0.26	0.24	
v/s Ratio Perm			0.05			
v/c Ratio	0.36		0.09	0.50	0.47	
Uniform Delay, d1	12.6		5.1	6.5	6.4	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.5		0.1	0.4	0.4	
Delay (s)	13.1		5.2	6.9	6.8	
Level of Service	B		A	A	A	
Approach Delay (s)	13.1			6.8	6.8	
Approach LOS	B			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			7.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.46			
Actuated Cycle Length (s)			40.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			47.4%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

**HCM Signalized Intersection Capacity Analysis**  
**4: Hill Rd & 2nd St**

**Fox Ridge Road Area Plan**  
 Future 2041 Preferred Scenario AM Peak Hour - Mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↖	↗		↔		↖	↗		↖	↗			
Traffic Volume (vph)	95	225	35	65	105	130	35	215	145	213	179	62		
Future Volume (vph)	95	225	35	65	105	130	35	215	145	213	179	62		
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0			
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00			
Frbp, ped/bikes		1.00	0.98		0.99		1.00	0.99		1.00	1.00			
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00			
Frt		1.00	0.85		0.94		1.00	0.94		1.00	0.96			
Flt Protected		0.99	1.00		0.99		0.95	1.00		0.95	1.00			
Satd. Flow (prot)		1797	1434		1690		1641	1713		1805	1748			
Flt Permitted		0.73	1.00		0.67		0.95	1.00		0.95	1.00			
Satd. Flow (perm)		1327	1434		1148		1641	1713		1805	1748			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	106	250	39	72	117	144	39	239	161	237	199	69		
RTOR Reduction (vph)	0	0	27	0	31	0	0	27	0	0	13	0		
Lane Group Flow (vph)	0	356	12	0	302	0	39	373	0	237	255	0		
Confl. Peds. (#/hr)	2					2								
Confl. Bikes (#/hr)			3						4					
Heavy Vehicles (%)	2%	5%	10%	8%	3%	2%	10%	2%	5%	0%	5%	3%		
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA			
Protected Phases		4			8		5	2		1	6			
Permitted Phases	4		4	8										
Actuated Green, G (s)		24.4	24.4		24.4		3.1	23.6		14.1	34.6			
Effective Green, g (s)		24.4	24.4		24.4		3.1	23.6		14.1	34.6			
Actuated g/C Ratio		0.32	0.32		0.32		0.04	0.31		0.18	0.45			
Clearance Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0			
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		419	453		363		65	524		330	784			
v/s Ratio Prot							0.02	c0.22		c0.13	0.15			
v/s Ratio Perm		c0.27	0.01		0.26									
v/c Ratio		0.85	0.03		0.83		0.60	0.71		0.72	0.32			
Uniform Delay, d1		24.6	18.2		24.4		36.4	23.7		29.6	13.7			
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00			
Incremental Delay, d2		14.8	0.0		14.8		14.0	4.5		7.3	0.2			
Delay (s)		39.5	18.2		39.3		50.4	28.3		36.9	14.0			
Level of Service		D	B		D		D	C		D	B			
Approach Delay (s)		37.4			39.3		30.2			24.7				
Approach LOS		D			D		C			C				
<b>Intersection Summary</b>														
HCM 2000 Control Delay			32.1									HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio			0.77											
Actuated Cycle Length (s)			77.1							15.0				
Intersection Capacity Utilization			82.9%										ICU Level of Service	E
Analysis Period (min)			15											
c	Critical Lane Group													

# MOVEMENT SUMMARY

**Site: 1 [Hill Rd at Fox Ridge Road - PM (Site Folder: Mitigation)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred PM Peak Hour - Mitigation

Site Category: NA

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ]	%	[ Total HV ]	%	v/c	sec		[ Veh. ]	[ Dist ]				mph
South: Hill Rd															
3	L2	All MCs	115	0.0	115	0.0	0.548	8.6	LOS A	4.5	113.4	0.41	0.17	0.41	33.6
8	T1	All MCs	565	2.0	565	2.0	0.548	8.7	LOS A	4.5	113.4	0.41	0.17	0.41	34.1
Approach			680	1.7	680	1.7	0.548	8.7	LOS A	4.5	113.4	0.41	0.17	0.41	34.0
North: Hill Rd															
4	T1	All MCs	613	1.0	613	1.0	0.609	10.1	LOS B	5.4	136.4	0.52	0.24	0.52	34.0
14	R2	All MCs	126	0.0	126	0.0	0.609	10.0	LOS A	5.4	136.4	0.52	0.24	0.52	33.8
Approach			740	0.8	740	0.8	0.609	10.1	LOS B	5.4	136.4	0.52	0.24	0.52	34.0
West: Fox Ridge Rd															
5	L2	All MCs	87	0.0	87	0.0	0.237	7.6	LOS A	1.0	25.8	0.62	0.54	0.62	33.1
12	R2	All MCs	87	0.0	87	0.0	0.237	7.6	LOS A	1.0	25.8	0.62	0.54	0.62	33.5
Approach			174	0.0	174	0.0	0.237	7.6	LOS A	1.0	25.8	0.62	0.54	0.62	33.3
All Vehicles			1593	1.1	1593	1.1	0.609	9.2	LOS A	5.4	136.4	0.48	0.24	0.48	33.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\5\_Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sip9



# MOVEMENT SUMMARY

**Site: 2 [Hill Rd at 2nd Street - PM (Site Folder: Mitigation)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

Future Year 2041 Preferred PM Peak Hour - Mitigation

Site Category: NA

Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[ Total HV ] veh/h	%	[ Total HV ] veh/h	%				[ Veh. ] veh	[ Dist ] ft				
South: Hill Rd															
3	L2	All MCs	39	0.0	39	0.0	0.565	12.0	LOS B	4.7	120.6	0.75	0.72	1.09	28.7
8	T1	All MCs	340	3.0	340	3.0	0.565	12.5	LOS B	4.7	120.6	0.75	0.72	1.09	29.9
18	R2	All MCs	89	4.0	89	4.0	0.565	12.7	LOS B	4.7	120.6	0.75	0.72	1.09	24.3
Approach			468	2.9	468	2.9	0.565	12.5	LOS B	4.7	120.6	0.75	0.72	1.09	28.5
East: 2nd St															
1	L2	All MCs	117	3.0	117	3.0	0.728	18.7	LOS C	9.1	230.0	0.89	1.06	1.61	23.8
6	T1	All MCs	222	1.0	222	1.0	0.728	18.4	LOS C	9.1	230.0	0.89	1.06	1.61	25.1
16	R2	All MCs	258	1.0	258	1.0	0.728	18.4	LOS C	9.1	230.0	0.89	1.06	1.61	25.6
Approach			597	1.4	597	1.4	0.728	18.5	LOS C	9.1	230.0	0.89	1.06	1.61	25.0
North: Hill Rd															
7	L2	All MCs	199	1.0	199	1.0	0.736	17.2	LOS C	10.9	275.6	0.88	0.90	1.55	23.9
4	T1	All MCs	341	2.0	341	2.0	0.736	17.4	LOS C	10.9	275.6	0.88	0.90	1.55	27.5
14	R2	All MCs	134	0.0	134	0.0	0.736	17.1	LOS C	10.9	275.6	0.88	0.90	1.55	28.5
Approach			674	1.3	674	1.3	0.736	17.3	LOS C	10.9	275.6	0.88	0.90	1.55	26.5
West: 2nd St															
5	L2	All MCs	101	0.0	101	0.0	0.404	10.5	LOS B	2.1	53.7	0.71	0.67	0.85	29.9
2	T1	All MCs	156	1.0	156	1.0	0.404	10.7	LOS B	2.1	53.7	0.71	0.67	0.85	30.4
12	R2	All MCs	22	0.0	22	0.0	0.404	10.5	LOS B	2.1	53.7	0.71	0.67	0.85	30.2
Approach			279	0.6	279	0.6	0.404	10.6	LOS B	2.1	53.7	0.71	0.67	0.85	30.2
All Vehicles			2018	1.6	2018	1.6	0.736	15.6	LOS C	10.9	275.6	0.83	0.87	1.36	27.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: S:\Projects\2023\23041-000 (McMinnville Fox Ridge Area Plan TPR)\5\_Analysis\SIDRA\Fox Ridge Road\_Roundabout Analysis.sjp9

# HCM Signalized Intersection Capacity Analysis

## 3: Fox Ridge Rd & Hill Rd

Fox Ridge Road Area Plan  
 Future 2041 Preferred Scenario PM Peak Hour - Mitigation



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	80	105	514	558	115
Future Volume (vph)	80	80	105	514	558	115
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	1.00	0.98	
Flt Protected	0.98		0.95	1.00	1.00	
Satd. Flow (prot)	1729		1805	1863	1834	
Flt Permitted	0.98		0.28	1.00	1.00	
Satd. Flow (perm)	1729		531	1863	1834	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	88	88	115	565	613	126
RTOR Reduction (vph)	42	0	0	0	9	0
Lane Group Flow (vph)	134	0	115	565	730	0
Confl. Bikes (#/hr)						2
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.3		30.2	30.2	30.2	
Effective Green, g (s)	9.3		30.2	30.2	30.2	
Actuated g/C Ratio	0.19		0.62	0.62	0.62	
Clearance Time (s)	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	331		330	1160	1141	
v/s Ratio Prot	c0.08			0.30	c0.40	
v/s Ratio Perm			0.22			
v/c Ratio	0.40		0.35	0.49	0.64	
Uniform Delay, d1	17.2		4.4	5.0	5.7	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		0.6	0.3	1.2	
Delay (s)	18.0		5.0	5.3	6.9	
Level of Service	B		A	A	A	
Approach Delay (s)	18.0			5.2	6.9	
Approach LOS	B			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			7.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.58			
Actuated Cycle Length (s)			48.5		Sum of lost time (s)	9.0
Intersection Capacity Utilization			62.8%		ICU Level of Service	B
Analysis Period (min)			15			

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

# Fox Ridge Road Area Plan

## 4: Hill Rd & 2nd St

Future 2041 Preferred Scenario PM Peak Hour - Mitigation



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↔		↖	↗		↖	↗	
Traffic Volume (vph)	91	140	20	105	200	232	35	306	80	179	307	121
Future Volume (vph)	91	140	20	105	200	232	35	306	80	179	307	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frbp, ped/bikes		1.00	0.97		1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.94		1.00	0.97		1.00	0.96	
Flt Protected		0.98	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1852	1573		1746		1805	1775		1787	1783	
Flt Permitted		0.59	1.00		0.83		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1113	1573		1456		1805	1775		1787	1783	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	101	156	22	117	222	258	39	340	89	199	341	134
RTOR Reduction (vph)	0	0	13	0	32	0	0	11	0	0	15	0
Lane Group Flow (vph)	0	257	9	0	565	0	39	418	0	199	460	0
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			2						3			2
Heavy Vehicles (%)	0%	1%	0%	3%	1%	1%	0%	3%	4%	1%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8								
Actuated Green, G (s)		35.0	35.0		35.0		2.8	25.4		11.1	33.7	
Effective Green, g (s)		35.0	35.0		35.0		2.8	25.4		11.1	33.7	
Actuated g/C Ratio		0.40	0.40		0.40		0.03	0.29		0.13	0.39	
Clearance Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		450	636		589		58	521		229	694	
v/s Ratio Prot							0.02	c0.24		c0.11	0.26	
v/s Ratio Perm		0.23	0.01		c0.39							
v/c Ratio		0.57	0.01		0.96		0.67	0.80		0.87	0.66	
Uniform Delay, d1		19.9	15.4		25.1		41.4	28.2		37.0	21.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.8	0.0		27.3		26.6	8.7		27.6	2.4	
Delay (s)		21.7	15.4		52.4		68.0	37.0		64.6	24.1	
Level of Service		C	B		D		E	D		E	C	
Approach Delay (s)		21.2			52.4			39.5			36.1	
Approach LOS		C			D			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			39.6								HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			86.5							15.0		
Intersection Capacity Utilization			90.7%								ICU Level of Service	E
Analysis Period (min)			15									
c	Critical Lane Group											

## TRAVEL DEMAND MODEL OUTPUTS & ODOT CORRESPONDENCE

---



To: Arielle Ferber, ODOT R2  
 Cc: Alex Bettinardi, ODOT TPAU  
 From: Jenna Bogert, DKS Associates  
 Date: September 19th, 2023

## Proposed Future Forecasts and Assumptions Fox Ridge Road Area Plan

DKS previously submitted a letter<sup>1</sup> that outlined the methodology for estimating the future 2044 Baseline volumes and 2044 Preferred Land Use Scenario volumes for the Fox Ridge Road Area Plan. This memo provides the detailed analysis assumptions including the proposed growth rate, trip generation rates, and trip distribution assumptions for the traffic study, based on data from the travel demand model which was provided by ODOT TPAU.

### Proposed Growth Rate

ODOT TPAU provided volume figures from the 2015 and 2041 travel demand models to DKS. Based on the volume plots, the average yearly vehicle growth is approximately 4% per year on Hill Road. DKS will apply the growth rate of 4% linearly to the 2023 collected traffic count data to estimate future year 2044 Baseline traffic volumes at all study intersections.

### Proposed Trip Generation Rates

ODOT TPAU provided the number of households (213) and the household trip generation rates for TAZ 252 (area west of NW Hill Road along Fox Ridge Road) from the travel demand model to DKS. DKS will use the trip generation rates (shown below) to estimate the number of vehicle trips generated by the residential units in the Preferred Land Use Scenario.

At the suggestion of ODOT TPAU, the trip generation for employees based in the Fox Ridge Road area should be calculated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual or similar. This was recommended in lieu of developing a trip rate per job or trip rate per employee from the travel demand model. The ITE trip rates for retail are shown in the table below.

Land Use	Daily Trip Rate	AM Trip Rate	PM Trip Rate	Source
Household	8.10 per DU	0.55 per DU	0.74 per DU	From McMinnville Travel Demand Model (ODOT TPAU)
Retail	54.45 per KSF	2.36 per KSF	6.59 per KSF	From ITE (LUC 822)

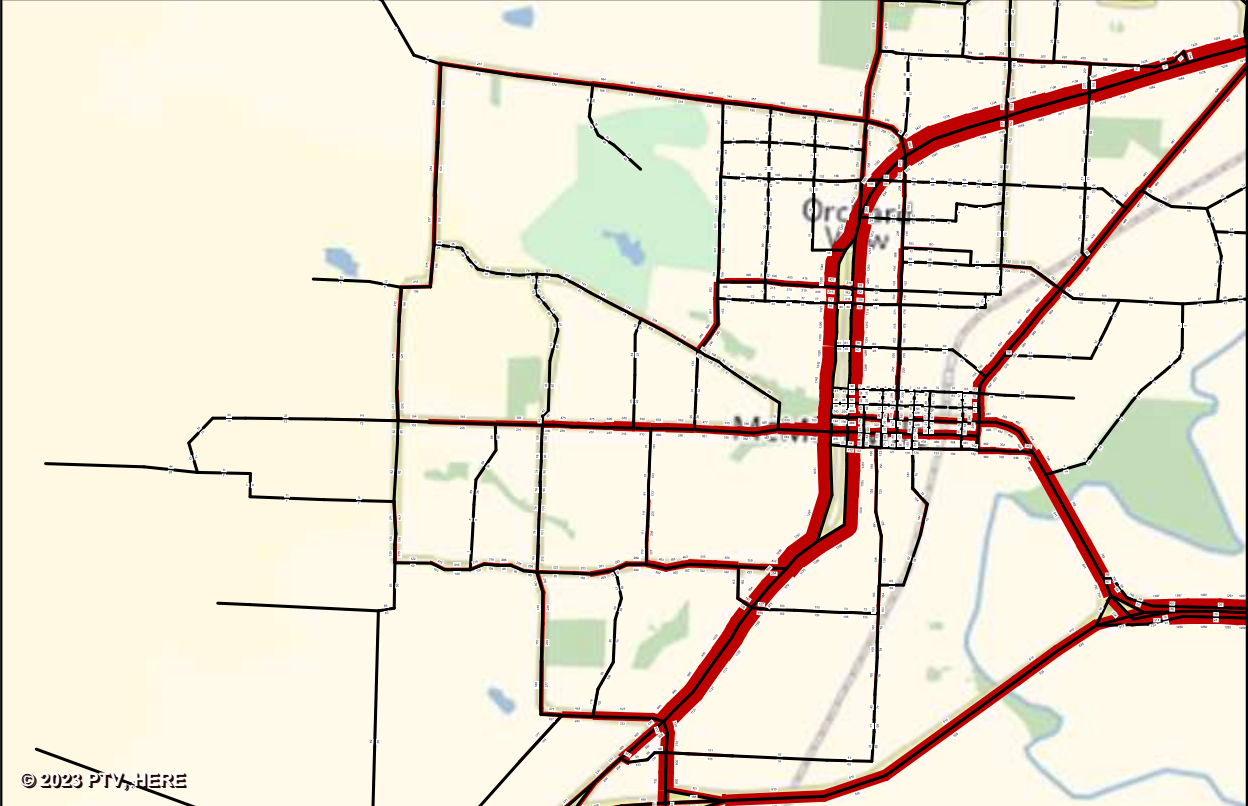
### Proposed Trip Distribution

ODOT TPAU provided select zone plots for TAZ 252 and TAZ 139 from the travel demand model to DKS. The model plot for TAZ 252 shows the origin-destination routes for household trips to/from the Fox Ridge Road area. The model plot for TAZ 139 shows the origin-destination routes for household trips and employee trips to/from the area just east of Fox Ridge Road plan area. DKS estimated an average trip distribution as follows based on both model plots:

