



Area  
Plan

City of McMinnville

**Docket G 7-21**

**City Council Public Hearing, June 14, 2022**

**Legislative Initiative**



# HOUSEKEEPING ISSUES



- **Tonight’s Discussion is not about the quasi-judicial rezones that are currently in a public hearing process with the Planning Commission.**
- **Tonight’s discussion is about an Area Plan, which is a legislative initiative and the results of a community visioning process.**
- **There are three quasi-judicial land-use applications that have requested a comprehensive plan map amendment and rezone from industrial to commercial, which are the results of private property owners exercising their right to apply for land-use changes on their properties.**

# WHAT IS AN AREA PLAN?

It is a community vision developed by community members.

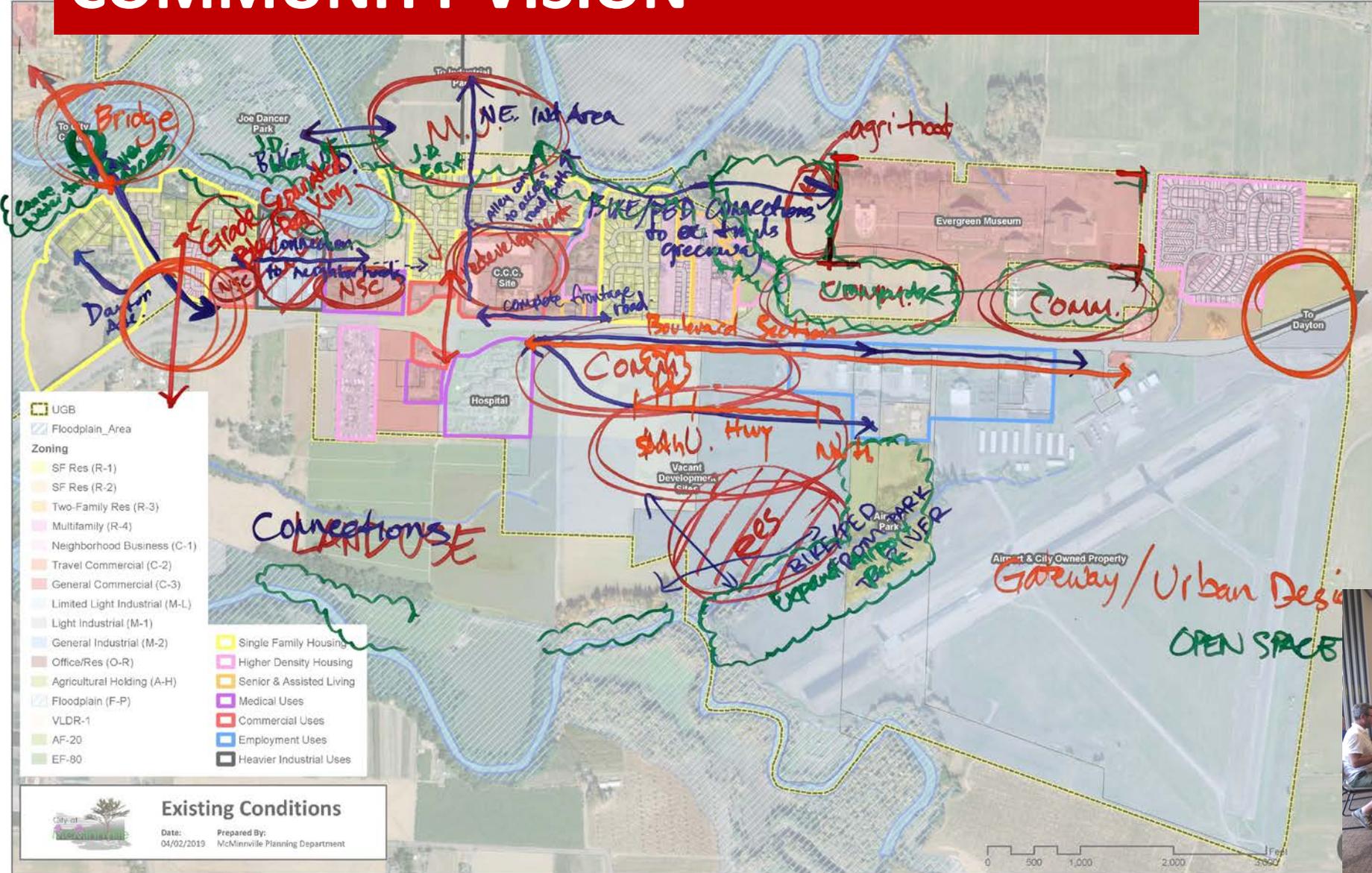
High-level planning document meant to provide guidance to other more specific planning processes, such as public utility plans, parks and open space plans, etc.

June 14, 2022



# COMMUNITY VISION

## THREE MILE LANE Area Plan



Literally  
 Drawn by  
 Community  
 Members in  
 Charrettes



# PUBLIC PROCESS / ENGAGEMENT



Understanding what goes into a plan development that comes to you in draft form for consideration.

- 100s of hours of community volunteer time, providing their input, making decisions that inform the plan.
- 100s of hours of technical expertise refining the plans that the community volunteers developed for feasibility and execution
- Refinement of ideas through public open houses, town halls, surveys, etc.
- Draft comes to you. Staff's job is to present the plan that the public process developed.



# HOUSEKEEPING ISSUES



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- **There are three quasi-judicial land-use applications that have requested a comprehensive plan map amendment and rezone from industrial to commercial, which are the results of private property owners exercising their right to apply for land-use changes on their properties.**

**The Area Plan might help to mitigate some of the concerns expressed about the rezones.**

**It has very specific and intentional language in it about the area that is part of the rezone applications relative to design and development standards, type of development, etc.**

# The Documents

## Three Mile Lane Area Plan – Draft March 17, 2022

**Appendix A: Public Involvement**

**Appendix B: Existing Conditions**

**Appendix C: Case Study Report**

**Appendix D: Evaluation and Screening**

**Appendix E: Implementation**



### City of McMinnville



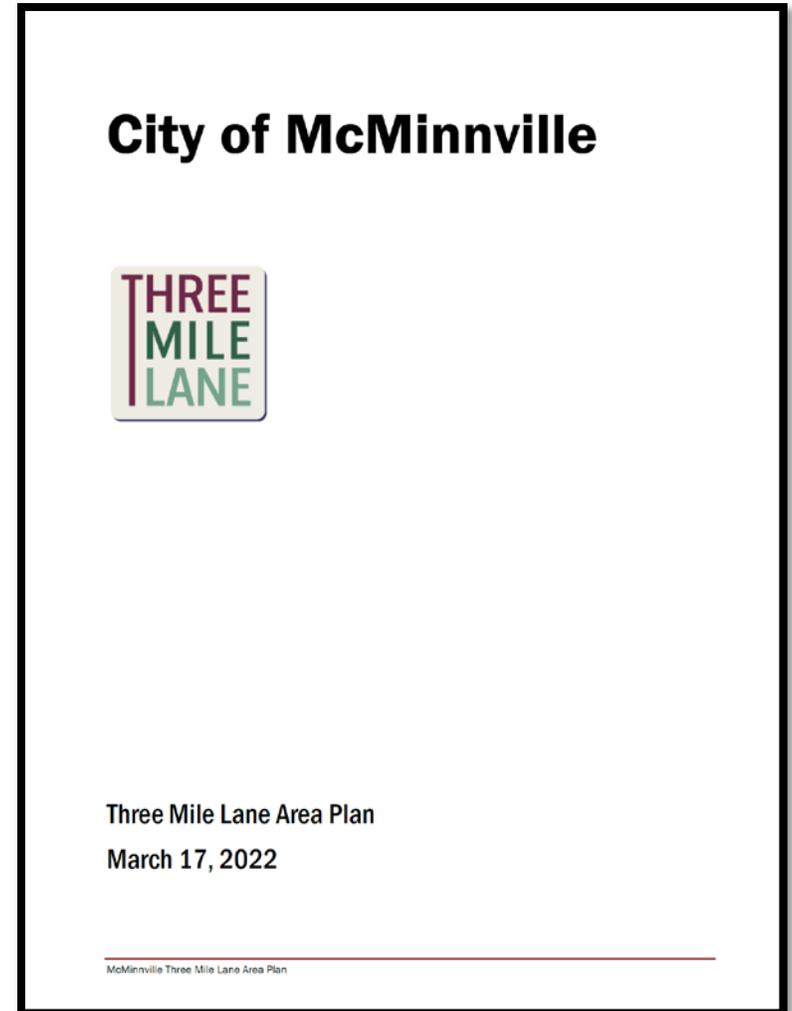
Three Mile Lane Area Plan  
March 17, 2022