- 5% of trips via NW Baker Creek Road (west of city limits)
- 30% of trips via NW Baker Creek Road (east of NW Hill Rd)
- 15% of trips via NW Wallace Road
- 30% of trips via SW 2<sup>nd</sup> Street (east)
- 5% of trips via SW 2<sup>nd</sup> Street (west)
- 10% of trips via SW Fellows Street
- 5% of trips via SW Hill Road south of SW Fellows Street

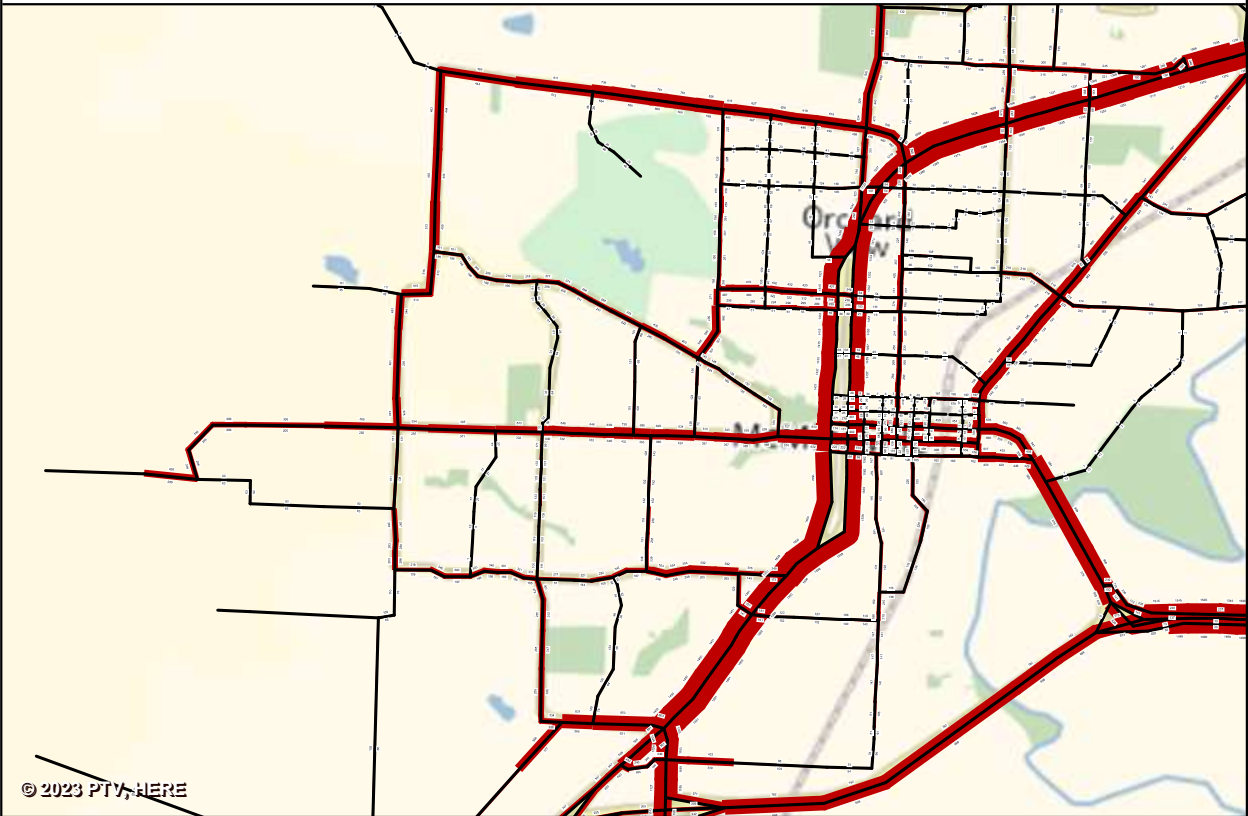
<sup>1</sup> Letter provided via email to Arielle Ferber and Alex Bettinardi on July 21<sup>st</sup>, 2023.

# 2015 PM Peak Hour Volumes



© 2023 PTW, HERE

# 2041 PM Peak Hour Volumes



© 2023 PTV, HERE



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## Fox Ridge Road TPR Study - Future Volume Forecast Methodology

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**BETTINARDI Alexander O \* Alex** <Alexander.O.BETTINARDI@odot.oregon.gov>

To: Jenna Bogert <jenna.bogert@dksassociates.com>

Cc: FERBER Arielle <Arielle.FERBER@odot.oregon.gov>

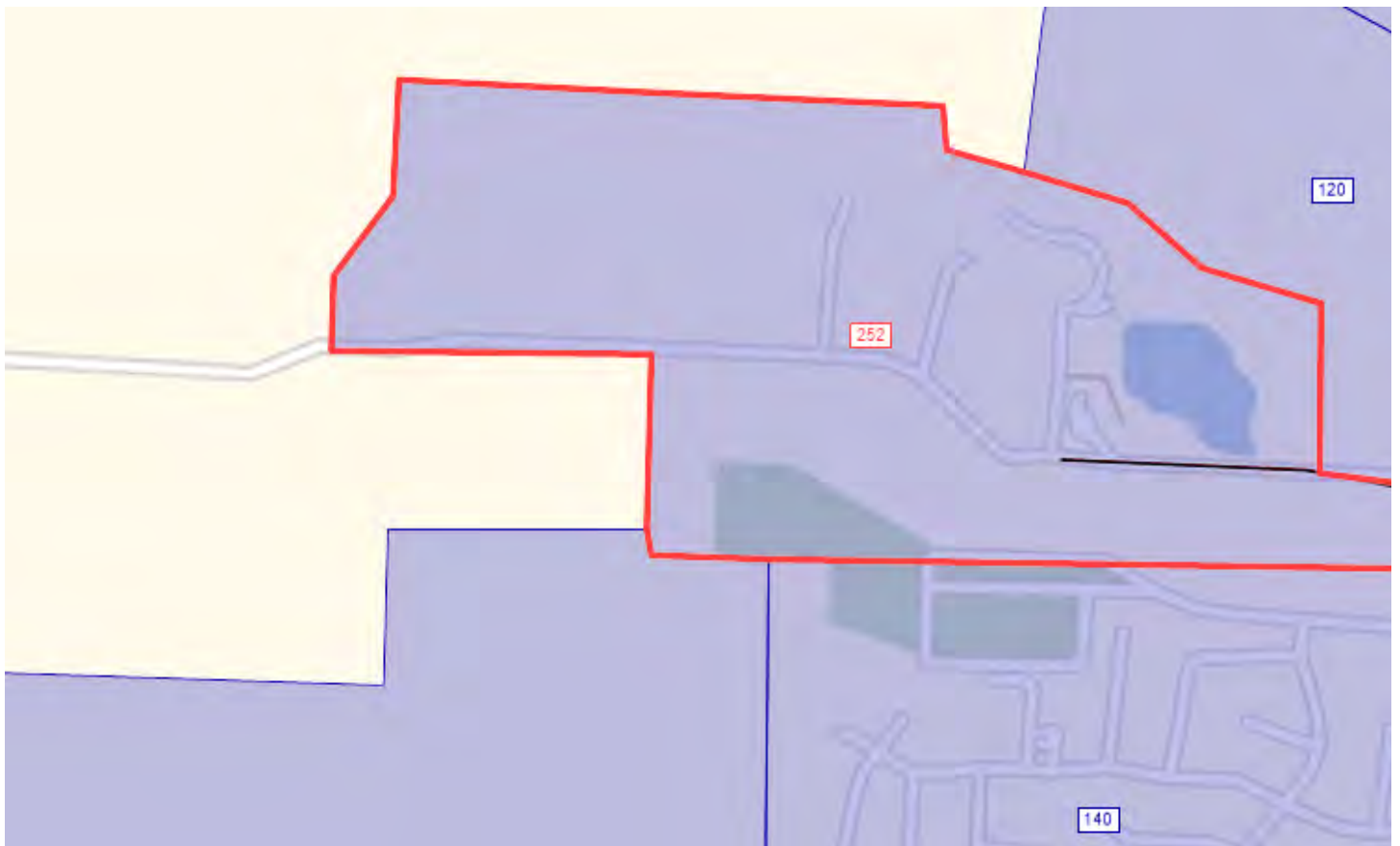
Fox Ridge is represented by Zone 252

For the 2041 scenario, it's assumed to have 213 households (zero jobs), which are calculated to produce 2302 daily trips.

So on average each household in Zone 252 is generating 10.8 person vehicle trips / day.

Zone 252 generates 1716 vehicle trips per day at an average of 8.1 trips / day (this number is just vehicles – accounts for vehicle occupancy)

I believe this is what you need, but please let me know if you were looking for additional information that was not provided here.



**Alex Bettinardi, P.E.** (he/him)

503.949.2368

<http://www.oregon.gov/ODOT/Planning/Pages/default.aspx>





Jenna Bogert <jenna.bogert@dksassociates.com>

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## Fox Ridge Road TPR Study - Future Volume Forecast Methodology

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**BETTINARDI Alexander O \* Alex**  
<Alexander.O.BETTINARDI@odot.oregon.gov>

Thu, Aug 10,  
2023 at 11:02  
AM

To: Jenna Bogert <jenna.bogert@dksassociates.com>  
Cc: FERBER Arielle <Arielle.FERBER@odot.oregon.gov>

Unfortunately, I don't think there's a good way to develop a trips per job or employee rate from the Model.

I was digging in and there are a couple of factors that I believe make creating a trip rate per employee unadvised:

- Trips in the model are produced by households – so it is cleaner to create a household rate factor. They are then attracted to a number of different types of locations – not just jobs.
- Since most zones have a mix of employees and other attractions it's very difficult to separate which trips are attracted to employment versus other attractions.
- One way around this is to find zones with just employment and see how many trips are attracted to those zones, however – the McMinnville model uses special generators. And the impact of that is that some zones get a trip boost and some give away trips to those boosts. So some zones with just employment attraction will show more than the average because of a special generator (or really attractor) applied and some don't – and so the presence of this special generator treatment makes it near impossible (and at least very impractical) to tease apart what the average employee attraction for the area might be.

So for employers – I'm suggesting you might turn to ITE trip generation or similar.

For the PM peak hour vehicle generation for zone 252. There are 157.5 PM peak trips for TAZ 252, across 213 households, so 0.74 vehicle trips per household in the PM peak.

I hope this is helpful, please let me know if further information is needed.

**Alex Bettinardi, P.E.** (he/him)

503.949.2368

<http://www.oregon.gov/ODOT/Planning/Pages/default.aspx>

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**From:** Jenna Bogert <[jenna.bogert@dksassociates.com](mailto:jenna.bogert@dksassociates.com)>

**Sent:** Thursday, August 10, 2023 10:04 AM

**To:** BETTINARDI Alexander O \* Alex <[Alexander.O.BETTINARDI@odot.oregon.gov](mailto:Alexander.O.BETTINARDI@odot.oregon.gov)>

**Cc:** FERBER Arielle <[Arielle.FERBER@odot.oregon.gov](mailto:Arielle.FERBER@odot.oregon.gov)>

**Subject:** Re: Fox Ridge Road TPR Study - Future Volume Forecast Methodology

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Alex - Can you provide the same household trip gen info for the PM peak hour in zone 252?

Also, can you provide the trips per job for the PM peak hour from another TAZ? Maybe TAZ 151?

Thanks!

---

**Jenna Bogert, PE (OR, WA)** | Transportation Engineering Associate  
Direct Ph: 971-332-5316 | Email: [jenna.bogert@dksassociates.com](mailto:jenna.bogert@dksassociates.com)

[Quoted text hidden]

[Quoted text hidden]



Jenna Bogert <jenna.bogert@dksassociates.com>

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## Fox Ridge Road TPR Study - Future Volume Forecast Methodology

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**BETTINARDI Alexander O \* Alex** <Alexander.O.BETTINARDI@odot.oregon.gov>

Tue, Aug 22, 2023 at 10:50 AM

To: Jenna Bogert <jenna.bogert@dksassociates.com>

Do you think these will work (PM peak select zones)

Again, zone 252 is fox ridge. In the future year (these are future year) it has zero employment and 213 households

Zone 139 is the zone just to the east of 252. It has 193 households and 516 employment (61 retail and 444 service employees).

**Alex Bettinardi, P.E.** (he/him)

503.949.2368

<http://www.oregon.gov/ODOT/Planning/Pages/default.aspx>

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**From:** Jenna Bogert <jenna.bogert@dksassociates.com>

**Sent:** Friday, August 18, 2023 2:24 PM

**To:** BETTINARDI Alexander O \* Alex <Alexander.O.BETTINARDI@odot.oregon.gov>

**Subject:** Re: Fox Ridge Road TPR Study - Future Volume Forecast Methodology

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hi Alex,

It was nice to meet you this week at the conference and hear all of your questions during the sessions!

As we briefly discussed on Tuesday morning, would you be able to run a select zone for the Fox Ridge Road TAZ 252? As well as a neighboring zone that also has employment trips? That way I can attempt to capture any differences in trip distribution between the two trip generators. I'll be summarizing all of the final assumptions in a report to Arielle and you in the next few weeks for final buy off.

Thanks and have a good weekend!  
Jenna

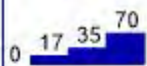
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**Jenna Bogert, PE (OR, WA)** | Transportation Engineering Associate  
Direct Ph: 971-332-5316 | Email: [jenna.bogert@dksassociates.com](mailto:jenna.bogert@dksassociates.com)

# Flow Bundles


Link bars


Volume flow bundle PrT [veh] (AP)



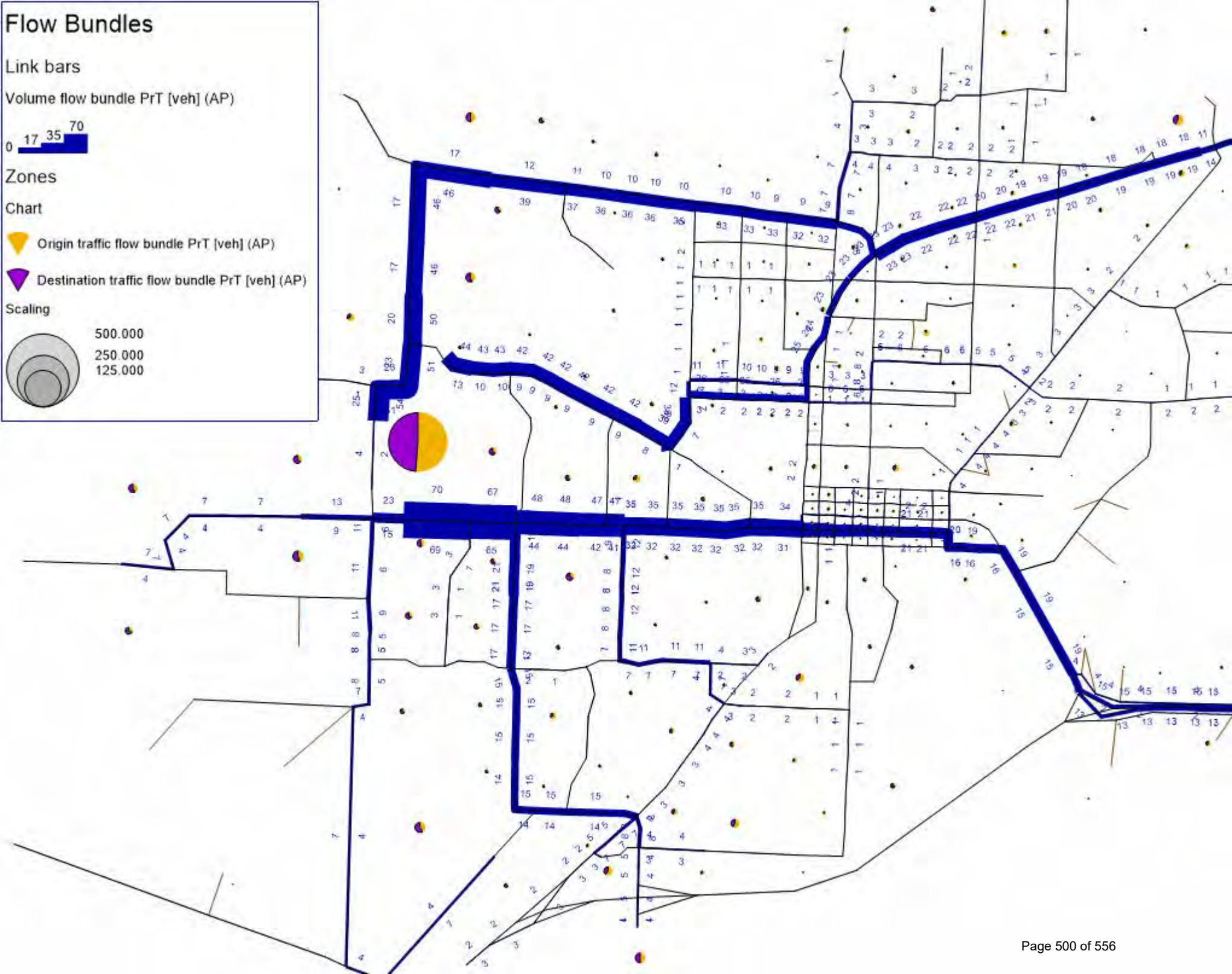
Zones

Chart

 Origin traffic flow bundle PrT [veh] (AP)

 Destination traffic flow bundle PrT [veh] (AP)

Scaling



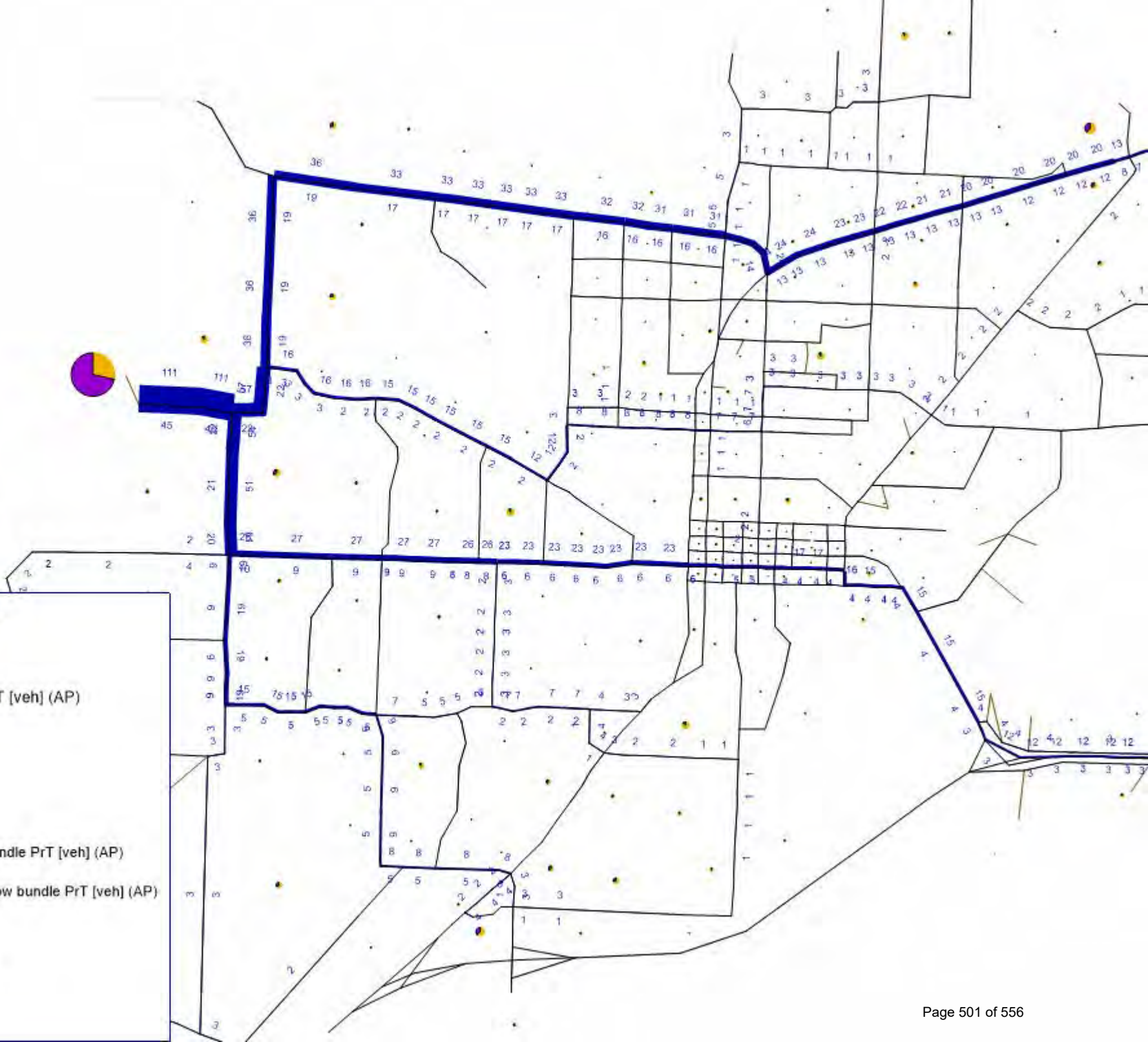
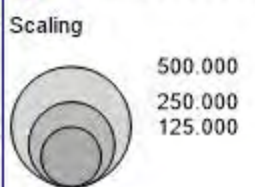


# Flow Bundles

Link bars  
Volume flow bundle PrT [veh] (AP)



- Zones
- Chart
- Origin traffic flow bundle PrT [veh] (AP)
  - Destination traffic flow bundle PrT [veh] (AP)

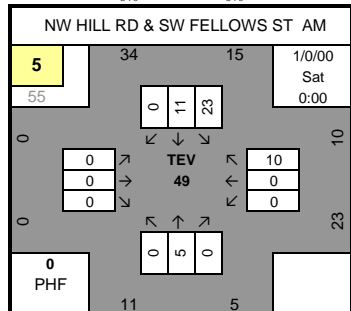
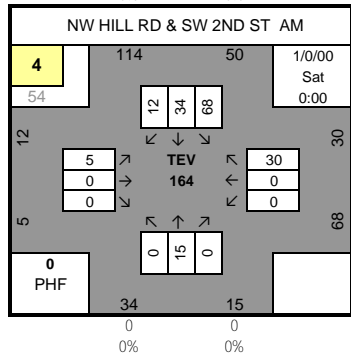
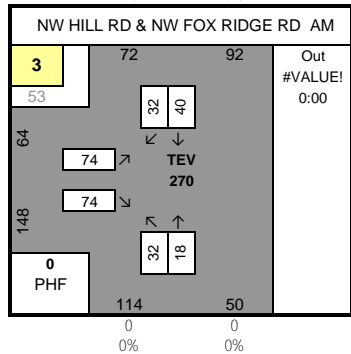
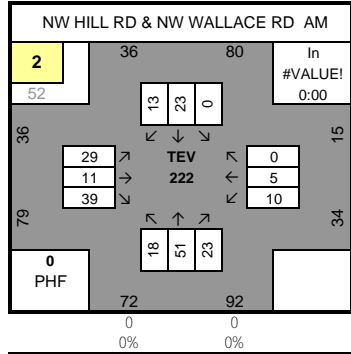
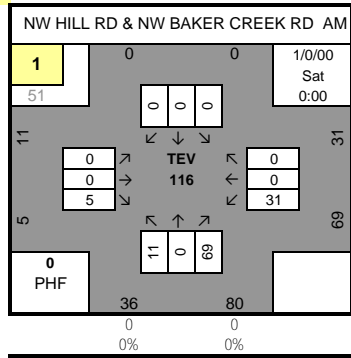


## TRIP GENERATION VOLUME FIGURE

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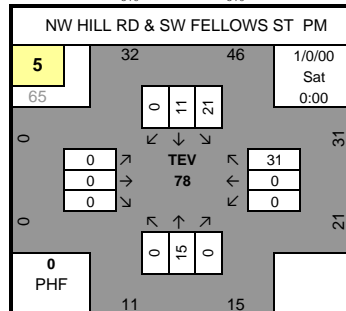
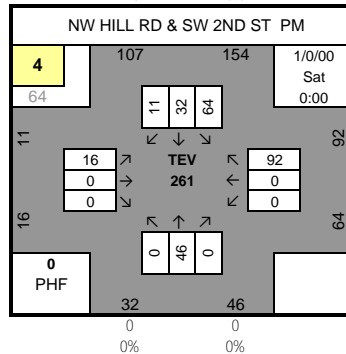
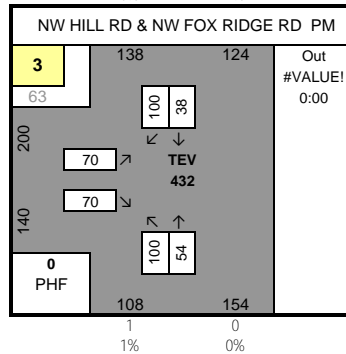
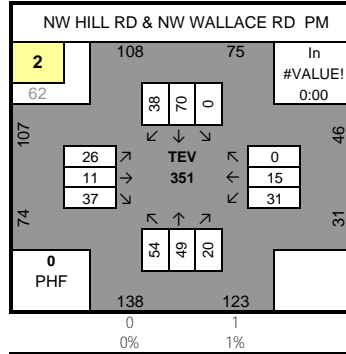
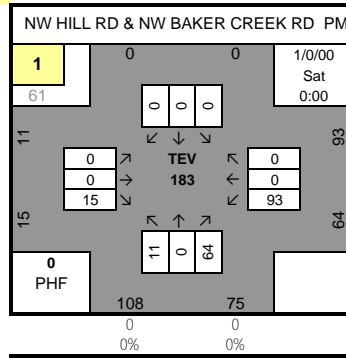
### Trip Gen - AM

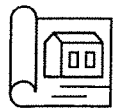
50



### Trip Gen - PM

60





# City of McMinnville

PLANNING

City of McMinnville  
Community Development

231 NE Fifth Street  
McMinnville, OR 97128  
503-434-7311

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

## DECISION, FINDINGS OF FACT AND CONCLUSIONARY FINDINGS FOR THE APPROVAL OF LEGISLATIVE AMENDMENTS TO THE MCMINNVILLE COMPREHENSIVE PLAN, ADOPTING THE FOX RIDGE ROAD AREA PLAN AS A SUPPLEMENTAL DOCUMENT TO THE MCMINNVILLE COMPREHENSIVE PLAN

**DOCKET:** G 1-22

**REQUEST:** Proposed Comprehensive Plan Amendment to adopt the Fox Ridge Road Area Plan as a supplemental document to the McMinnville Comprehensive Plan

**LOCATION:** The proposal is a legislative Comprehensive Plan amendment for an area encompassing approximately 230 acres located west of NW Hill Road along Fox Ridge Road and including properties with frontage on NW Hill Road between Fox Ridge Road and the northerly boundary of the UGB.

**COMPREHENSIVE PLAN & ZONING:** The plan area encompasses multiple properties with the following Comprehensive Plan and Zoning Designations as summarized:  
**Comprehensive Plan:** Urban Holding (UH). **Zoning:** Various County Rural, Resource, and Public Use Zones within the UGB. One property is within City limits, zoned R-4 PD.

**APPLICANT:** City of McMinnville

**STAFF:** Tom Schauer, Senior Planner

**HEARINGS BODY:** McMinnville Planning Commission

**DATE & TIME:** January 4, 2024, 6:30pm. Hybrid In-Person and Zoom Online Meeting  
**In Person:** Kent Taylor Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville

**DECISION-MAKING BODY:** McMinnville City Council

**DATE & TIME:** February 27, 2024, 7:00pm. Hybrid In-Person and Zoom Online Meeting  
**In Person:** Kent Taylor Civic Hall, 200 NE 2<sup>nd</sup> Street, McMinnville

**PROCEDURE:** The application is subject to the legislative land use procedures specified in Sections 17.72.120 - 17.72.160 of the McMinnville Municipal Code.



**CRITERIA:** Amendments to the McMinnville Zoning Ordinance must be consistent with applicable state law and the Goals and Policies in Volume II of the Comprehensive Plan and the Purpose of the Zoning Ordinance.


**APPEAL:** The Planning Commission makes a recommendation to the City Council, and the City Council makes the final decision. The City Council's decision on a legislative amendment may be appealed to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date written notice of the City Council's decision is mailed to parties who participated in the local proceedings and entitled to notice and as provided in ORS 197.620 and ORS 197.830, and Section 17.72.190 of the McMinnville Municipal Code.

**COMMENTS:** This matter was referred to the following public agencies for comment: McMinnville Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville Fire District; McMinnville School District No. 40; Yamhill County Planning Department; Yamhill County Transit; Recology; Northwest Natural Gas; Oregon Department of State Lands; Oregon Department of Transportation; and Oregon Department of Fish and Wildlife.


**DECISION**

Based on the findings and conclusions, the McMinnville City Council **APPROVES** the legislative amendments to the Comprehensive Plan in Docket G 1-22.

////////////////////////////////////  
**DECISION: APPROVAL**  
////////////////////////////////////

City Council:  Date: 2/27/24  
Adam Garvin, City Council President

Planning Commission:  Date: 3/4/24  
Sidonie Winfield, Chair of the McMinnville Planning Commission

Planning Department:  Date: 3/1/24  
Heather Richards, Planning Director

## **I. APPLICATION SUMMARY**

This application is a legislative amendment to the McMinnville Comprehensive Plan adopting the Fox Ridge Road Area Plan as a supplemental document to the Comprehensive Plan.

## **II. ATTACHMENTS**

- Attachment 1. Fox Ridge Road Area Plan & Appendices (Attachment A to Ordinance 5142)
- Attachment 2. Written Public Testimony
  - 2.1. January 4, 2024 Letter from Peggy and Gailen Hegna
- Attachment 3. Minutes of the January 4, 2024 Planning Commission Meeting
- Attachment 4. Additional Agency Comments
  - 4.1. Oregon Department of State Lands
  - 4.2. Oregon Department of Fish and Wildlife

## **III. COMMENTS**

### **Agency Comments:**

The City coordinated with agencies and departments over the course of the Fox Ridge Road area planning process, including a Technical Advisory Committee with department representatives.

Comments were also solicited from agencies regarding the proposed plan for the formal land-use hearing public process. The matter was referred to the following public agencies for comment: McMinnville Police Department, Engineering Department, Building Department, Parks Department, Public Works Department, Waste Water Services, City Manager, and City Attorney; McMinnville Water and Light; McMinnville Fire District; McMinnville School District No. 40; Yamhill County Planning Department; Yamhill County Transit; Recology; Northwest Natural Gas; Oregon Department of State Lands; Oregon Department of Transportation; and Oregon Department of Fish and Wildlife.