McMinnville Three Mile Lane Area Plan

# The Documents

## Three Mile Lane Area Plan – Draft March 17, 2022

**This is a 50-page document that was developed over four years by a volunteer project advisory committee, with design charrettes, public open houses, town halls, etc., and recommended by Planning Commission for approval.**



# The Documents

## Three Mile Lane Area Plan – Draft March 17, 2022

**Appendix A: Public Involvement**

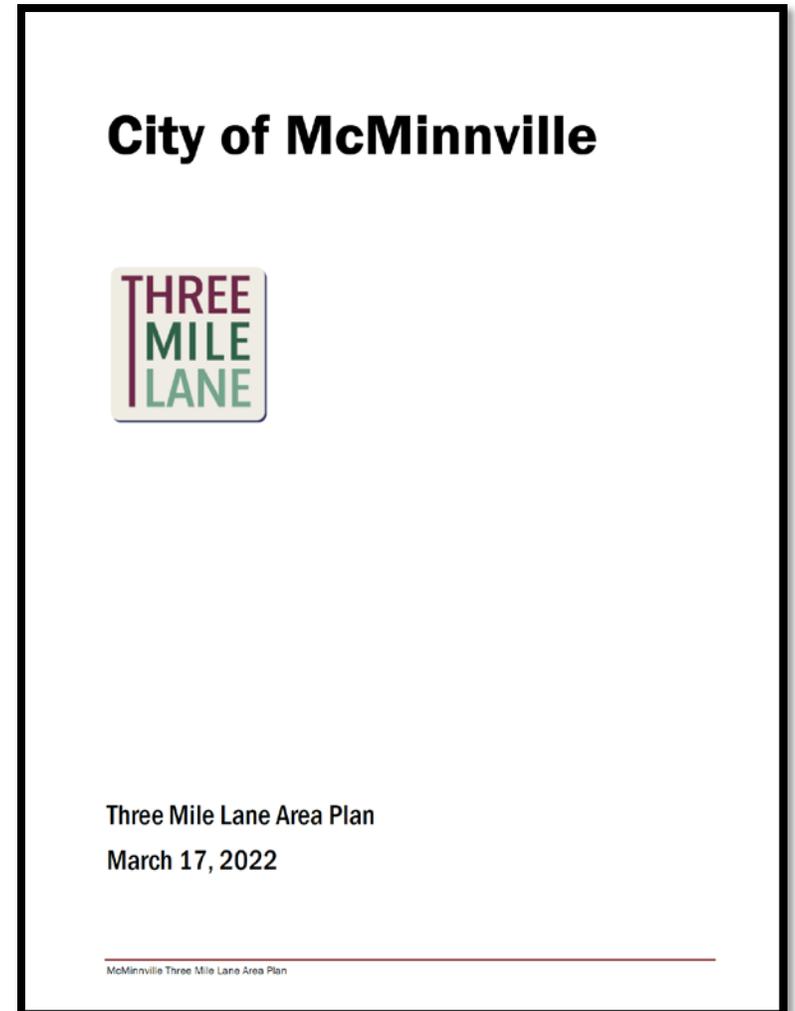
**Appendix B: Existing Conditions**

**Appendix C: Case Study Report**

**Appendix D: Evaluation and Screening**

**Appendix E: Implementation**

**Transportation Analysis**  
**Market Analysis**  
**Economic Development Analysis**  
**Design and Development Standards**



# THE PLAN ITSELF



- Existing Conditions in the Area
- Community Vision and Goals for the Area
- Land Use Summary
- Urban Design Elements
  - Mixed-Use Area
  - Tourist Commercial
  - Health Care Area
  - Retail Center / Innovation Campus
- Transportation
  - Preferred Facility Design
- Policies (Design and Development Standards)
- Implementation Recommendations

**The question was asked:**

**What is the best way that this study area can serve McMinnville's current and future needs?**

**Does the current comprehensive plan map support that future vision?**

**If changes need to be made to the comprehensive plan map what does that do to the Transportation Plans for the corridor?**

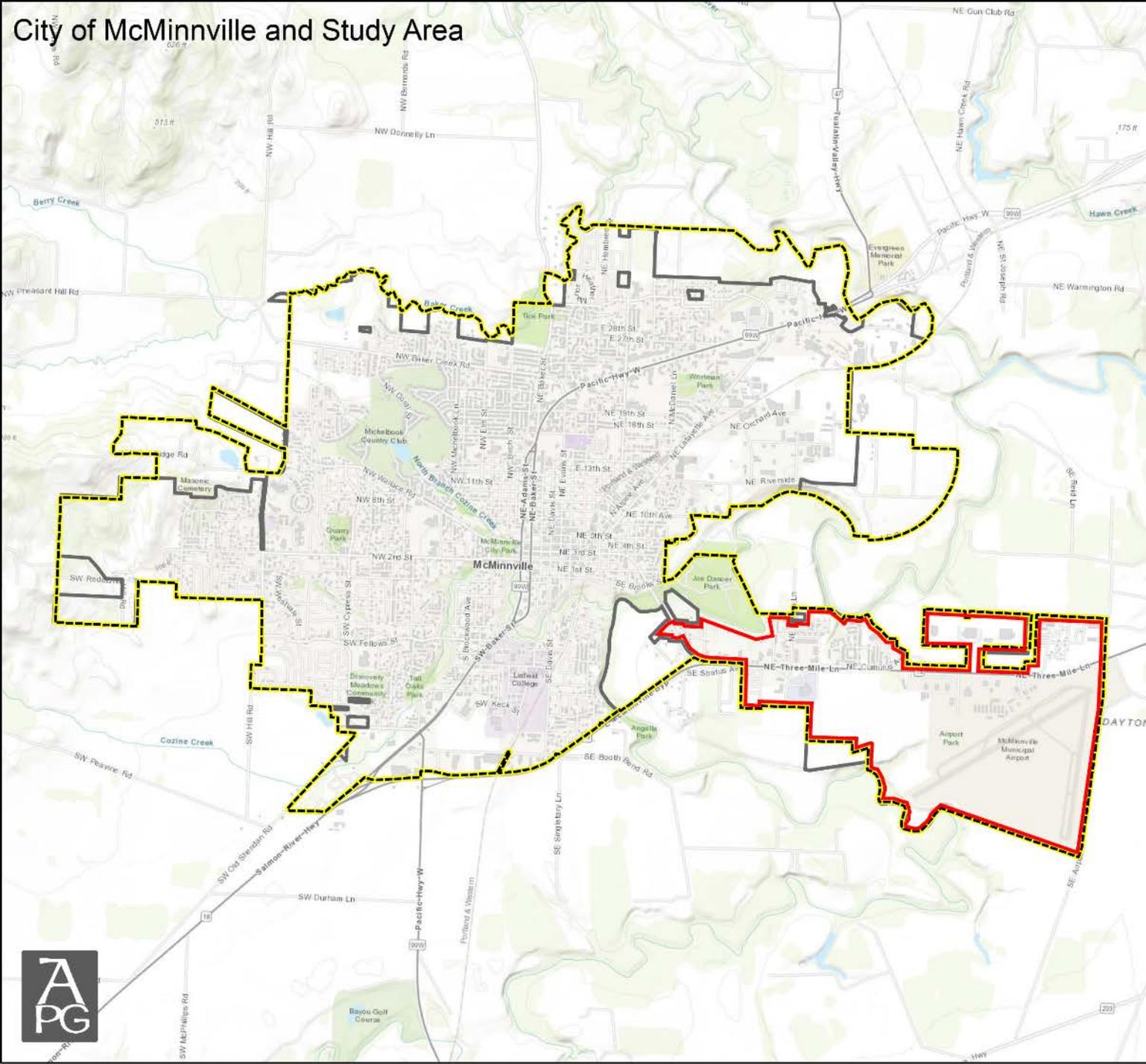
# Project Documents

[www.threemilelane.com](http://www.threemilelane.com)

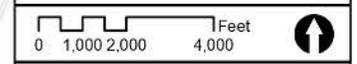
<https://www.mcminnvilleoregon.gov/planning/page/g-7-21-three-mile-lane-area-plan-3mlap-comprehensive-plan-amendment>



# City of McMinnville and Study Area



- Legend**
- Study Area (Rough)
  - UGB
  - City Limits



Prepared By: Angelo Planning Group  
Date: 10/16/2018

## Study Area Context

# CONSIDERATION

## COMPREHENSIVE PLAN AMENDMENTS

- **Supplemental Document: Adopt the Three Mile Lane Area Plan and Appendices as a supplemental document to the Comprehensive Plan.**
- **Text Amendment: Amend Volume II of the Comprehensive Plan, Goals, Policies and Proposals, Chapter VI (Transportation) to add a proposal to amend the Comprehensive Plan Map and Transportation System Plan consistent with the adopted Three Mile Lane Area Plan.**



## City of McMinnville



Three Mile Lane Area Plan  
March 17, 2022

McMinnville Three Mile Lane Area Plan

# CONSIDERATION

## COMPREHENSIVE PLAN TEXT AMENDMENTS

***The comprehensive plan map amendments and any associated rezones consistent with the 3MLAP could be initiated by the City or property owners through future map amendment applications, at which time any necessary changes to the TSP would need to be made. Until the comprehensive plan map amendments are adopted for individual properties, the properties would continue to be subject to the use provisions of current Comprehensive Plan map and zoning map designations and provisions of any property-specific PD overlay zones. Those properties would still be subject to any new development standards of the new Three Mile Lane Overlay Zone.***



## City of McMinnville



Three Mile Lane Area Plan  
March 17, 2022

McMinnville Three Mile Lane Area Plan

# CONSIDERATION



## COMPREHENSIVE PLAN AMENDMENTS

- Supplemental Document Lane Area Plan and A supplemental document Plan.