The following comments were received:

#### ***Yamhill County Planning***

County Planning noted a discrepancy on one aerial photo map regarding the location of the outline shown for the Urban Growth Boundary. Staff responded, noting this was a scrivener's error, that no UGB amendment is proposed with this Area Plan, and the mapping error will be corrected on that map in the final plan document, which has been addressed.

#### ***Fire District***

The Fire District responded that they have no comments.

#### ***Comcast***

Comcast responded that they have no comments.

#### ***McMinnville Water & Light***

MW&L has the following comments:

1. On page 16 – water utilities: There are inaccuracies in this paragraph; acquisition of land (already acquired), two future reservoirs (one planned for zone 2), unless this is also referencing future reservoir #5 for zone 1.
2. Limiting Features on page 15: MW&L transmission mains and easements should be added.

***Oregon Department of State Lands (DSL)***

Comments from the Oregon Department of State Lands are attached as ***Attachment 4.1***. At the time of future land use applications for development proposals for individual properties that would occur upon annexation, notification is provided to DSL, and property owners are responsible for delineating wetlands and complying with applicable wetland law. Staff has provided a map as Exhibit 2a to provide context regarding DSL's comments. The map has an overlay showing the resources mapped in the State Wetlands Inventory (SWI) relative to the Fox Ridge Road area. While there may be resources that aren't mapped on the SWI, the mapped resources are predominantly the pond features and drainages extending to the north as well as the mill race along the north boundary of the School District property.

***Oregon Department of Fish and Wildlife***

Comments from the Oregon Department of Fish and Wildlife are attached as ***Attachment 4.2***.

**Public Comments:**

- Written Public Comments are attached as ***Attachment 2***.
  - Attachment 2.1. January 4, 2024 Letter from Peggy and Gailen Hegna
- Oral Testimony from the January 4, 2024 Planning Commission public hearing is reflected in the meeting minutes, which are attached as ***Attachment 3***.
  - Sid Friedman
  - Mark Davis
  - Peter Van Patten
  - Brian Morrissey
  - Sara Tucholsky

**IV. FINDINGS OF FACT – GENERAL FINDINGS**

1. In 2020, the City of McMinnville amended the Urban Growth Boundary and adopted the McMinnville Growth Management and Urbanization Plan (MGMUP), Ordinance 5098. Yamhill County affirmed the City of McMinnville decisions and adopted the Urban Growth Boundary, Yamhill County Ordinance 912.
2. The Framework Plan for the UGB expansion areas was adopted as Appendix G of the MGMUP. Consistent with the Comprehensive Plan Policies and Proposals, the City adopted a three-step process for planning of UGB expansion areas and adopted an updated annexation process consistent with Proposal 48.90 in 2021.
3. In 2022, the City initiated work on the Fox Ridge Road Area Plan consistent with the three-step planning process, consistent with Proposal 48.10 of the Comprehensive Plan. The Area Plan refines the Framework Plan for the Fox Ridge Road Area and provides the guidance for development of Master Plans for properties, which must be consistent with the Area Plan.
4. Docket G 1-22 is a legislative amendment to the Comprehensive Plan which adopts the Fox Ridge Road Area Plan as a supplemental document to the Comprehensive Plan.

## **V. FINDINGS OF FACT - PROCEDURAL FINDINGS**

1. The City initiated work on the Fox Ridge Road Area Plan in 2022. The plan was developed through the community engagement process described in Part 3 of the Plan. On November 29, 2023, the Project Advisory Committee made a recommendation on the Fox Ridge Road Area Plan.
2. On December 1, 2023, notice of the application and the January 4, 2024 Planning Commission public hearing was provided to DLCD.
3. On December 13, 2023, notice of the proposed amendments and the January 4, 2024 Planning Commission public hearing was mailed to property owners in the Fox Ridge Road area.
4. On January 4, 2024, the Planning Commission held a duly noticed public hearing to consider the request and made a recommendation to approval the proposed plan with amendments.
5. On February 27, 2024, the City Council held a public meeting to consider the proposal and the recommendation of the Planning Commission.

## **VI. CONCLUSIONARY FINDINGS:**

The Conclusionary Findings are the findings regarding consistency with the applicable criteria for the application.

The Fox Ridge Road Area Plan will be a supplemental document to the McMinnville Comprehensive Plan. This requires findings that the proposal is consistent with the state law regarding a Post Acknowledgment Plan Amendment to an acknowledged Comprehensive Plan. The plan must also be consistent with the City's Comprehensive Plan and implementing ordinances. The respective findings are provided in this section.

### **State Law – Statewide Planning Goals**

The foundation of statewide program for land use planning in Oregon is a set of 19 Statewide Land Use Planning Goals. The goals express the state's policies on land use and related topics, like citizen involvement, housing, and natural resources.

Most goals are accompanied by guidelines, which are suggestions about how a goal may be applied. As noted in Goal 2, guidelines are not mandatory.

Oregon's statewide goals are achieved through local comprehensive planning. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect.

Local comprehensive plans must be consistent with the Statewide Planning Goals. Plans are reviewed for such consistency by the state's Land Conservation and Development Commission (LCDC). When LCDC officially approves a local government's plan, the plan is said to be acknowledged. It then becomes the controlling document for land use in the area covered by that plan.



Per ORS 197.175(2)(a), and ORS 197.627, an amendment to an acknowledged comprehensive plan must be in conformity with the purpose of the overall goals.

**Oregon Statewide Planning Goal #1, Citizen Involvement (OAR 660-015-0000(1)) –**

*To develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.*

*The governing body charged with preparing and adopting a comprehensive plan shall adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the ongoing land-use planning process.*

*The citizen involvement program shall be appropriate to the scale of the planning effort. The program shall provide for continuity of citizen participation and of information that enables citizens to identify and comprehend the issues.*

*Federal, state and regional agencies and special-purpose districts shall coordinate their planning efforts with the affected governing bodies and make use of existing local citizen involvement programs established by counties and cities.*

...

**FINDING: SATISFIED.** The City's adopted and acknowledged Comprehensive Plan includes Chapter X: Citizen Involvement and Plan Amendment, which is consistent with Statewide Goal 1. The Fox Ridge Road Area Plan utilized a citizen involvement process for the Fox Ridge Road Area Plan consistent with the Goals and Policies of Chapter X. Findings regarding consistency with the Goals and Policies of Chapter X are provided below in the findings of consistency with the Comprehensive Plan. The public engagement process for the Fox Ridge Road Area Plan is described in detail in Part 3 of the plan.

**Oregon Statewide Planning Goal #2, Land Use Planning (OAR 660-015-0000(2))**

*To establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.*

...

**GUIDELINES**

**A. PREPARATION OF PLANS AND IMPLEMENTATION MEASURES**

*Preparation of plans and implementation measures should be based on a series of broad phases, proceeding from the very general identification of problems and issues to the specific provisions for dealing with these issues and for interrelating the various elements of the plan. During each phase opportunities should be provided for review and comment by citizens and affected governmental units. The various implementation measures which will be used to carry out the plan should be considered during each of the planning phases. The number of phases needed will vary with the complexity and size of the area, number of people involved, other governmental units to be consulted, and availability of the necessary information.*

*Sufficient time should be allotted for: (1) collection of the necessary factual information (2) gradual refinement of the problems and issues and the alternative*

*solutions and strategies for development (3) incorporation of citizen needs and desires and development of broad citizen support (4) identification and resolution of possible conflicts with plans of affected governmental units.*

...

**FINDING: SATISFIED.** The City of McMinnville has an adopted and acknowledged Comprehensive Plan that provides a land use planning process and policy framework for all decisions and actions related to the use of land. The Comprehensive Plan is acknowledged to be in compliance with the Statewide Planning Goals and is implemented through the McMinnville Municipal Code.

The City adopted the McMinnville Growth Management and Urbanization Plan (MGMUP) in 2020. Appendix G of the Plan describes the three-phase framework for planning of UGB areas proceeding from more general issues to specific provisions for dealing with the issues and interrelating the various elements of the plan. That framework is also described in the policies in the Urbanization Chapter of the Comprehensive Plan. Findings of consistency with those policies are addressed in the respective section of these findings. Development and adoption of an Area Plan is the second step of that three step process.

In addition, the process for development of the Fox Ridge Road Area Plan followed a phased approach that provided for provided for review and comment by citizens and affected governmental units and allowed for (1) collection of the necessary factual information, (2) gradual refinement of the problems and issues and the alternative solutions and strategies for development, (3) incorporation of citizen needs and desires and development of broad citizen support, and (4) identification and resolution of possible conflicts with plans of affected governmental units.

The project approach and phases are summarized in the plan. The appendices to the plan also include the data, analysis, and public engagement record.

**Oregon Statewide Planning Goal #3, Agricultural Lands (OAR 660-015-0000(3)) –**

*To preserve and maintain agricultural lands.*

...

**GUIDELINES**

*A. PLANNING. 1. Urban growth should be separated from agricultural lands by buffer or transitional areas of open space. 2. Plans providing for the preservation and maintenance of farm land for farm use, should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

...

**FINDING: NOT APPLICABLE.** The Fox Ridge Road Area Plan applies to Urban and Urbanizable Lands that are already within the City's Urban Growth Boundary. Goal 3 is not applicable to lands within an Urban Growth Boundary.

**Oregon Statewide Planning Goal #4, Forest Lands (OAR 660-015-0000(4)) –**

*To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous*

*growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.*

...

**FINDING: NOT APPLICABLE.** The Fox Ridge Road Area Plan applies to Urban and Urbanizable Lands that are already within the City's Urban Growth Boundary. Goal 4 is not applicable to lands within an Urban Growth Boundary.

**Oregon Statewide Planning Goal #5, Natural Resources, Scenic and Historic Areas, and Open Spaces (OAR 660-015-0000(5))** – *To protect natural resources and conserve scenic and historic areas and open spaces.*

**FINDING: SATISFIED.** The City's adopted and acknowledged Comprehensive Plan, including the McMinnville Urbanization and Growth Management Plan (MGMUP), includes goals and policies addressing natural resources, natural hazards, and historic preservation.

The Comprehensive Plan also includes the Great Neighborhood Principles that provide policies specific to the preservation and conservation of natural resources, scenic and historic areas, and open spaces. The Fox Ridge Road Area Plan is consistent with the City's adopted and acknowledged plans and responds to the related policies of the Great Neighborhood Principles.

There are no officially inventoried or regulated Goal 5 resources within the Fox Ridge Road area. The findings below addressing Chapter II (Natural Resources) and Chapter III (Cultural, Historical, and Educational Resources) of the McMinnville Comprehensive Plan provide additional information.

The Fox Ridge Road Area Plan doesn't adopt, amend, or impact any officially inventoried or regulated Goal 5 Natural Resources or Goal 7 Natural Hazards in the City's adopted and acknowledged Comprehensive Plan.

The City is in the process of undertaking planning for Goal 7 and Goal 5 resources, but that work has not been adopted. Any update to the City's adopted Goal 5 or Goal 7 inventories and any amendments to any associated planning or implementation provisions will be undertaken through those separate planning processes, and not as part of the Fox Ridge Road Area Plan.

However, the Fox Ridge Road Area Plan was undertaken with consideration of the presence and location of natural features within the planning area.

**Oregon Statewide Planning Goal #6, Air, Water and Land Resources Quality (OAR 660-015-0000(6))** – *To maintain and improve the quality of the air, water and land resources of the state.*

*All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources.*

**Waste and Process Discharges** --refers to solid waste, thermal, noise, atmospheric or water pollutants, contaminants, or products therefrom. Included here also are indirect sources of air pollution which result in emissions of air contaminants for which the state has established standards.

...

**FINDING: SATISFIED.** Proposed uses within the Fox Ridge Road Area do not include uses with unique waste or process discharges, or uses that would create or lead to conflicting impacts on land, air, or water quality. The plan does not propose to designate any areas for waste water treatment or solid waste disposal. The area doesn't have existing uses with conflicting characteristics. As properties annex and develop to urban densities, they will connect to the municipal wastewater conveyance system. Adequate conveyance and treatment capacity will need to be demonstrated in conjunction with development. Development will need to be consistent with applicable environmental standards and permitting requirements administered by DEQ.

Relative to carrying capacity, areas with hazards identified in the separate ongoing natural hazards planning work are being addressed separately; however this plan designates those areas for lower intensity uses consistent with the carrying capacity. The plan also identifies areas planned for open space corresponding to unique natural features, intended to reduce development impacts on those features.

The City's adopted and acknowledged Comprehensive Plan includes Chapter II: Natural Resources with Goal II.1 addressing the preservation of the quality of the air, water, and land resources within a planning area, consistent with Statewide Planning Goal 6. Findings regarding Chapter II of the Comprehensive Plan are addressed in the respective section of these findings. The Fox Ridge Road Area Plan is consistent with the policies of Comprehensive Plan Goal II.1 and Statewide Planning Goal 6 and further defines how the Fox Ridge Road planning area will comply with this goal.

**Oregon Statewide Planning Goal #7, Areas Subject to Natural Disasters and Hazards (OAR 660-015-0000(7))** – *To protect people and property from natural hazards.*

...

**FINDING: SATISFIED.** The City's adopted and acknowledged Comprehensive Plan includes policies within Chapter II: Natural Resources that addresses areas subject to natural disasters and hazards. Findings regarding Chapter II of the Comprehensive Plan are addressed in the respective section of these findings.

There are no officially inventoried or regulated Goal 7 hazards within the Fox Ridge Road area. However, the City is currently undergoing a public hearing process for consideration of a Natural Hazards Inventory and Management Program that includes proposed overlay zones for Natural Hazard Mitigation (NH-M) Zones and Natural Hazard Protection (NH-P) Zones to comply with the goals of the Comprehensive Plan and Oregon Statewide Planning Goal #7.

Areas within the proposed overlay zones subject to natural hazards are proposed to have development constraints required for consideration along with the development standards of the underlying base zone. The Fox Ridge Road Area Plan includes mapping that shows the proposed overlay areas identified in the draft natural hazards plan relative to the Fox Ridge Road Area Plan. See Figure 6 (Natural Hazards Overlay) on page 14 of the plan document. The plan



document recognizes that the Natural Hazards Planning is in progress and does not compromise the City's ability to regulate or impose development standards within the study area.

**Oregon Statewide Planning Goal #8, Recreational Needs (OAR 660-015-0000(8)) –**

*To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities, including destination resorts.*

**FINDING: SATISFIED.** The Fox Ridge Road Area Plan does not amend the City's adopted and acknowledged Parks, Recreation and Open Space Master Plan. The Parks and Recreation section of Chapter VII, Community Facilities, of the City's adopted and acknowledged Comprehensive Plan addresses how recreational needs would be met. Goal VII 3 provides specific policies on how the City should provide parks and recreation facilities, open spaces, and scenic areas for the use and enjoyment of all citizens of the community. The City's Park, Recreation, and Open Space Master Plan establishes level of service for parks and further identifies where facilities should be provided and the future needs of specific planning areas throughout the city. Consistent with the Framework Plan, the *Fox Ridge Road Area Plan* and Area Plan Map identifies several opportunities for both passive and active recreation including a Natural Resource Park, Neighborhood Park, Special Use Park and a Park/Plaza within the Neighborhood Activity Center. These parks utilize existing natural features that have been identified such as scenic viewpoints along the area's northern ridgeline or existing stands of mature significant trees.

The park system proposed is connected by a trail system comprised of both Primary Trails/Greenways and Secondary Trails that provide safe access to the parks for all residents of the area and surrounding neighborhoods (See Figure 9, page 39 of the plan). The MGMUP Framework Plan identifies specific park needs and recreational opportunities that should be provided within the Fox Ridge Road study area, which has all been met or exceeded by the *Fox Ridge Road Area Plan*. Additionally, policies specifically responding to McMinnville Great Neighborhood Principles address "Parks and Open Spaces" with specific policies on providing recreation through the development of several parks. This work has been developed in communication and coordination with the Parks Department.

**Oregon Statewide Planning Goal #9, Economic Development (OAR 660-015-0000(9))**

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

...

**GUIDELINES**

**A. PLANNING**

*1. A principal determinant in planning for major industrial and commercial developments should be the comparative advantage of the region within which the developments would be located. Comparative advantage industries are those economic activities which represent the most efficient use of resources, relative to other geographic areas.*

*2. The economic development projections and the comprehensive plan which is drawn from the projections should take into account the availability of the necessary natural resources to support the expanded industrial development and associated*

*populations. The plan should also take into account the social, environmental, energy, and economic impacts upon the resident population.*

*3. Plans should designate the type and level of public facilities and services appropriate to support the degree of economic development being proposed.*

*4. Plans should strongly emphasize the expansion of and increased productivity from existing industries and firms as a means to strengthen local and regional economic development. 5. Plans directed toward diversification and improvement of the economy of the planning area should consider as a major determinant, the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

**FINDING: SATISFIED.** The Fox Ridge Road Area Plan doesn't amend the City's adopted and acknowledged Economic Opportunities Analysis (EOA). The City's adopted and acknowledged Comprehensive Plan, including the McMinnville Urbanization and Growth Management Plan (MGMUP) addresses how land needs would be met overall and within the different UGB areas. The MGMUP included adoption of a Framework Plan that allocated land needs to the UGB areas. The Fox Ridge Road Area Plan refines the adopted and acknowledged Framework Plan and identifies lands within the Fox Ridge Road area consistent with the land needs identified and allocated for this area to achieve its share of land needs for economic activity identified in the City's adopted and acknowledged plans.

**Oregon Statewide Planning Goal #10, Housing (OAR 660-015-0000(10))** – *To provide for the housing needs of citizens of the state.*

**FINDING: SATISFIED.** The *Fox Ridge Road Area Plan* provides for McMinnville's housing needs and helps address McMinnville's share of "the housing needs of citizens of the state" by identifying several high-density residential development opportunities as well as mixed-use neighborhood opportunities within the partial Neighborhood Activity Center. These designated residential land uses are supported by prior approval of the adopted and acknowledged MGMUP Framework Plan which allocates land needs for needed housing types to the UGB areas consistent with the MGMUP which specifies how the City will designate land to meet housing needs.

Additionally, the City of McMinnville adopted Ordinance No. 5113, amending the McMinnville Municipal Code, adding Chapter 17.11, "Residential Design and Development Standards" to allow for all types of housing, including middle housing in the R1, R2, R3 and R4 zones, and to provide clear and objective standards for the development of each housing type. All new housing in the Fox Ridge Road study area will need to comply with these standards.

**Oregon Statewide Planning Goal #11, Public Facilities and Services (OAR 660-015-0000(11))** – *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

...

**FINDING: SATISFIED.** All of the land within the study area is currently within the City's unincorporated Urban Growth Boundary and has not been annexed into the city limits, with the exception of the School District property which is currently under city zoning of R-4 PD (Planned Development) for the future development of a public high school.

Because the area is still rural, urban services have not been extended within this area. Services are present along or abutting the area at some locations and can be extended to serve the area. As shown in Appendix A, from 2005-2013 the UGB included essentially the same properties that are currently in the Fox Ridge Road Area following the 2020 UGB amendment. Therefore, public facility and transportation plan updates that were undertaken in that time period included consideration of the growth and development of the Fox Ridge Road Area.

The Fox Ridge Road Area Plan doesn't amend the adopted public facility plans. However, following the 2020 UGB amendment, the City and service providers are in the process of updating the respective public facility plans, including the Transportation System Plan, Parks, Recreation and Open Space Master Plan, the Wastewater Conveyance Plan and the Water Master Plan.

Further, as part of the City's 3-step planning framework, a property owner requesting annexation and rezoning would need to demonstrate adequate public facilities to serve the proposed development.

Issues relating to public facilities and services are addressed on page 40 and 41 of the plan document and as implementation measures under "Utilities" on page 42 of the plan document.

**Oregon Statewide Planning Goal #12, Transportation (OAR 660-015-0000(12))** – *To provide and encourage a safe, convenient, and economic transportation system.*

*A transportation plan shall*

- (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;*
- (2) be based upon an inventory of local, regional and state transportation needs;*
- (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;*
- (4) avoid principal reliance upon any one mode of transportation;*
- (5) minimize adverse social, economic and environmental impacts and costs;*
- (6) conserve energy;*
- (7) meet the needs of the transportation disadvantaged by improving transportation services;*
- (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and*
- (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility.*

...

## *GUIDELINES*

### *A. PLANNING*

- 1. All current area-wide transportation studies and plans should be revised in coordination with local and regional comprehensive plans and submitted to local and regional agencies for review and approval.*
- 2. Transportation systems, to the fullest extent possible, should be planned to utilize existing facilities and rights-of-way within the state provided that such*

*use is not inconsistent with the environmental, energy, land-use, economic or social policies of the state.*

3. *No major transportation facility should be planned or developed outside urban boundaries on Class 1 and II agricultural land, as defined by the U.S. Soil Conservation Service unless no feasible alternative exists.*
4. *Major transportation facilities should avoid dividing existing economic farm units and urban social units unless no feasible alternative exists.*
5. *Population densities and peak hour travel patterns of existing and planned developments should be considered in the choice of transportation modes for trips taken by persons. While high density developments with concentrated trip origins and destinations should be designed to be principally served by mass transit, low-density developments with dispersed origins and destinations should be principally served by the auto.*
6. *Plans providing for a transportation system should consider as a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*

**FINDING: SATISFIED.** Adoption of the Fox Ridge Road Area Plan doesn't include or require amendments to the City's Transportation System Plan (TSP). As addressed in the findings below for OAR 660-012-0060, no significant effect on transportation facilities will result from adoption of the Fox Ridge Road Area Plan. As discussed above, the Fox Ridge Road Area was within the UGB when the Transportation System Plan was previously developed and adopted. The City is also in process of initiating an amendment to the TSP following the UGB expansion in 2020.

*Oregon Administrative Rule, Chapter 660, Division 12, has additional regulations for conformance with Oregon Land Use Goal 12. OAR 660-012-0060 applies to plan and land use regulations amendments.*

### **OAR 660-012-0060. Plan and Land Use Regulation Amendments**

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
 
  - (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
  - (b) *Change standards implementing a functional classification system; or*
  - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be 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.*

....

- (9) 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 OAR 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.*

....

**FINDING: SATISFIED.** The Fox Ridge Road Area was in the UGB when the TSP was last developed and adopted. The proposed amendment would adopt the Fox Ridge Road Area Plan as a supplemental document to the Comprehensive Plan. The proposed amendment would not result in a significant affect as defined in Subsections 660-012-0060(1)(a)-(c). The proposed amendment would not amend the Comprehensive Plan Map designation or Zoning Map designation for any property. With the exception of the school district property which is already within City limits and has City zoning, all other properties are unincorporated and have County rural zoning. The properties will retain their current County rural zoning until a property owner requests annexation. As part of the annexation process, properties would need to be redesignated and rezoned from rural to urban zoning before urban development can occur. At that time, a property owner would need to demonstrate no significant effect on a transportation facility in conjunction applications for Comprehensive Plan Map and Zoning Map Amendments to urban zoning.

### **5.2.13 Oregon Statewide Planning Goal #13, Energy Conservation (OAR 660-015-0000(13))**

*– To conserve energy. 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.*

#### *GUIDELINES*

##### *A. PLANNING*

- 1. Priority consideration in land use planning should be given to methods of analysis and implementation measures that will assure achievement of maximum efficiency in energy utilization.*

2. *The allocation of land and uses permitted on the land should seek to minimize the depletion of non-renewable sources of energy.*
3. *Land use planning should, to the maximum extent possible, seek to recycle and re-use vacant land and those uses which are not energy efficient.*
4. *Land use planning should, to the maximum extent possible, combine increasing density gradients along high capacity transportation corridors to achieve greater energy efficiency.*
5. *Plans directed toward energy conservation within the planning area should consider as a major determinant the existing and potential capacity of the renewable energy sources to yield useful energy output. Renewable energy sources include water, sunshine, wind, geothermal heat and municipal, forest and farm waste. Whenever possible land conservation and development actions provided for under such plans should utilize renewable energy sources.*

**FINDING: SATISFIED.** The City's adopted and acknowledged Comprehensive Plan addresses how energy supply should be provided and conserved within Chapter VIII: Energy, consistent with Statewide Goal 13. The *Fox Ridge Road Area Plan* refines the Comprehensive Plan by providing detailed policies on how the planning area may support the conservation of energy through efficient utilization of vacant land and land use patterns. The proposed partial Neighborhood Activity Center plans for a complete neighborhood that includes housing and employment opportunities that are both walkable and accessible. The planned density supports the conservation of energy by efficiently utilizing vacant land and land uses. The *Fox Ridge Road Area Plan* meets the purpose of Goal 13, Energy Conservation in many different ways:

- The plan provides a bicycle/pedestrian on-road and off-road network to encourage more active transportation mobility for residents and employees in the study area to travel to other destinations in the study area.
- The planned partial Neighborhood Activity Center will help to reduce vehicular trips
- Policies in the plan encourage native plantings, local materials, and mixed-use development where possible (under "The Vision, Goals, and Policies of the plan).

**Oregon Statewide Planning Goal #14, Urbanization (OAR 660-015-0000(14))** – *To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.*

...

## GUIDELINES

### A. PLANNING

1. *Plans should designate sufficient amounts of urbanizable land to accommodate the need for further urban expansion, taking into account*
  - (1) *the growth policy of the area;*
  - (2) *the needs of the forecast population;*
  - (3) *the carrying capacity of the planning area; and*
  - (4) *open space and recreational needs.*
2. *The size of the parcels of urbanizable land that are converted to urban land should be of adequate dimension so as to maximize the utility of the land*

*resource and enable the logical and efficient extension of services to such parcels.*

3. *Plans providing for the transition from rural to urban land use should take into consideration as to a major determinant the carrying capacity of the air, land and water resources of the planning area. The land conservation and development actions provided for by such plans should not exceed the carrying capacity of such resources.*
4. *Comprehensive plans and implementing measures for land inside urban growth boundaries should encourage the efficient use of land and the development of livable communities.*

**FINDING: SATISFIED.** The City adopted the McMinnville Growth Management and Urbanization Plan (MGMUP) in 2020, which was acknowledged in 2021. The adopted and acknowledged plan includes a new 3-step framework for planning of UGB areas. The first step is adoption of a Framework Plan. The Framework Plan for the UGB areas was adopted as Appendix G of the MGMUP. It identifies how the identified land needs will be met and allocated among the UGB areas. The second step is adoption of an Area Plan for each UGB area, which refines the Framework Plan for the area and must be consistent with the Framework Plan. The Fox Ridge Road Area Plan includes calculations which demonstrate that it is consistent with the adopted and acknowledged Framework Plan and achieves the share of land needs allocated to the Fox Ridge Road area consistent with the needs and policies identified in the City's adopted and acknowledged planning documents.

### **Oregon Statewide Planning Goals 15-19**

Statewide planning Goals 15 to 19 are not applicable to this area of the state and are not addressed as part of this document.

### **McMinnville Comprehensive Plan and Zoning Ordinance**

The McMinnville Zoning Ordinance establishes procedures, but doesn't identify specific criteria, for an amendment to the text of the Comprehensive Plan. However, Volume II of the Comprehensive Plan specifies the Goals and Policies of the Comprehensive Plan are criteria for land use decisions. In addition, state law requires all comprehensive plans to comply with the statewide planning Goals, as discussed above. In addition, amendments to the comprehensive plan must be consistent with the remaining, unamended parts of the comprehensive plan.

### **McMinnville Zoning Ordinance**

The proposal is a legislative amendment to the Comprehensive Plan. Therefore, the Planning Commission makes a recommendation to the City Council as specified in Chapter 17.72 of the Zoning Ordinance, following the procedures for a legislative action, consistent with Sections 17.72.120 and 17.72.130 of the Zoning Ordinance.

**FINDING: SATISFIED.** The City initiated the Fox Ridge Road Area Planning project in 2022. The planning process established and followed a community engagement program consistent with the Citizen Involvement policies in Chapter X of the Comprehensive Plan. This process is described in Part 3 of the Plan. ***See Findings below.*** That process culminated in a recommendation by the Project Advisory Committee. Following that recommendation, the City initiated the formal legislative hearing process as specified in Chapter 17.72 of the Zoning Ordinance. The City also provided a "Notice of Proposed

Amendment to DLCDD consistent with the notification requirements in state law for a Post Acknowledgement Plan Amendment.

The findings regarding applicable state law and applicable Goals and Policies of the Comprehensive Plan are provided in the respective sections of these findings.

### **McMinnville Comprehensive Plan**

As described in the Comprehensive Plan, the Goals and Policies of the Comprehensive Plan serve as criteria for land use decisions. The following Goals and Policies from Volume II of the McMinnville Comprehensive Plan are applicable to this request:

#### ***CHAPTER II. NATURAL RESOURCES***

##### ***GOAL II.1. TO PRESERVE THE QUALITY OF THE AIR, WATER, AND LAND RESOURCES WITHIN THE PLANNING AREA.***

**FINDING (CHAPTER II): SATISFIED.** The goal and policies in Chapter II address land, air, water, and noise.

There are no officially inventoried or regulated Goal 5 natural resources in the Fox Ridge Road Area. The Fox Ridge Road Area Plan doesn't adopt, amend, or impact any officially inventoried or regulated Goal 5 Natural Resources or Goal 7 Natural Hazards in the City's adopted and acknowledged Comprehensive Plan.

The City is in the process of undertaking planning for Goal 7 and Goal 5 resources, but that work has not been adopted. Any update to the City's adopted Goal 5 or Goal 7 inventories and any amendments to any associated planning or implementation provisions will be undertaken through those separate planning processes, and not as part of the Fox Ridge Road Area Plan.

The quarry pond within the area is on property zoned VLDR-2.5, a county rural-residential zone. It is not zoned as an aggregate resource.

However, the Fox Ridge Road Area Plan was undertaken with consideration of the presence and location of features within the planning area.

The "Proposals" in Chapter II address planning for natural hazards, which is separate from the Fox Ridge Road Area Plan.

Consistent with Policy 1.00, urbanizable land outside the City limits but inside the UGB will be retained in its current rural zoning until a property owner obtains rezoning through the annexation process.

#### ***CHAPTER III. CULTURAL, HISTORICAL, AND EDUCATIONAL RESOURCES***

**FINDING (CHAPTER III, Part 1): SATISFIED.** There are no officially inventoried or regulated Goal 5 cultural or historical resources in the Fox Ridge Road Area. The Fox Ridge Road Area Plan doesn't adopt or amend inventoried Goal 5 cultural or historical resources. The City will be updating its Goal 5 resource inventory and protection program through a separate planning process. This is not adopted or acknowledged. However, the land use plan was undertaken in consideration of features



in the area. Some policies in this Chapter or programmatic and don't relate to the Fox Ridge Road Area Plan.

## **EDUCATION**

### **GOAL III.7: TO PROVIDE FOR THE EDUCATIONAL NEEDS OF McMinnville THROUGH THE PROPER PLANNING, LOCATION, AND ACQUISITION OF SCHOOL SITES AND FACILITIES.**

#### *Policies:*

- 18.00. *The City of McMinnville shall cooperate with the McMinnville School District in the planning for future schools.*
- 19.00. *The location of future school sites shall be coordinated between the City and the McMinnville School District.*
- 20.00. *The City of McMinnville shall encourage the joint purchase, maintenance, and usage of recreational facilities with the McMinnville School District where acceptable to both parties.*

**FINDING (CHAPTER III, Part 2): SATISFIED.** Goal III.7. and Policies 18.00-20.00 address planning for school sites and facilities. The project area includes a site acquired by the School District for a future high school. Based on a variety of factors including school enrollment forecasts and improvements completed at the current high school site, the needed timing for a future high school site is now expected to be further out than earlier forecasting indicated.

The City of McMinnville and School District coordinated during the planning of the Fox Ridge Road Area, including a joint work session.

The Fox Ridge Road Area plan addresses land uses, relationships of land uses, and circulation supportive of a future high school, which are flexible to accommodate future site planning and layout of the site.