**Adopting the Three Mile Lane Area Plan does not change the comprehensive plan map, the zoning map or the TSP.**

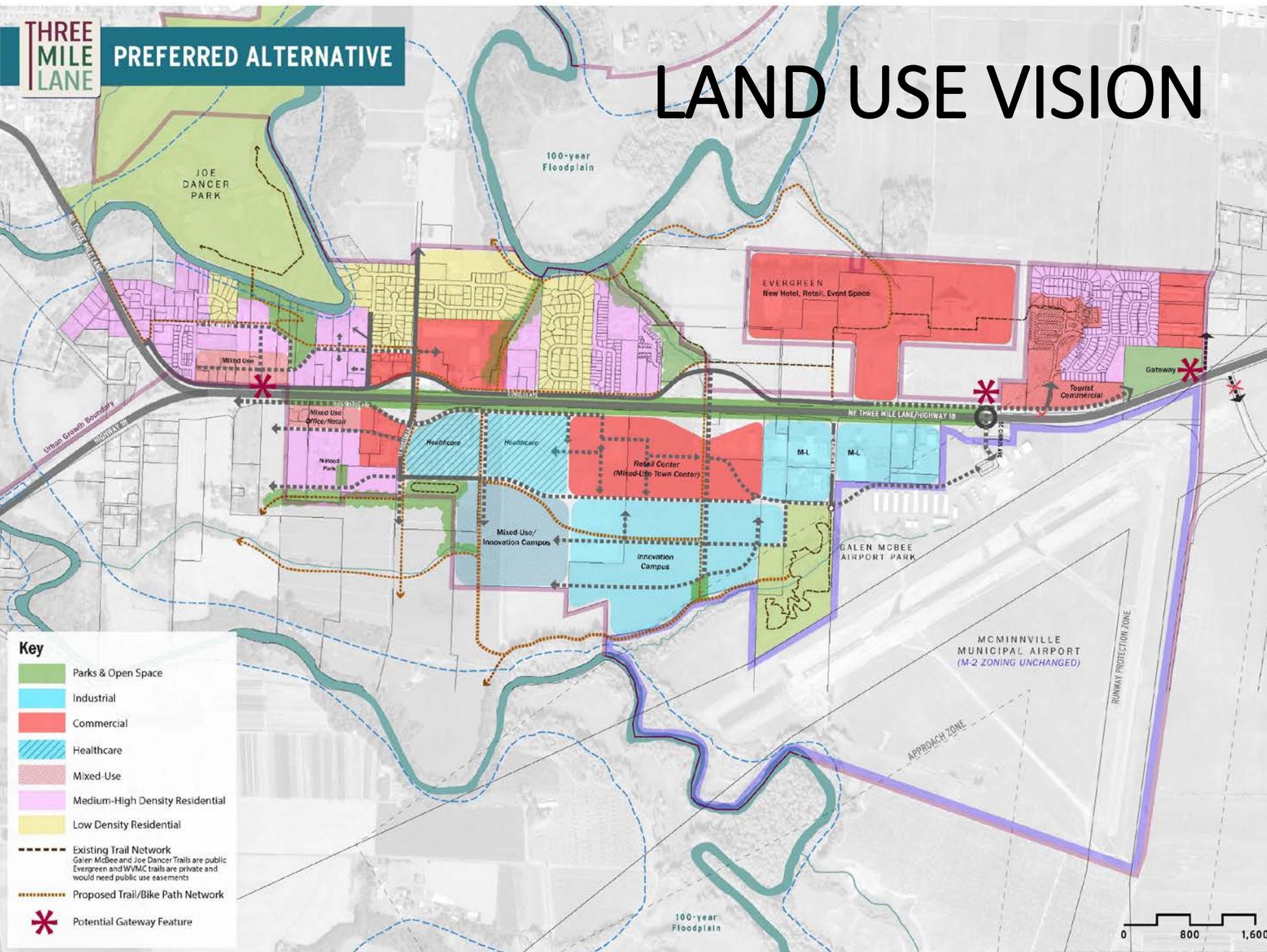
- Text Amendment: Amend Volume II of the Comprehensive Plan, Goals, Policies and Proposals, Chapter VI (Transportation) to add a proposal to amend the Comprehensive Plan Map and Transportation System Plan consistent with the adopted Three Mile Lane Area Plan.

Three Mile Lane Area Plan  
March 17, 2022

McMinnville Three Mile Lane Area Plan

# LAND USE VISION

- Land Use Efficiencies – More Job Density and More Housing Density
- Walkable McMinnville Retail Center reflecting McMinnville’s unique charm.
- Corporate campus, with buildings oriented to Yamhill River; maintaining view corridors.
- Mixed-use and medical-related uses.
- Trails, Connectivity, Open Space, Protected Natural Features



**Key**

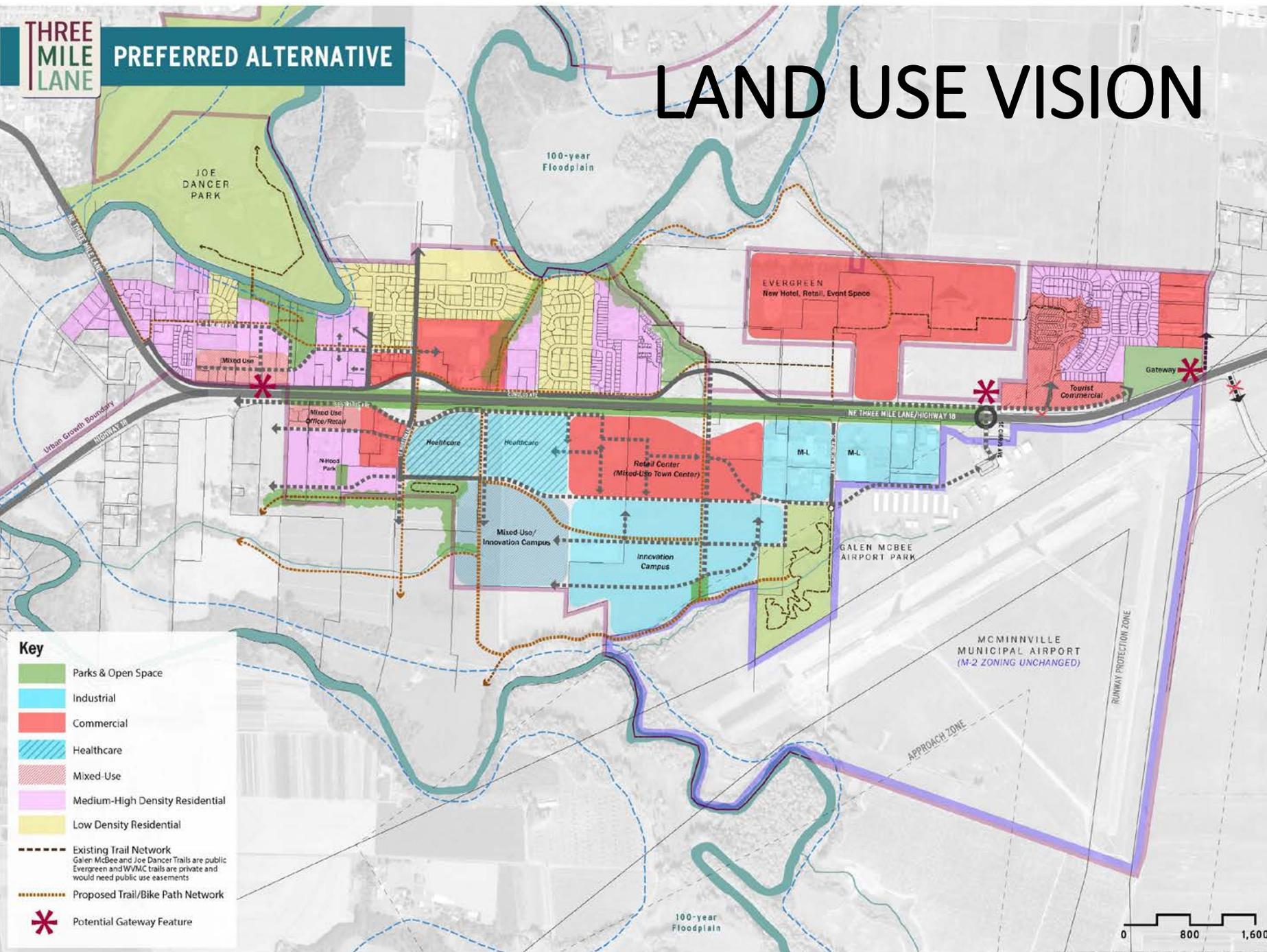
- Parks & Open Space
- Industrial
- Commercial
- ▨ Healthcare
- Mixed-Use
- Medium-High Density Residential
- Low Density Residential
- Existing Trail Network  
Galen McBee and Joe Dancer Trails are public  
Evergreen and WVMC trails are private and  
would need public use easements
- Proposed Trail/Bike Path Network
- ✱ Potential Gateway Feature

# LAND USE VISION

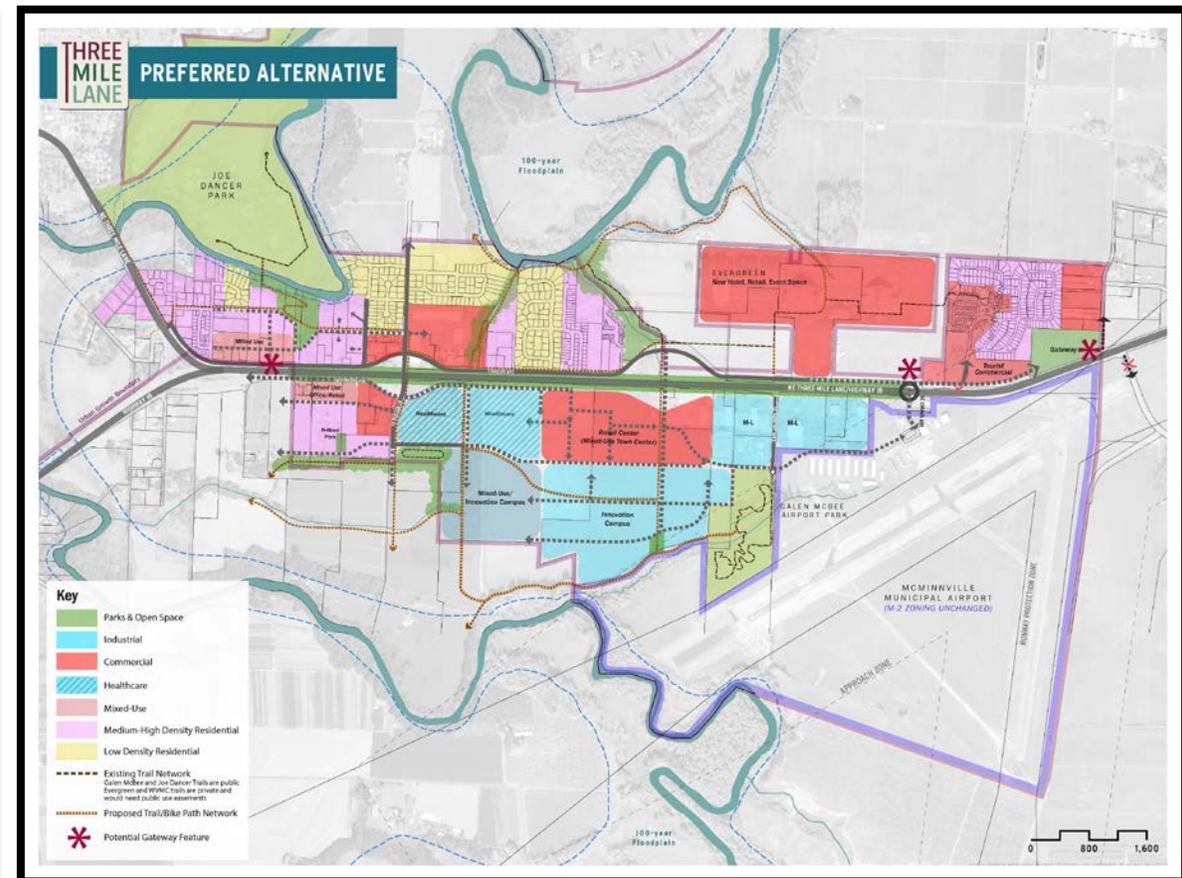
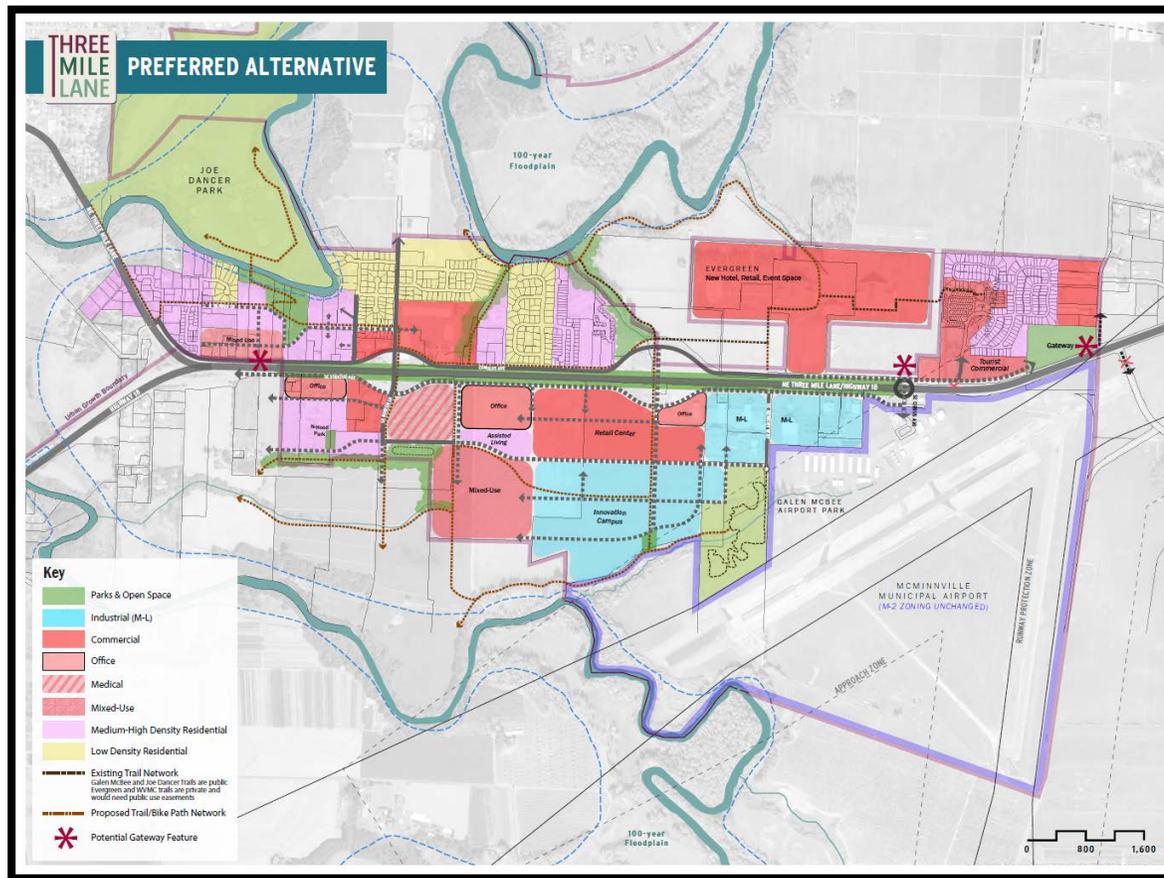
More closely aligns with the narrative in the Plan document.