## **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.**

### **GOAL IV.3: TO ENSURE COMMERCIAL DEVELOPMENT THAT MAXIMIZES EFFICIENCY OF LAND USE THROUGH UTILIZATION OF EXISTING COMMERCIALY DESIGNATED LANDS, THROUGH APPROPRIATELY LOCATING FUTURE NEIGHBORHOOD-SERVING AND OTHER COMMERCIAL LANDS, AND DISCOURAGING STRIP DEVELOPMENT.**

#### *Locational Policies:*

- 24.50 *The location, type, and amount of commercial activity within the urban growth boundary shall be based on community needs as identified in the Economic Opportunities Analysis. (Ord.4796, October 14, 2003)*

- 27.00 *Neighborhood commercial uses will be allowed in neighborhood activity centers and in other suitable neighborhood locations. These commercial uses will consist only of neighborhood oriented businesses and will be located on collector or arterial streets. More intensive, large commercial uses will not be considered compatible with or be allowed in neighborhood commercial centers. (Ord. 5098, December 8, 2020)*
- 27.10 *Neighborhood activity centers shall be located in areas of McMinnville that meet the goals and policies of Chapter IX (Urbanization) of the Comprehensive Plan and the provisions of the McMinnville Zoning Ordinance. (Ord. 5098, December 8, 2020)*

*Design Policies:*

- 29.00 *New direct access to arterials by large-scale commercial developments shall be granted only after consideration is given to the land uses and traffic patterns in the area of development as well as at the specific site. Internal circulation roads, acceleration/deceleration lanes, common access collection points, signalization, and other traffic improvements shall be required wherever necessary, through the use of planned development overlays.*
- 30.00 *Access locations for commercial developments shall be placed so that excessive traffic will not be routed through residential neighborhoods and the traffic-carrying capacity of all adjacent streets will not be exceeded.*
- 31.00 *Commercial developments shall be designed in a manner which minimizes bicycle/pedestrian conflicts and provides pedestrian connections to adjacent residential development through pathways, grid street systems, or other appropriate mechanisms. (Ord.4796, October 14, 2003)*

**FINDING (CHAPTER IV): SATISFIED.** The Fox Ridge Road Area Plan is consistent with the McMinnville Growth Management and Urbanization Plan (MGMUP), including the Framework Plan adopted as Appendix G. These documents established the UGB expansion areas and allocation of needed employment lands to the different UGB areas based on the City's adopted employment land needs and policies. The Fox Ridge Road Area Plan addresses commercial lands consistent with the identified needs and policies.

Consistent with the adopted Framework Plan, the Fox Ridge Road Area Plan includes a partial neighborhood activity center planned for neighborhood-serving uses consistent with the policies above and the City's identified land needs. The proposed commercial/mixed-use land is proposed at a suitable neighborhood location located abutting Hill Road, a minor arterial, near the roundabout at Hill Road and Wallace Road, enabling access to Hill Road to be limited to existing public street intersections, without the need for new direct private access.

Figure 9 in Part 4 of the Plan provides calculations demonstrating consistency with the identified commercial land needs allocated to the Fox Ridge Road Area Plan and its Neighborhood Activity Center.

**CHAPTER V. HOUSING AND RESIDENTIAL DEVELOPMENT**

**GOAL V.1: TO PROMOTE DEVELOPMENT OF AFFORDABLE, QUALITY HOUSING FOR ALL CITY RESIDENTS.**

**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.**

**FINDING (CHAPTER V): SATISFIED.** The Fox Ridge Road Area Plan is consistent with the McMinnville Growth Management and Urbanization Plan (MGMUP), including the Framework Plan adopted as Appendix G. These documents established the UGB expansion areas and allocation of needed residential lands to the different UGB areas based on the City's adopted residential land needs and policies. The Fox Ridge Road Area Plan addresses residential lands consistent with the identified needs and policies.

Figure 9 in Part 4 of the Plan provides calculations demonstrating consistency with the identified residential land needs allocated to the Fox Ridge Road Area Plan and its Neighborhood Activity Center.

**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**

**FINDING (CHAPTER VI): SATISFIED.** The Fox Ridge Road Area Plan is consistent with the McMinnville Growth Management and Urbanization Plan (MGMUP), including the Framework Plan adopted as Appendix G. The Plan doesn't amend the Transportation System Plan. As addressed in the findings above regarding the "Transportation Planning Rule" (OAR 660-012), adoption of an Area Plan doesn't result in a Significant Effect on transportation facilities.

Adoption of the Area Plan doesn't change the Comprehensive Plan Map or Zoning Map for properties within the plan area. That would occur for a property at the time a property owner undertakes the Master Planning and Annexation process. At that time, a property owner would need to demonstrate consistency with the Transportation Planning Rule, and also demonstrate the proposed development would not exceed the City's performance standards for transportation facilities when the development occurs.

The Fox Ridge Road Area Plan provides a land use plan that addresses transportation facilities, and land use and transportation relationships, consistent with the adopted goals policies. The plan addresses a multi-modal transportation system consistent with policies for transportation choice, connectivity, and access management. The Area Plan provides the guidance needed for property owner preparation of master plans as specified in the three-step planning framework.

The City will also be initiating an update to the Transportation System Plan in 2024.

**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 AND FUTURE**

**URBANIZABLE LANDS TO URBAN LANDS WITHIN THE McMinnville Urban Growth Boundary.**

**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.**

**FINDING (CHAPTER VII): SATISFIED.** This Chapter addresses Public Administrative and Storage Facilities, the Sanitary Sewer System, Stormwater Drainage, the Water System, Police and Fire Protection, Solid Waste, and Parks and Recreation.

The Fox Ridge Road Area Plan is consistent with the McMinnville Growth Management and Urbanization Plan (MGMUP), including the Framework Plan adopted as Appendix G. The Plan doesn't amend the Public Facilities Plan or the Parks, Recreation, and Open Space Master Plan.

At the time a property owner chooses to initiate the Master Planning and Annexation process for a property within the area, they will need to demonstrate adequate system capacity and/or provide mitigation to address deficiencies.

Following the UGB amendment, the City is also in the process of updating public facility plans.

The Fox Ridge Road Area Plan is consistent with the City's adopted Parks policies and Level of Service as documented in the plan, including type and size of facilities and locational policies.

The City is also in the public process for an update to the Parks, Recreation, and Open Space Master Plan.

**CHAPTER VIII. ENERGY**

**GOAL VIII.1: TO PROVIDE ADEQUATE ENERGY SUPPLIES, AND THE SYSTEMS NECESSARY TO DISTRIBUTE THAT ENERGY, TO SERVICE THE COMMUNITY AS IT EXPANDS.**

**ENERGY CONSERVATION**

**GOAL VIII.2: TO CONSERVE ALL FORMS OF ENERGY THROUGH UTILIZATION OF LAND USE PLANNING TOOLS.**

*Policies:*

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

179.00 *The City of McMinnville shall amend pertinent ordinances to allow for design techniques which increase the efficient utilization of land and energy.*

**FINDING (CHAPTER VIII): SATISFIED.** The Fox Ridge Road Area Plan is consistent with the adopted Framework Plan. The Plan includes a partial Neighborhood Activity Center and establishes policies consistent with the Great Neighborhood Principles to provide a land use pattern, transportation network, and proximity to major streets and transit routes



to increase energy efficient land uses and transportation choices which are supportive of energy conservation.

## **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.**

**GOAL IX 2: TO ESTABLISH A LAND USE PLANNING FRAMEWORK FOR APPLICATION OF THE GOALS, POLICIES, AND PROPOSALS OF THE McMinnville Comprehensive Plan**

**FINDING (URBANIZATION ELEMENT GOALS IX.1 AND IX.2): SATISFIED.** As part of the adopted and acknowledged McMinnville Growth Management and Urbanization Plan (MGMUP), the City made findings regarding the adopted and acknowledged land needs, adopted a UGB amendment to meet those needs, and adopted a Framework Plan conceptually outlining how the needs would be allocated and addressed in the different UGB expansion areas. The Fox Ridge Road Area Plan carries out the second step in the adopted planning framework for the Fox Ridge Road Area, providing a greater level of detail than the Framework Plan for this area, consistent with the adopted and acknowledged needs and Framework Plan.

## **GENERAL DEVELOPMENT PATTERN**

*Policies:*

...

184.50 *The City shall establish the following Comprehensive Plan Map Designations, which will relate to the zoning map, as follows. The zoning map classifications are identified in the zoning ordinance."*

...

**Urban Holding** – *This designation shall apply to areas added to the UGB which are planned for a mix of uses, and which are yet to be master planned through the City's established UGB expansion area planning process (Framework Plan, Area Planning, and Master Planning). Lands assigned the Urban Holding designation shall retain their rural County zoning in the interim, until such time as they have been master planned, annexed, and rezoned to urban zones consistent with an approved Area Plan or Master Plan. The Urban Holding designation allows for a mix of uses, and therefore a mix of zones, including all residential zones (R-1 through R-5) and smaller scale commercial zones (O-R and C-1) that are compatible with residential uses, as well as the park (PK) and public facility zones. (Ord. 5098, December 8, 2020)*

**FINDING (GENERAL DEVELOPMENT PATTERN POLICIES): SATISFIED.** The Fox Ridge Road Area is designated as Urban Holding (UH) consistent with Policy 184.50. The Framework Plan has already been adopted at the time of UGB amendment, and adoption of the Area Plan will complete the second step of the three-step planning process for the Fox Ridge Road Area. Consistent with this policy, and as further addressed in findings for the "Framework Plans" policies below, adoption of the Fox Ridge Road Area Plan doesn't change the zoning of the properties. The properties in the Fox Ridge Road Area are designated Urban Holding (UH) and retain their county zoning, except for the property owned by the School District, which is already within City limits and has City zoning. Upon adoption of the Fox Ridge Road Area Plan, all other properties continue to retain their County rural zoning designations, and must follow the

Annexation process in Title 16 of the Municipal Code and the Area and Master Planning Process in Chapter 17.10 of the Zoning Ordinance as applicable before lands will be rezoned to urban zoning districts.

### **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.*
- 187.20 *The Great Neighborhood Principles shall encompass a wide range of characteristics and elements, but those characteristics and elements will not function independently. The Great Neighborhood Principles shall be applied together as an integrated and assembled approach to neighborhood design and development to create a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood, and to create a neighborhood that supports today's technology and infrastructure, and can accommodate future technology and infrastructure.*
- 187.30 *The Great Neighborhood Principles shall be applied in all areas of the city to ensure equitable access to a livable, egalitarian, healthy, social, inclusive, safe, and vibrant neighborhood for all McMinnville citizens.*
- 187.40 *The Great Neighborhood Principles shall guide long range planning efforts including, but not limited to, master plans, small area plans, and annexation requests. The Great Neighborhood Principles shall also guide applicable current land use and development applications.*
- 187.50 *The McMinnville Great Neighborhood Principles are provided below. Each Great Neighborhood Principle is identified by number below (numbers 1 – 13), and is followed by more specific direction on how to achieve each individual principle.*

....

**FINDING (GREAT NEIGHBORHOOD PRINCIPLES POLICIES): SATISFIED.** Consistent with Policies 187.10 and 187.20, in 2019, the City adopted the Great Neighborhood Principles provided in Policy 187.50. Consistent with Policy 187.30 and 187.40, the Great Neighborhood Principles were applied to the Fox Ridge Road Area Plan, and the principles also serve as the organizing framework for policies in the Fox Ridge Road Area Plan, which will guide master plans and annexation requests. These are provided in Part 4 of the Plan.

### **UGB EXPANSION AREA PLANNING PROCESS**

- 187.60.00 *At the time of any expansion of the McMinnville UGB, the City of McMinnville shall follow a planning process that will guide the development of the expanded UGB in a manner that is consistent with the land use development tools and urban design requirements of the McMinnville Comprehensive Plan and also provides for the*

*development of the identified land use needs that require the expansion of the UGB. (Ord. 5098, December 8, 2020)*

*187.60.10 The City of McMinnville's overall planning process for UGB expansion areas shall include the completion and adoption of three successive levels of planning for lands within UGB expansion areas prior to their development. The three successive planning processes include the Framework Plan, the Area Plan, and the Master Plan. (Ord. 5098, December 8, 2020)*

**FINDING (UGB EXPANSION AREA PLANNING PROCESS POLICIES): SATISFIED.** At the time of the UGB expansion, the City adopted the McMinnville Growth Management and Urbanization Plan (MGMUP). This followed the process described in Policy 187.60.00 and also adopted new policies for planning processes, to provide for the development of the identified land needs. Adoption of the MGMUP included adoption of Comprehensive Plan policies and implementation measures that established the planning framework described in Policy 187.60.10 for completion and adoption of three successive levels of planning. In addition, Title 16 of the Municipal Code was amended in 2021, aligning the City's annexation process with the applicable Area Planning and Master Planning process, also consistent with Urbanization Proposal 48.90:

*48.90. Annexation Process. The City shall update its annexation ordinance (Ordinance No. 4357) to reflect new statutory requirements and a process consisting of an annexation agreement with the City Council that includes a conceptual master plan but is not a land-use process.*

The Fox Ridge Road Area Plan satisfies and achieves consistency with the second step of this process for the Fox Ridge Road Area.

## **FRAMEWORK PLANS**

*187.70.00 At the time of the adoption of any UGB amendment that expands the UGB, the City of McMinnville shall include with the UGB amendment a Framework Plan for the UGB expansion areas. (Ord. 5098, December 8, 2020)*

*187.70.10 The Framework Plan shall identify a general urban land use concept for lands that are included in the UGB expansion areas. The Framework Plan will be conceptual in nature, but shall serve as an advisory plan that informs and provides guidance for more detailed Area Planning and Master Planning that will be required for lands that are annexed into the City. (Ord. 5098, December 8, 2020)*

*187.70.20 Lands that are included in UGB expansion areas shall be assigned the Urban Holding (UH) Comprehensive Plan Map Designation. Exceptions to the assignment of the Urban Holding designation may be made for lands that are included in the UGB based on their suitability to provide a specific identified land need, such as Commercial or Industrial, or reflect a hazard or protected area, such as the Floodplain (FP) designation. Lands designated as UH on the Comprehensive Plan Map shall retain their existing rural County zoning. (Ord. 5098, December 8, 2020)*

*187.70.30 Lands designated as Urban Holding (UH) on the Comprehensive Plan Map shall not be rezoned to urban zoning districts other than the Urban Holding zone or developed with urban uses until further Area Planning and Master Planning processes are completed and adopted. Parcels smaller than 10 acres are exempt*

*from the Master Planning process but will be required to show compliance with the Area Plan. This shall not preclude any applicable provisions of state law which may specify when a City is required to allow for a dwelling on an existing lot of record. (Ord. 5098, December 8, 2020)*

**FINDING (FRAMEWORK PLAN POLICIES): SATISFIED.** Consistent with Policy 187.70.00, the City adopted a Framework Plan for the UGB expansion areas at the time of UGB amendment, which identified a general urban land use concept for UGB expansion areas.

As described in the "Area Planning" findings below, the Fox Ridge Road Area Plan is consistent with the adopted Framework Plan. Consistent with Policies 187.70.20 and 187.70.30, the properties in the Fox Ridge Road Area are designated Urban Holding (UH) and retain their county zoning, except for the property owned by the School District, which is already within City limits and has City zoning. Upon adoption of the Fox Ridge Road Area Plan, all other properties continue to retain their County rural zoning designations, and must follow the Annexation process in Title 16 of the Municipal Code and the Area and Master Planning Process in Chapter 17.10 of the Zoning Ordinance as applicable before lands will be rezoned to urban zoning districts.