- Mixed-Use Area
- Tourist Commercial
- Health Care Area
- Retail Center / Innovation Campus

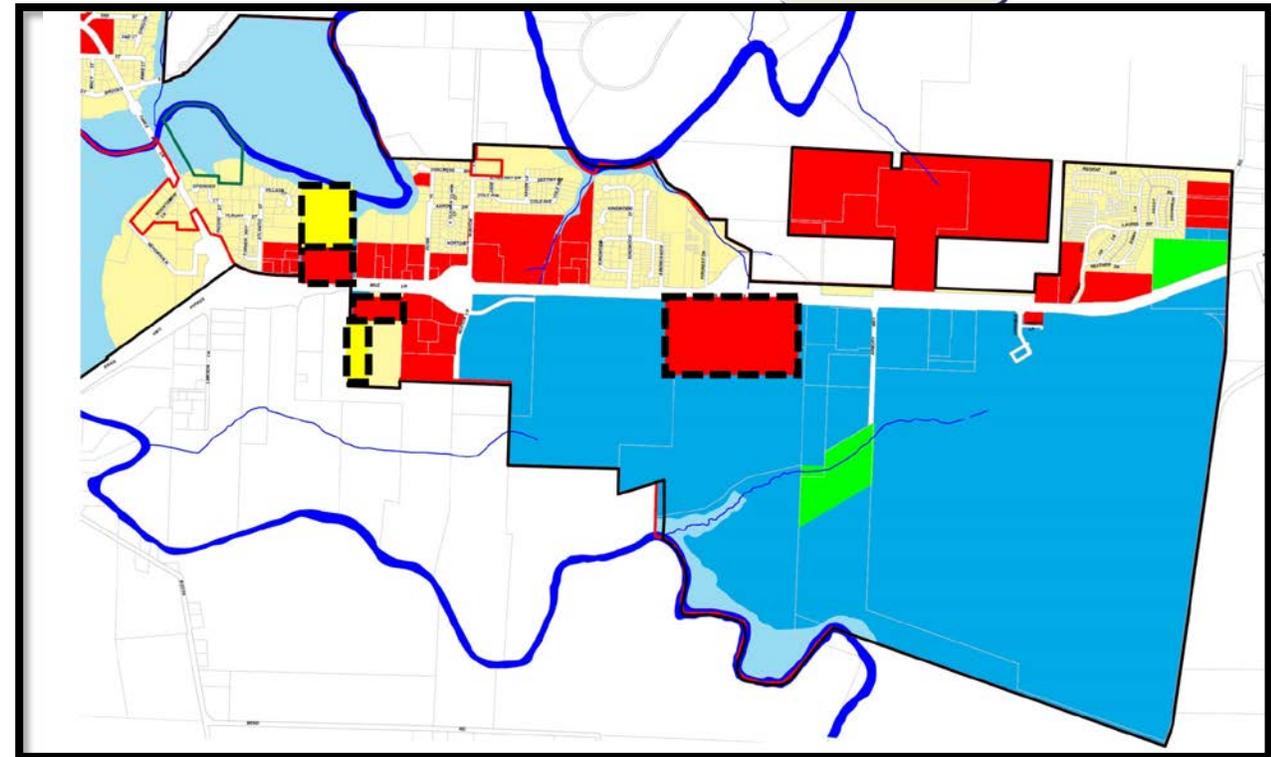
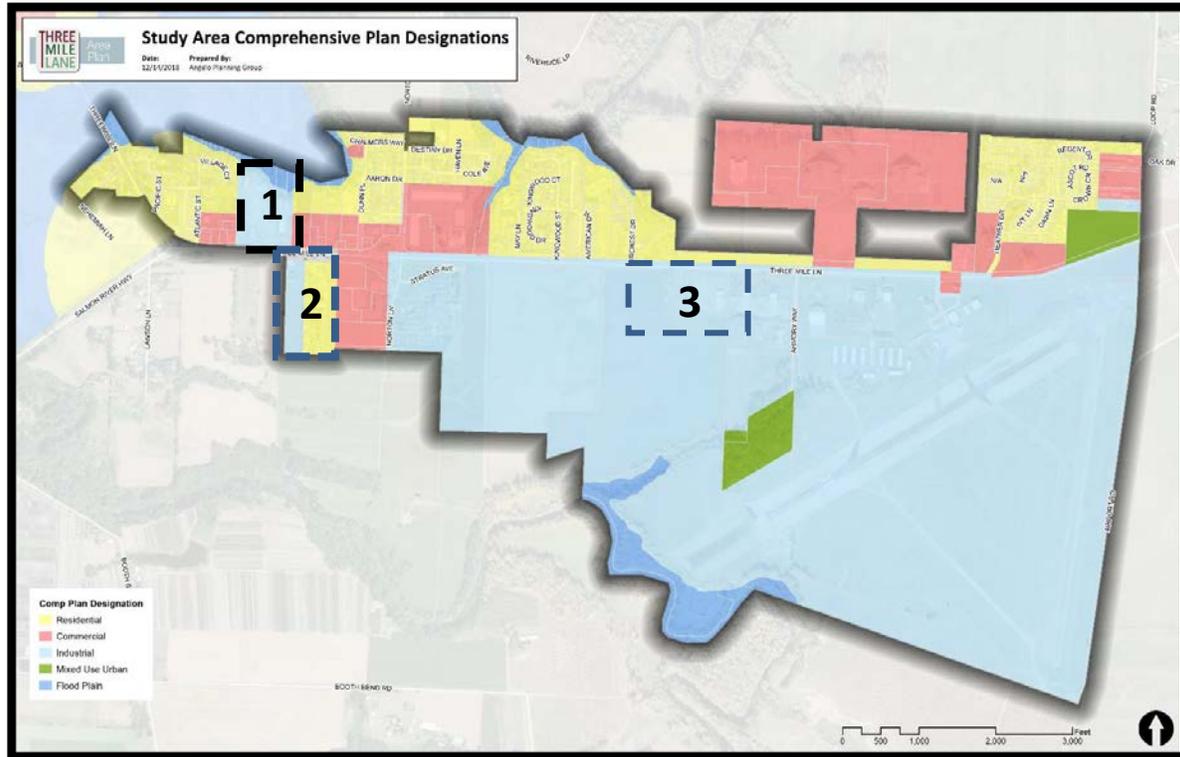
More clearly illustrates that the industrial comprehensive plan designation does not need to change to support the land-use vision, except for the retail center.



# Recommended Amendment to the Plan – Amend the colors on the Land Use Map to reflect underlying zoning colors to eliminate confusion.