### **AREA PLANNING**

- 187.80.00 The City of McMinnville shall initiate an Area Planning process for UGB expansion areas that are designated on the Comprehensive Plan Map as Urban Holding (UH). The City of McMinnville shall prioritize which UGB expansion areas to complete Area Planning for based on the size of the area, the need for coordination of the development of public infrastructure and services, and the expected timeframe of development or redevelopment. (Ord. 5098, December 8, 2020)*
- 187.80.10 Area Plans shall more specifically identify land uses, their locations, and their relationship to public facilities, natural resources, and existing urban uses. The land uses identified in an Area Plan must be consistent with the Framework Plan and the identified land use needs for the UGB expansion area. (Ord. 5098, December 8, 2020)*
- 187.80.20 Area Plans shall be adopted by the City Council as guiding land use documents. The Area Plan will be adopted as a supplement to the McMinnville Comprehensive Plan. (Ord 5106, October 26, 2021; Ord. 5098, December 8, 2020)*
- 187.80.30 The City of McMinnville shall establish a process for property owners to initiate the Area Planning process, if the City has not yet initiated or completed an Area Plan for land designated on the Comprehensive Plan Map as Urban Holding (UH) in a UGB expansion area. (Ord. 5098, December 8, 2020)*

**FINDING (AREA PLANNING POLICIES): SATISFIED.** The City initiated work on the Fox Ridge Road Area Plan consistent with Policy 187.80.00 and Comprehensive Plan Proposal 48.10. The Fox Ridge Road Area is designated on the Comprehensive Plan Map as Urban Holding (UH).

Consistent with Policy 187.80.10, the Area Plan identifies land uses, their locations, and their relationship to public facilities, natural resources, and existing urban areas. The Framework Plan was adopted as Appendix G of the McMinnville Growth Management



and Urbanization Plan. The Fox Ridge Road Area Plan document includes a description of what is specified in the Framework Plan for the Fox Ridge Road Area, and demonstrates that the Fox Ridge Road Area Plan is consistent with the Framework Plan. Calculations are provided in Figure 9 demonstrating the Fox Ridge Road Area plan achieves the minimum quantitative aspects of the Framework Plan. The plan also demonstrates consistency with the spatial, land use, and qualitative elements described in the Framework Plan for the Fox Ridge Road area.

Consistent with Policy 187.80.20, the Fox Ridge Road Area Plan is adopted as a supplement to the Comprehensive Plan.

Consistent with Policy 187.80.30, the Comprehensive Plan and Zoning Ordinance, the City has established a process for property owners to initiate the Area Planning process if the City has not initiated or completed an Area Plan for a UGB expansion area designated Urban Holding (UH); however, that is not necessary for the Fox Ridge Road Area, since adoption of the Fox Ridge Road Area Plan will fulfill the Area Planning requirement for this area.

### ***MASTER PLANNING (Policies 187.90.00-187.90.40)***

**FINDING: NOT APPLICABLE.** Master Planning is the next step in the three-part planning framework for UGB expansion areas following this Area Planning process. However, the Fox Ridge Road Area Plan completes step two of the process. Policy 187.90.10 specifies, "Master Plans shall be consistent with the land uses identified in the adopted Area Plan that is applicable to the land in question." With adoption of the Fox Ridge Road Area Plan, property owners will need to demonstrate consistency with the Area Plan as part of the Master Planning and Annexation process.

### ***NEIGHBORHOOD ACTIVITY CENTERS***

***GOAL: NEIGHBORHOOD ACTIVITY CENTERS PROVIDE SHOPPING, SERVICES, RECREATION, HIGH-DENSITY HOUSING, OFFICE AND INSTITUTIONAL FACILITIES NEEDED TO SUPPORT A SURROUNDING NEIGHBORHOOD OR URBAN AREA.***

**FINDING (NEIGHBORHOOD ACTIVITY CENTERS GOAL): SATISFIED.** Consistent with the Framework Plan, the Fox Ridge Road Area Plan includes a partial Neighborhood Activity Center (NAC). Existing development of surrounding areas limits the ability to establish some aspects of a full NAC.

### ***Policies (187.95.00-187.95.07)***

**FINDING (NEIGHBORHOOD ACTIVITY CENTERS POLICIES): SATISFIED.** The NAC policies describe the characteristics, size, types and mix of land uses, locational policies, and densities within NACs, and within their focus areas and support areas. Part 4 of the Fox Ridge Area Plan provides the Plan Narrative; Vision, Goals, and Policies; and the Area Plan Map that demonstrate consistency with these policies.

## ***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.***

*Policies:*

- 188.00 *The City of McMinnville shall continue to provide opportunities for citizen involvement in all phases of the planning process. The opportunities will allow for review and comment by community residents and will be supplemented by the availability of information on planning requests and the provision of feedback mechanisms to evaluate decisions and keep citizens informed.*
- 189.00 *The City of McMinnville shall establish procedures for amending the Comprehensive Plan, Volumes I and II, and the implementation ordinances and measures in Volume III, which allow for citizen review and comment.*
- 193.00 *The City of McMinnville shall continue to engage citizens in community advisory positions for input on the major elements of the comprehensive plan by creating special citizen advisory bodies and ad-hoc committees comprised of volunteers representing a broad cross-section of the community to provide input on every major comprehensive planning effort and other related land use planning matters.*
- 195.00 *The City of McMinnville shall assure that technical information is available to citizens in an understandable form and when needed provide translations of information to non-English speaking members of the community,*

**FINDING: SATISFIED.** The Fox Ridge Road Area Plan is consistent with the applicable Goals and Policies of Chapter X of the Comprehensive Plan.

The UGB amendment, MGMUP, Framework Plan, and the three-step planning framework, which establish the basis for the Fox Ridge Road Area Plan, were adopted as part of the Comprehensive Plan through an extensive public process.

Consistent with the adopted Goals, Policies, and Proposals, the City initiated work on the Fox Ridge Road Area Plan. ***The public process is described in detail in Part 3 of the Plan.*** It describes the Community Engagement and Plan Development process.

Consistent with the above-policies, the City established an ad-hoc citizen Project Advisory Committee, which met throughout the process and provided recommendations, which reflected broader community engagement.

Following the public process that culminated with the recommendation of the Project Advisory Committee, the City initiated the formal public hearing process for a "Post Acknowledgement Plan Amendment" consistent with procedures in applicable state law and the City's Comprehensive Plan and implementing ordinances.

The Planning Commission held a duly noticed public hearing and made a recommendation to City Council, including additional notice to property owners within the Fox Ridge Road Area.

City Council makes the final decision consistent with the procedures for legislative plan amendments.



## **EXHIBIT 4 – STAFF REPORT**

**DATE:** December 5, 2024  
**TO:** Planning Commission Members  
**FROM:** Heather Richards, Community Development Director

**SUBJECT:** Public Hearing: Zoning Text Amendment, Chapter 17.64 – Psilocybin Activities, Time, Place and Manner, Docket G 5-22

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### **Report in Brief:**

This is a legislative public hearing to consider proposed amendments to the McMinnville Municipal Code, Chapter 17.64, relative to time, manner, and place regulations for Psilocybin Activities (Docket G 5-22). (Please see Attachment A – Proposed Amendments, McMinnville Municipal Code, Chapter 17.64).

### **Background:**

In 2020, the Oregon electorate passed Measure 109, legalizing the production and facilitation of psilocybin services for adults 21 years of age or older.

Per the measure, the Oregon Health Authority would start accepting applications for psilocybin-related licenses on January 2, 2023, and would adopt rules for psilocybin activities by December 31, 2022.

Measure 109 also had a provision that local cities could vote to delay the production and facilitation of psilocybin services within their jurisdictional authority by two years, which the community of McMinnville approved in November 2022.

### **Discussion:**

On October 19, and November 16, 2022, the McMinnville City Council conducted work sessions with city staff on possible time, manner, and place regulations for Psilocybin Activities. At that time, City Council asked for time, manner and place provisions similar to the production and sale of marijuana in McMinnville. Chapter 17.64 of the McMinnville Municipal Code has been amended to reflect this direction.

**Attachments:**

- Attachment 1: Proposed Amendments to Chapter 17.64 of the McMinnville Municipal Code
- Attachment 2: Copy of the October 19, 2022, City Council Work Session Presentation

**Recommendation:**

Staff recommends the Planning Commission vote to recommend adopting the proposed amendments to the McMinnville Municipal Code, Chapter 17.64 to the McMinnville City Council.

**“I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE CITY COUNCIL ADOPT THE PROPOSED AMENDMENTS TO THE MCMINNVILLE MUNICIPAL CODE, CHAPTER 17.64.”**



PROPOSED AMENDMENTS TO THE MCMINNVILLE MUNICIPAL CITY CODE –

New proposed language is represented by red font, deleted language is represented by strikethrough font.

Chapter 17.06

Sections:

- 17.06.010 Generally.
- 17.06.015 General Definitions.
- 17.06.020 Special Definitions.
- 17.06.025 Airport Overlay Zone Related Definitions.
- 17.06.030 Flood Area Zone Related Definitions.
- 17.06.035 Landscaping Related Definitions.
- ~~17.06.036 Marijuana Activities Related Definitions.~~
- 17.06.040 Sign Related Definitions.
- 17.06.045 Tree Related Definitions.
- 17.06.050 Wireless Communication Facilities Related Definitions.
- 17.06.060 Historic Preservation Related Definitions.

~~17.06.036 Marijuana Activities Related Definitions.~~

For the purpose of Marijuana Related Activities (Chapter 17.64), the following definitions shall apply.

**Cannabinoid** – ~~Any of the chemical compounds that are the active constituents of marijuana.~~

**Cannabinoid Product** – ~~A cannabinoid edible and any other product intended for human consumption or use, including a product intended to be applied to the skin or hair that contains cannabinoids or dried marijuana leaves or flowers.~~

**Canopy** – ~~The surface area utilized to produce mature marijuana plants calculated in square feet and measured using the outside boundaries of any area that includes mature marijuana plants including all of the space within the boundaries.~~

**Cultivation** – ~~All phases of growth of marijuana from seed to harvest, or preparing, packaging or repackaging, labeling, or relabeling of marijuana prior to consumption, or incorporation into a recreational marijuana-infused product.~~

**Immature Marijuana Plant** – ~~A marijuana plant that is not flowering.~~

**Marijuana** – ~~The plant Cannabis family Cannabaceae, any part of the plant of the Cannabis family Cannabaceae and the seeds of the plant Cannabis family Cannabaceae. “Marijuana” does not include industrial hemp, as defined in ORS 571.300.~~

**Marijuana Business** – ~~Any person or entity appropriately licensed by the Oregon Health Authority (OHA) or Oregon Liquor Control Commission (OLCC) that sells, produces, cultivates,~~

~~grows, wholesales, processes or tests medical marijuana or recreational adult use marijuana within the City of McMinnville.~~

~~**Marijuana Paraphernalia**— Any instrument that is used in the manufacture, production, distribution, sale, or consumption of marijuana. Examples include but are not limited to certain types of smoking pipes, bong, roach clips, rolling papers, grinders, or scales.~~

~~**Marijuana Processing**— Preparing, compounding or conversion of marijuana into edibles, skin and hair products, cannabinoid concentrates, and cannabinoid extracts for medical or recreational purposes. “Processing” does not include packaging or labeling.~~

~~**Marijuana Production**— The planting, cultivation, growing, trimming, drying or harvesting of retail recreational marijuana.~~

~~**Medical Marijuana Dispensary**— A medical marijuana dispensary registered under ORS 475.314 or a site for which an applicant has submitted an application for registration under ORS 475.314.~~

~~**Medical Marijuana Grow Site**— A specific location registered by the Oregon Health Authority and used by the grower to produce marijuana for medical use by a specific patient. Medical grow sites are regulated by state law as follows: 12 mature plants are allowed per grow site in residential zones; 48 mature plants per grow site in all other zones. If all grows at the site had registered with the State of Oregon by January 2, 2015, the grow site is limited to the number of plants at the grow site as of December 31, 2015, not to exceed 24 mature plants per grow site in a residential zone and 96 mature plants per grow site in all other zones.~~

~~**Production, Indoor**— Producing marijuana within an enclosed building in any manner utilizing artificial lighting on mature marijuana plants, and that does not meet the definition as an outdoor production facility.~~

~~**Production, Outdoor**— Producing marijuana in an expanse of open or cleared ground, or in a greenhouse, hoop house or similar non-rigid structure that does not utilize artificial lighting on mature plants, including but not limited to electrical lighting sources. (Ord. 5000 §1, 2015).~~

Chapter 17.64

MARIJUANA RELATED SPECIAL ACTIVITIES

Sections:

17.64.000	Marijuana Related Activities
17.64.010	Purpose
17.64.015	Definitions
17.64.020	Applicability
17.64.030	Locations
17.64.040	Performance Standards
17.64.050	Non-conforming Use
17.64.060	Enforcement
17.64.100	Psilocybin Related Activities
17.64.110	Purpose
17.64.120	Definitions
17.64.130	Applicability
17.64.140	Locations
17.64.150	Performance Standards
17.64.160	Enforcement

**17.64.000 MARIJUANA RELATED ACTIVITIES**

17.64.010 Purpose. The purpose of this Chapter is to establish zoning regulations that provide for state licensed medical marijuana and commercial recreational marijuana activities allowed under voter-approved statewide initiatives and subject to other statewide administrative rules. The requirements of this Chapter are intended to be consistent with those regulations and, in some cases, augment them as necessary to provide adequate safeguards to address potential public health, safety and welfare considerations, particularly those associated with the cultivation, processing, and production of marijuana and the detrimental effects such activities may have upon McMinnville citizens and neighborhoods.

17.64.015 Definitions For the purpose of Marijuana Related Activities the following definitions shall apply. *(Note: Relocated from 17.06)*

**Cannabinoid** – Any of the chemical compounds that are the active constituents of marijuana.

**Cannabinoid Product** – A cannabinoid edible and any other product intended for human consumption or use, including a product intended to be applied to the skin or hair that contains cannabinoids or dried marijuana leaves or flowers.

**Canopy** – The surface area utilized to produce mature marijuana plants calculated in square feet and measured using the outside boundaries of any area that includes mature marijuana plants including all of the space within the boundaries.

**Cultivation** – All phases of growth of marijuana from seed to harvest, or preparing, packaging or repackaging, labeling, or relabeling of marijuana prior to consumption, or incorporation into a recreational marijuana-infused product.

**Immature Marijuana Plant** - A marijuana plant that is not flowering.

**Marijuana** – The plant Cannabis family Cannabaceae, any part of the plant of the Cannabis family Cannabaceae and the seeds of the plant Cannabis family Cannabaceae. “Marijuana” does not include industrial hemp, as defined in ORS 571.300.

**Marijuana Business** – Any person or entity appropriately licensed by the Oregon Health Authority (OHA) or Oregon Liquor Control Commission (OLCC) that sells, produces, cultivates, grows, wholesales, processes or tests medical marijuana or recreational adult use marijuana within the City of McMinnville.

**Marijuana Paraphernalia** – Any instrument that is used in the manufacture, production, distribution, sale, or consumption of marijuana. Examples include but are not limited to certain types of smoking pipes, bongs, roach clips, rolling papers, grinders, or scales.

**Marijuana Processing** – Preparing, compounding or conversion of marijuana into edibles, skin and hair products, cannabinoid concentrates, and cannabinoid extracts for medical or recreational purposes. “Processing” does not include packaging or labeling.

**Marijuana Production** – The planting, cultivation, growing, trimming, drying or harvesting of retail recreational marijuana.

**Medical Marijuana Dispensary** – A medical marijuana dispensary registered under ORS 475.314 or a site for which an applicant has submitted an application for registration under ORS 475.314.

**Medical Marijuana Grow Site** – A specific location registered by the Oregon Health Authority and used by the grower to produce marijuana for medical use by a specific patient. Medical grow sites are regulated by state law as follows: 12 mature plants are allowed per grow site in residential zones; 48 mature plants per grow site in all other zones. If all grows at the site had registered with the State of Oregon by January 2, 2015, the grow site is limited to the number of plants at the grow site as of December 31, 2015, not to exceed 24 mature plants per grow site in a residential zone and 96 mature plants per grow site in all other zones.

**Production, Indoor** – Producing marijuana within an enclosed building in any manner utilizing artificial lighting on mature marijuana plants, and that does not meet the definition as an outdoor production facility.

**Production, Outdoor** – Producing marijuana in an expanse of open or cleared ground, or in a greenhouse, hoop house or similar non-rigid structure that does not utilize artificial lighting on mature plants, including but not limited to electrical lighting sources. (Ord. 5000 §1, 2015).