# Community Vision = Comprehensive Plan Map Amendments

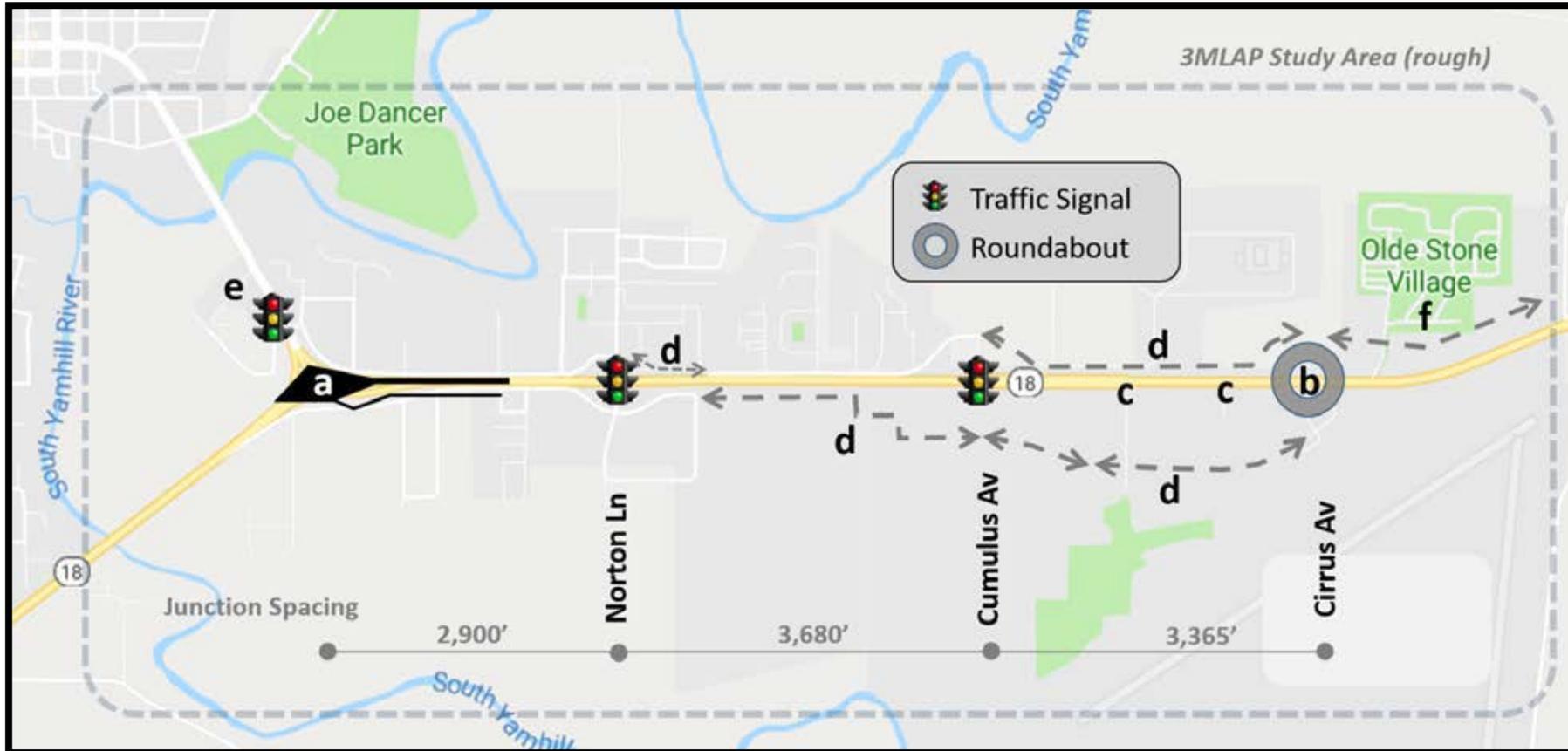


Site #	Gross Acres	Remove ROW/Unbuildable	Net
#1	18.62	10.32 Acres (5.0 Acres Open Space)	3.50 Acres Commercial/Mixed-Use 4.80 Acres Residential
#2	10.4 Acres	3.12 Acres	3.78 Acres Residential 3.50 Acres Commercial/Mixed Use
#3	50 Acres	17 Acres	33.00 Acres Commercial

Can the land-use be realized with the existing underlying comprehensive plan map designation?

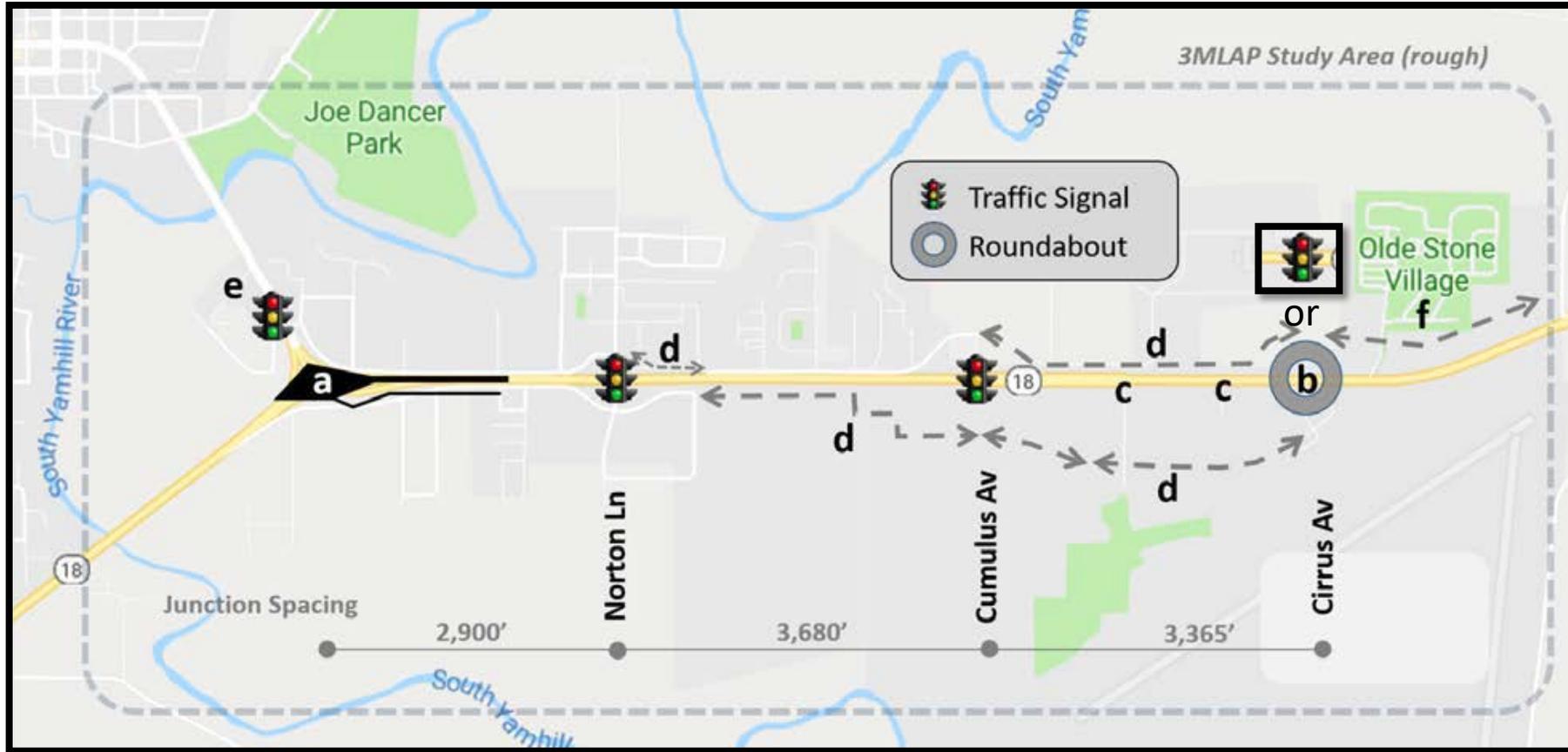
# TRANSPORTATION PLAN:

(Appendix D – Evaluation and Screening)



- Highway 18 is still a Bypass. It will remain a State Expressway and a Freight Route.
- Meets OHP mobility and access standards.
- Follows the 1996 Oregon Highway 18 Corridor Refinement Plan
- Two signal intersections exist today – optimized.
- More of the local access roads are closed and a new controlled intersection at Cirrus is recommended.
- Frontage roads become a focus. Bike/Ped Connectivity

# TRANSPORTATION PLAN: Recommended Amendment



**Amend language in the Plan to clarify that there is a need for an intersection improvement at Cirrus Avenue and Highway 18, but whether or not it is a roundabout or a signal has not yet been determined.**

# HIGHWAY 18 STILL STATE EXPRESSWAY

## OREGON HIGHWAY PLAN (1999)



VOLUME TO CAPACITY RATIO TARGETS OUTSIDE METRO <sup>17A, B, C, D</sup>							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STA <sup>E</sup>	MPO	Non-MPO Outside of STAs where non-freeway posted speed <= 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph but < 45 mph	Non-MPO where non-freeway speed limit >= 45 mph	Unincorporated Communities <sup>F</sup>	Rural Lands
Interstate Highways	N/A	0.85	N/A	N/A	0.80	0.70	0.70
Statewide Expressways	N/A	0.85	0.85	0.80	0.80	0.70	0.70
Freight Route on a Statewide Highway	0.90	0.85	0.85	0.80	0.80	0.70	0.70
Statewide (not a Freight Route)	0.95	0.90	0.90	0.85	0.80	0.75	0.70
Freight Route on a regional or District Highway	0.95	0.90	0.90	0.85	0.85	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.90	N/A	0.85	0.85	0.75	0.70
Regional Highways	1.0	0.95	0.90	0.85	0.85	0.75	0.70
District/Local Interest Roads	1.0	0.95	0.95	0.90	0.90	0.80	0.75

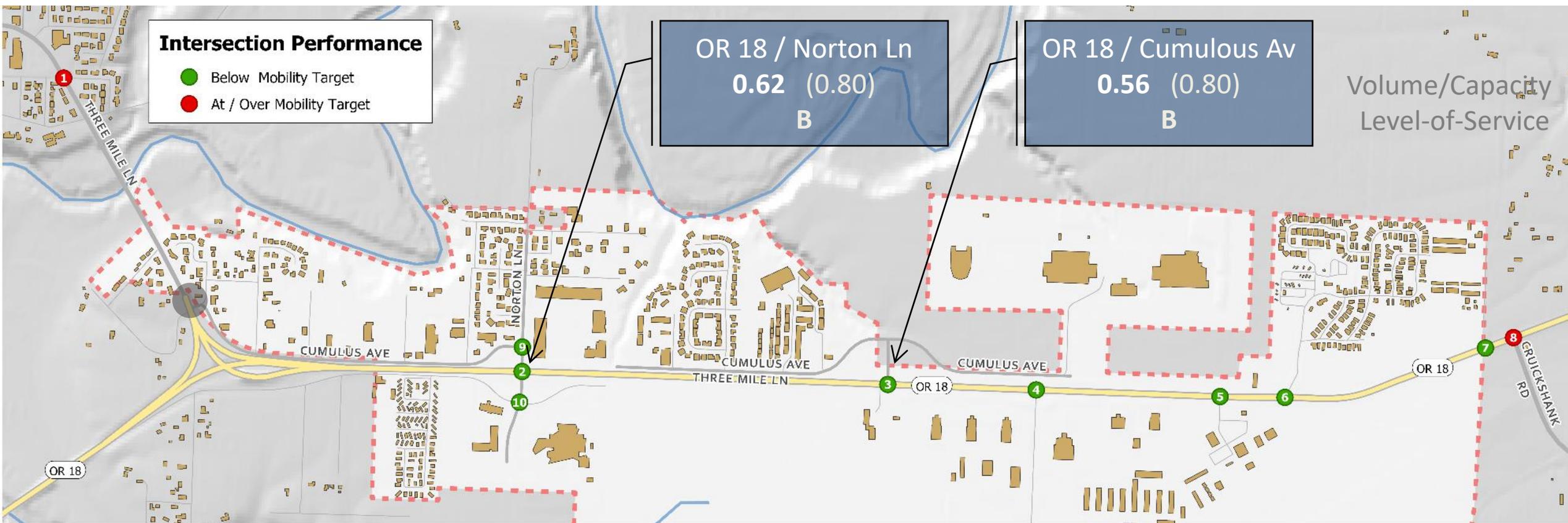
Table 6: Volume to Capacity Ratio Targets for Peak Hour Operating Conditions