**17.64.020**     **Applicability.**

- A. The requirements of this Chapter shall apply to the following state licensed uses or activities:
  - 1. Medical marijuana dispensaries;
  - 2. Medical marijuana processing activities;
  - 3. Medical marijuana production activities;
  - 4. Commercial marijuana retail activities;
  - 5. Commercial marijuana wholesale activities;
  - 6. Commercial marijuana processing activities; and
  - 7. Commercial marijuana production activities.
- B. Where existing planned development provisions differ from the standards of this Chapter, the standards of the planned development ordinance shall take precedence.



17.64.030 Locations.

- A. Marijuana activities may locate in the following zones, as described below and as may be required by Section 17.64.040.
1. State licensed medical marijuana dispensary or commercial recreational marijuana retail business shall be located only on lands zoned C-1 or C-3.
  2. State licensed medical marijuana processing or production, or commercial recreational marijuana processing or production shall be located only on lands zoned M-1 or M-2.
  3. State licensed commercial marijuana wholesale use shall be located only on lands zoned L-M, M-1, or M-2.

17.64.040 Performance Standards.

- A. In addition to other requirements noted in this Chapter, medical marijuana and commercial recreational marijuana activities shall be subject to the following:
1. Medical marijuana dispensaries and commercial recreational marijuana retail businesses may operate between the hours of 9:00am and 9:00pm only.
  2. Any state licensed marijuana activity operating within the city shall be located indoors within a permanent building and may not locate in a trailer, cargo container or motor vehicle. Outdoor storage of any merchandise, plants, or other marijuana activity related materials is not allowed. Further, no drive-through facilities or temporary facilities shall be permitted.
  3. There shall be no marijuana, marijuana product, or marijuana paraphernalia visible from the exterior of the building.
  4. Medical marijuana dispensaries may not be located within 1,000 feet of another state licensed dispensary.
  5. Commercial recreational retail businesses may not be located within 1,000 feet of another state licensed commercial recreational retail business.
  6. Medical marijuana dispensaries and/or commercial recreational facilities may not be located within 1,000 feet of the following:
    - a. ~~School as defined by OAR 333-008-1110(2)~~  
**Public/private or parochial pre-school, elementary, middle and high school.**
    - b. McMinnville public library, community center, or aquatic center.
    - c. **Recreation facility attended primarily by minors.**
  7. Commercial marijuana production shall be limited to indoor production and up to Tier II size limits (10,000 square foot maximum canopy).
  8. All sites on which a state licensed marijuana facility is located shall provide landscaping and off-street parking consistent with the requirements of Chapter 17.57 (Landscaping) and Chapter 17.60 (Off-Street Parking) of the zoning ordinance.
  9. Signs for locations on which a state licensed marijuana facility is located shall comply with the applicable provisions of Chapter 17.62 (Signs) of the zoning ordinance.
  10. All other development requirements (e.g., fencing, property setbacks and buffers, solid waste disposal, lighting) shall be as required by the zone in which the marijuana activity is located or otherwise required by the zoning ordinance or applicable planned development ordinance.
  11. The City Building Division will require a proof of license from the State (either OHA or OLCC, as applicable) showing the security plan, waste disposal plan, and all other required improvements prior to release of a final occupancy permit.
  12. All other applicable requirements of state law regarding the operation of a state licensed marijuana activity shall apply as they now exist or may be amended.

13. The private growing or cultivation of marijuana for non-commercial personal use, as defined by state law, is not regulated by this chapter. (Ord. 5014 §1, 2016)
14. Marijuana dispensaries or production facilities may not be located within a mixed-use development with a residential component.

17.64.050 Non-conforming Use. A marijuana activity lawfully established prior to the adoption of this ordinance but that is not in compliance with the allowed uses or the standards for those uses as described in this Chapter shall be considered a lawful nonconforming use. The continuation of a lawful nonconforming use is subject to the applicable provisions of Chapter 17.63 (Nonconforming Uses). In addition, any dispensary that offered for sale commercial recreational marijuana as provided by SB 460 (early sales legislation) prior to the adoption of this ordinance but that is not in compliance with the allowed uses or the performance standards for such use as described in this Chapter shall not be permitted to continue such commercial recreational retail sales after December 31, 2016.

17.64.060 Enforcement. Nothing contained herein shall preclude the issuance of citations for violations of this ordinance, either prior to, concurrently with, or after action is commenced to declare a marijuana activity to be unlawful. Marijuana activities found to be in violation of the provisions of this Chapter, or other applicable provisions of this zoning ordinance, are subject to the provisions of Chapter 17.03 (General Provisions)

#### **17.64.100 PSILOCYBIN RELATED ACTIVITIES**

17.64.110 Purpose. The purpose of this section is to establish zoning regulations that provide for state licensed psilocybin activities allowed under voter-approved statewide initiatives and subject to other statewide administrative rules. The requirements of this Chapter are intended to be consistent with those regulations and, in some cases, augment them as necessary to provide adequate safeguards to address potential public health, safety and welfare considerations, particularly those associated with the cultivation and administration of psilocybin products and the potential detrimental effects such activities may have upon McMinnville citizens and neighborhoods.

17.64.120 Definitions For the purpose of Psilocybin Related Activities the following definitions shall apply.

**Psilocybin Manufacturer** - A building or structure, licensed under ORS 475A.290, used in whole or in part for the manufacture, planting, cultivation, growing, harvesting, production, preparation, propagation, compounding, conversion or processing of a psilocybin product, either directly or indirectly by extraction from substances of natural origin, or independently by means of chemical synthesis, or by a combination of extraction and chemical synthesis, and includes any packaging or repackaging of the psilocybin product or labeling or relabeling of its container.;

**Psilocybin Testing Lab** - A building or structure, licensed under ORS 475A.594, used in whole or in part for the testing of psilocybin products.;

**Psilocybin Facilitators** - A building or structure with offices licensed under ORS 475A.305, used in whole or in part for psilocybin facilitators.

**Psilocybin Service Centers** - A building or structure, licensed under ORS 475A.305, used in whole or in part for psilocybin administration sessions and at which other psilocybin services may be provided.

**Psilocybin Waste.** The unwanted part or parts of a psilocybin-bearing mushroom or any related elements (such as growth medium, etc.) that a producer wishes to dispose of. Psilocybin waste for the purposes of this Code does not include waste that has been treated or contaminated with solvents, or other chemicals that would be considered household hazardous waste or hazardous waste.

17.64.130 Applicability The requirements of this Chapter shall apply to the following state licensed uses or activities related to psilocybin.:

- A. Manufacturers;
- B. Testing Labs;
- C. Facilitators;
- D. Service Centers

17.64.140 Locations.

- A. Psilocybin activities may locate in the following zones, as described below and as may be required by Section 17.64.150.
  - 1. State licensed facilitator offices and service centers shall be located only on lands zoned C-1 or C-3.
  - 2. State licensed testing labs or manufacturers shall be located only on lands zoned M-1 or M-2.

17.64.150 Performance Standards.

- A. In addition to other requirements noted in this Chapter, psilocybin activities shall be subject to the following:
  - 1. Service centers may operate between the hours of 9:00am and 9:00pm only.
  - 2. Any state licensed psilocybin activity operating within the city shall be located indoors within a permanent building and may not locate in a trailer, cargo container or motor vehicle. Outdoor storage of any merchandise, plants, or other psilocybin activity related materials is not allowed. Further, no drive-through facilities or temporary facilities shall be permitted.
  - 3. There shall be no psilocybin product or paraphernalia visible from the exterior of the building.
  - 4. Service centers may not be located within 1,000 feet of another state licensed service center.
  - 5. Psilocybin service centers, testing labs or manufacturers may not be located within 1,000 feet of the following:
    - a. Public/private or parochial pre-school, elementary, middle and highschool.
    - b. McMinnville public library, community center, or aquatic center.
    - d. Recreation facility attended primarily by minors.
    - e. Public plaza and active use parks.
    - f. Licensed Daycare or Childcare Center
  - 6. Psilocybin service centers, testing labs or manufacturers may not be located on a property with a residence, including a caretaker's residence.
  - 7. All sites on which a state licensed psilocybin facility is located shall provide landscaping and off-street parking consistent with the requirements of Chapter 17.57 (Landscaping) and Chapter 17.60 (Off-Street Parking) of the zoning ordinance.
  - 8. Signs for locations on which a state licensed psilocybin facility is located shall comply with the applicable provisions of Chapter 17.62 (Signs) of the zoning ordinance.
  - 9. Security Measures Required
    - a. Landscaping shall be continuously maintained to provide clear lines of sight from public rights-of-way to all building entrances.
    - b. Exterior lighting shall be provided and continuously maintained.

- c. Any security bars installed on doors or windows visible from the public right-of-way shall be installed interior to the door or window, in a manner that they are not visible from the public right-of-way.
  - d. Access to a production or testing facility shall be limited to employees, personnel, and guests over the age of 21 who are authorized by the facility operator.
10. All other development requirements (e.g., fencing, property setbacks and buffers, solid waste disposal, lighting) shall be as required by the zone in which the marijuana activity is located or otherwise required by the zoning ordinance or applicable planned development ordinance.
  11. The City Building Division will require a proof of license from the State (either OHA or OLCC, as applicable) showing the security plan, waste disposal plan, and all other required improvements prior to release of a final occupancy permit.
  12. All other applicable requirements of state law regarding the operation of a state licensed psilocybin activity shall apply as they now exist or may be amended.
  13. The private growing or cultivation of psilocybin for non-commercial personal use, as defined by state law, is not regulated by this chapter. (Ord. 5014 §1, 2016)

17.64.160 Enforcement. Nothing contained herein shall preclude the issuance of citations for violations of this ordinance, either prior to, concurrently with, or after action is commenced to declare a psilocybin activity to be unlawful. Psilocybin activities found to be in violation of the provisions of this Chapter, or other applicable provisions of this zoning ordinance, are subject to the provisions of Chapter 17.03 (General Provisions)



# TIME, PLACE AND MANNER

Attachment 2

## Psilocybin Services – M109

City Council, Work Session  
October 19, 2022



# M109 – PSILOCYBIN SERVICES

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- M109 created a license and regulatory framework for production of psilocybin and facilitation of psilocybin services for adults 21 years of age and older.**
- OHA will adopt rules – December 31, 2022**
- OHA will begin receiving applications for licensure – on January 2, 2023**

# TYPES OF SERVICES

- ❖ **Manufacturer License – PRODUCTION.**  
(Must be indoors)
- ❖ **Testing Lab License – TESTING.**
- ❖ **Facilitator License – SERVER.** (Cannot transfer psilocybin products to clients)
- ❖ **Service Center License – DISPENSARY.** (Provides psilocybin products to clients for use during administration session. Cannot be located within 1000 feet of a school. Must have defined boundaries.)

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# Local Government Issues

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## Local Government Opt-Out:

- May adopt ordinances that prohibit Manufacturers and Service Centers.
- Ordinances must be referred to voters at the next general election.

## Time, Manner, and Place Regulations:

- Local governments may adopt reasonable regulations on hours, location, and operation of licenses.
- Local taxes and fees are prohibited.

## Land Use Compatibility Statements (LUCS):

- Applicants for Service Center and Manufacturer licenses are required to request a LUCS from their local government before submitting a license application.

# TPM – IN THE LAW

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## 475A.290. MANUFACTURERS

- ❖ Cannot be located on public land; must have defined boundaries.
- ❖ Outdoor cultivation is prohibited.
- ❖ Landlord must consent to use.

# TPM – IN THE LAW

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## 475A.305. SERVICE CENTERS

- ❖ Cannot be located within a residence.
- ❖ Cannot be located in a residential zone.
- ❖ Cannot be located within 1000 feet of a public/private/parochial elementary or secondary school, unless the OHA determines that there is a physical or geographic barrier capable of preventing children from traversing to the service center than the proximity can be reduced to 500 feet. (OHA will use GIS mapping tool for school proximity).
- ❖ Cannot be located on public land; must have defined boundaries.



# TPM – WHAT THE LAW ALLOWS

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## 475A.530 – Local time, place and manner regulations

- ❖ Reasonable limitations on the hours during which a premises for which a license has been issued under may operate.
- ❖ Reasonable requirements related to the public's access to a premises.
- ❖ Reasonable limitations on where a premise can be located.
- ❖ However, cannot invoke a separation standard greater than 1000 feet from another service center.

# OPTIONS

- ❖ Adopt Time, Place and Manner regulations similar to existing TPM for marijuana facilities.
- ❖ Adopt Time, Place and Manner regulations that are different than TPM for marijuana facilities.
- ❖ Rely on State regulations for Time, Place and Manner regulations.

# MCMINNVILLE'S MARIJUANA TPM

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## 1.) Locations:

- **Dispensaries = C1 and C3 zones.**  
**Must be separated by 1000 feet.**
- **Manufacturing = LM, M1 and M2**
- **Cannot be within 1000 feet of elementary, middle, and high school, public library, community center, and aquatic center.**

## 2) Hours of Operation: 9:00 AM – 9:00 PM

## 3) Development Standards

- **Must be in a building and not in a trailer, cargo container or motor vehicle.**
- **No outdoor storage allowed.**
- **No paraphernalia visible to the public.**
- **No drive-through facilities or temporary facilities.**

# OTHER CITIES' TPM PSILOCYBIN

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## 1) Locations:

- Cannot be located on a property with a residence, including a caretaker's residence.

## 2) Proximity Restrictions

- Within 1000 feet of Schools, public or private pre-school, elementary, middle or high school
- Within 1000 feet of Public plazas and active use parks
- Within 1000 feet of public library, public park, community recreation facility attended primarily by minors
- Participant sports and recreation facility attended primarily by minors
- Licensed daycare center.

## 3) Hours of Operation: 8:00 AM – 10:00 PM

## 4) Development Standards

- **Must be in a building and not in a trailer, cargo container or motor vehicle.**
- **No outdoor storage allowed.**
- **No paraphernalia visible to the public.**
- **No drive-through facilities or temporary facilities.**
- **Exterior Lighting**
- **Waste Disposal**



# MCMINNVILLE'S MARIJUANA TPM

---

## 1.) Locations:

- Dispensaries (**Service Centers**) = C1 and C3 zones. Must be separated by 1000 feet.
- Manufacturing = LM, M1 and M2
- Cannot be within 1000 feet of **public/private/parochial** elementary, middle, and high school, public library, community center, and aquatic center.
- **Recreation facility attended primarily by minors.**
- **Licensed Daycare Center**
- Cannot be located on a property with a residence, including a caretaker's residence.

← **pre-school**

## 2) Hours of Operation: 9:00 AM – 9:00 PM

## 3) Development Standards

- Must be in a building and not in a trailer, cargo container or motor vehicle.
- No outdoor storage allowed.
- No paraphernalia visible to the public.
- No drive-through facilities or temporary facilities.
- **Exterior Lighting**
- **Waste Disposal**

# TIMING – STEPS TO ADOPT TPM CODE

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1. **Draft Code Language**
2. **Notice DLCD 35 days in advance of first public hearing.**
3. **Newspaper notice 5 – 15 days in advance of public hearing**
4. **Planning Commission hosts public hearing.**
5. **Planning Commission votes on a recommendation to City Council**
6. **City Council considers Planning Commission recommendation.**
7. **City Council votes on Ordinance adopting TPM code.**
8. **Ordinance takes effect in 30 days.**

*Approximately 90 days if just one public hearing at the Planning Commission level and no public hearings at the City Council level.*

# TIMING – STEPS TO ADOPT TPM CODE

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1. Draft Code Language **(Work Session PC, November 17, 2022)**
2. Notice DLCD 35 days in advance of first public hearing. **(October 26, 2022)**
3. Newspaper notice 5 – 15 days in advance of public hearing
4. Planning Commission hosts public hearing. **(December 1, 2022)**
5. Planning Commission votes on a recommendation to City Council **(December 1, 2022)**
6. City Council considers Planning Commission recommendation. **(December 13, 2022)**
7. City Council votes on Ordinance adopting TPM code. **(December 13, 2022)**
8. Ordinance takes effect in 30 days. **(January 13, 2022)**

# TIME, PLACE AND MANNER

## Psilocybin Services – M109

City Council, Work Session  
October 19, 2022