### Action 1F.2

- Apply mobility targets over at least a 20-year planning horizon when developing state, regional or local transportation system plans, including ODOT's corridor plans.
- When evaluating highway mobility for amendments to transportation system plans, acknowledged comprehensive plans and land use regulations, use the planning horizons in adopted local and regional transportation system plans or a planning horizon of 15 years from the proposed date of amendment adoption, whichever is greater. To determine the effect that an amendment to an acknowledged comprehensive plan or land use regulation has on a state facility, the capacity analysis shall include the forecasted growth of traffic on the state highway due to regional and intercity travel and consistent with levels of planned development according to the applicable acknowledged comprehensive plan over the planning period. Planned development, for the purposes of this policy, means the amount of population and employment growth and associated travel anticipated by the community's acknowledged comprehensive plan over the planning period.

# Vehicle System – Existing Conditions

Intersection Traffic Operations – P.M. Peak Hour



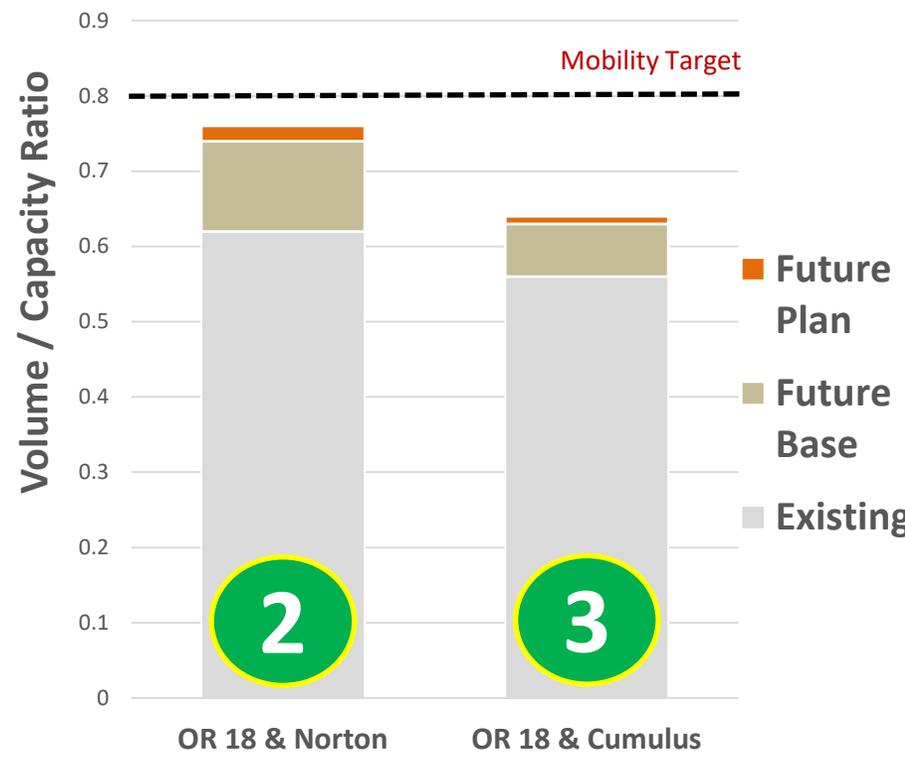
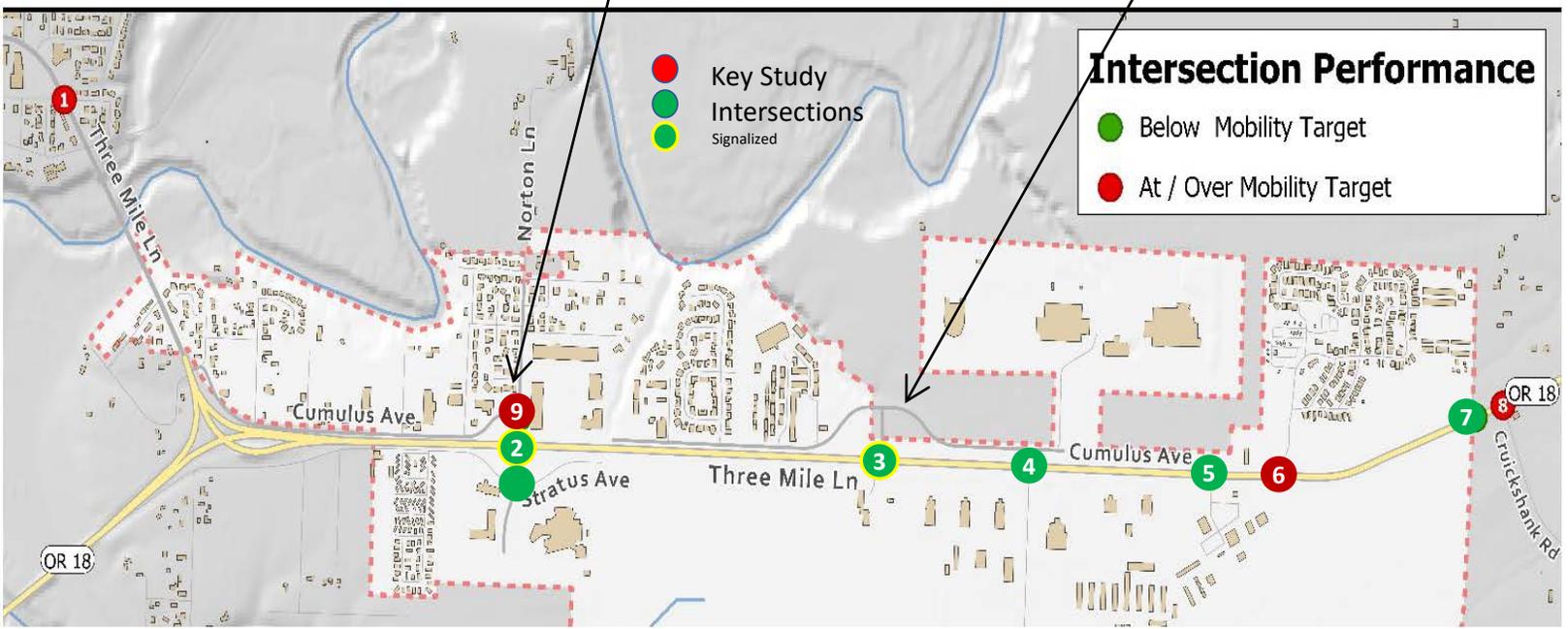
# Vehicle Performance



2041 P.M. Peak Hour - Base

OR 18 / Norton Ln  
0.74 (0.80)  
C

OR 18 / Cumulus Ave  
0.63 (0.80)  
B 1



# Vehicle Performance

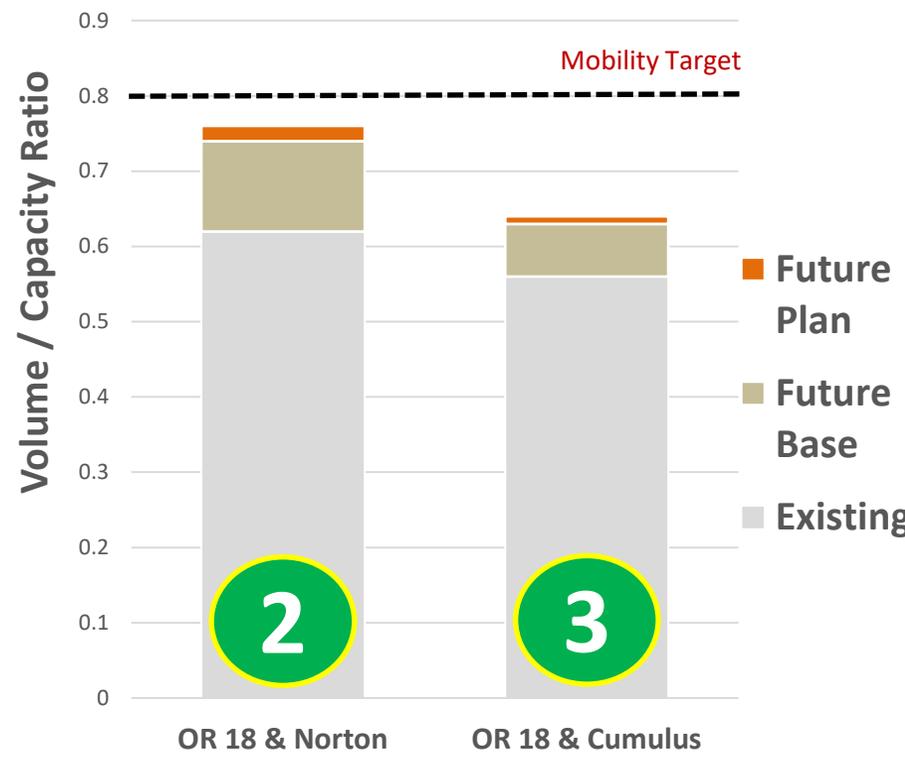
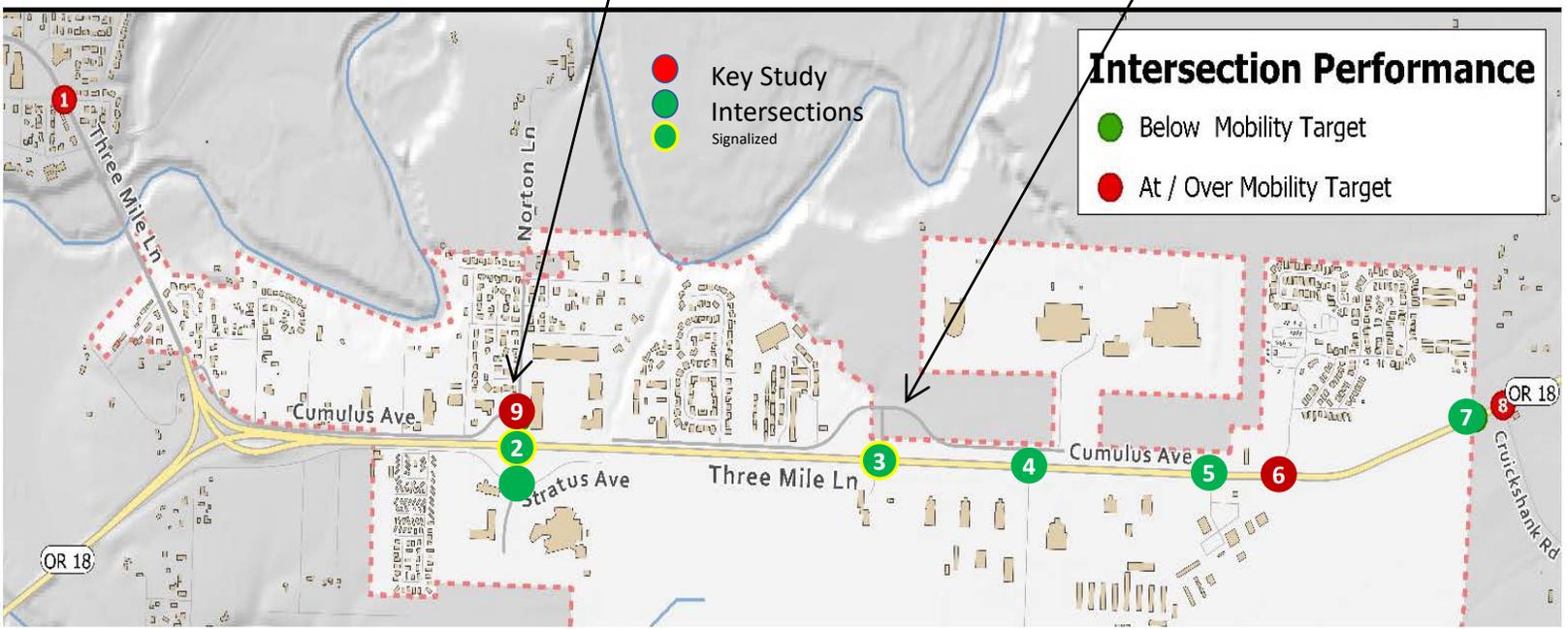


The proposed amendments increase the v/c ratio by .02 and .01 respectively.

OR 18 / Norton Ln  
0.76 (0.80)  
C

OR 18 / Cumulus Ave  
0.64 (0.80)  
B 1

2041 P.M. Peak Hour – Preferred Land Use Alternative



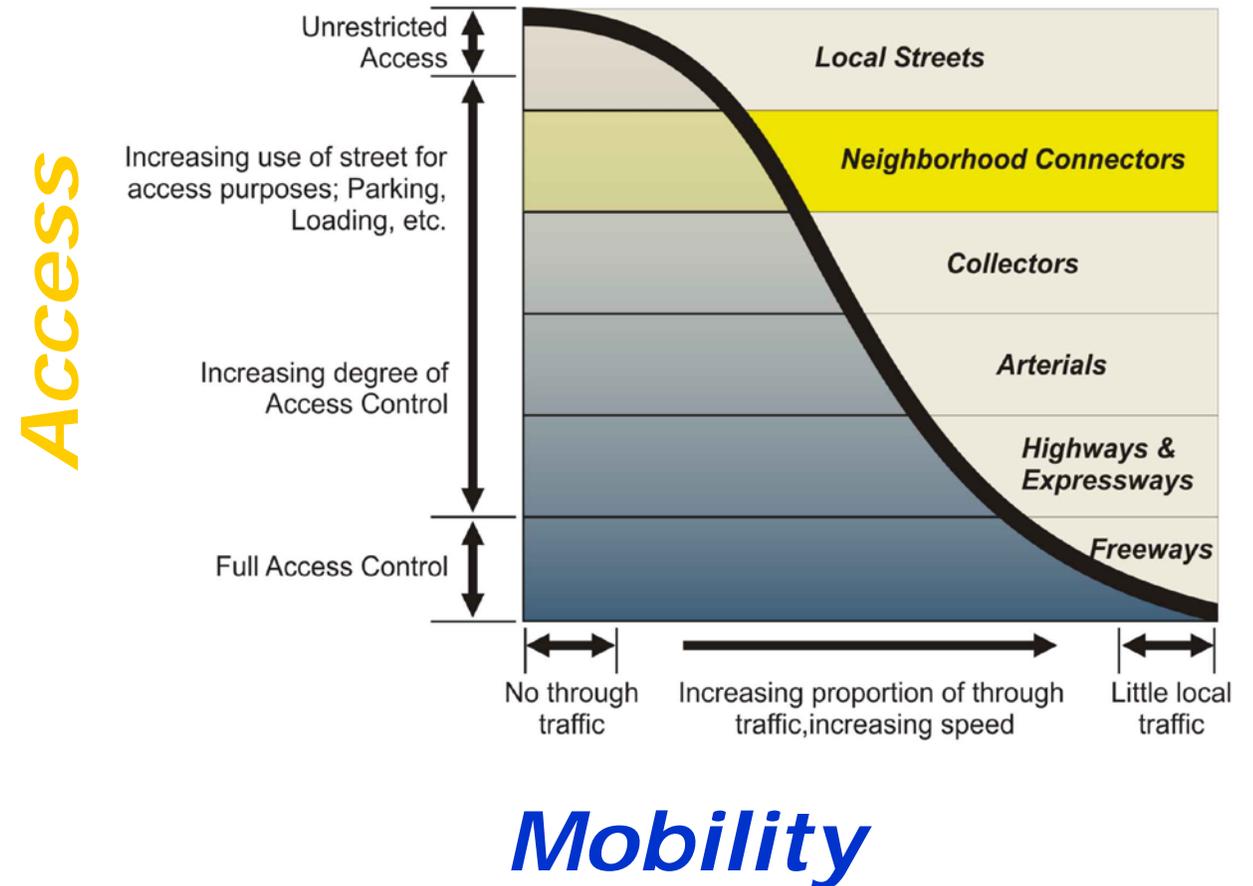
# ACCESS AND MOBILITY

Access and mobility for different types of Oregon highway facilities are governed by the Oregon Highway Plan.

The OHP identifies different highway classifications, which then assigns different levels of minimum separation between access points. The more that the facility should serve mobility the more separation between access points.

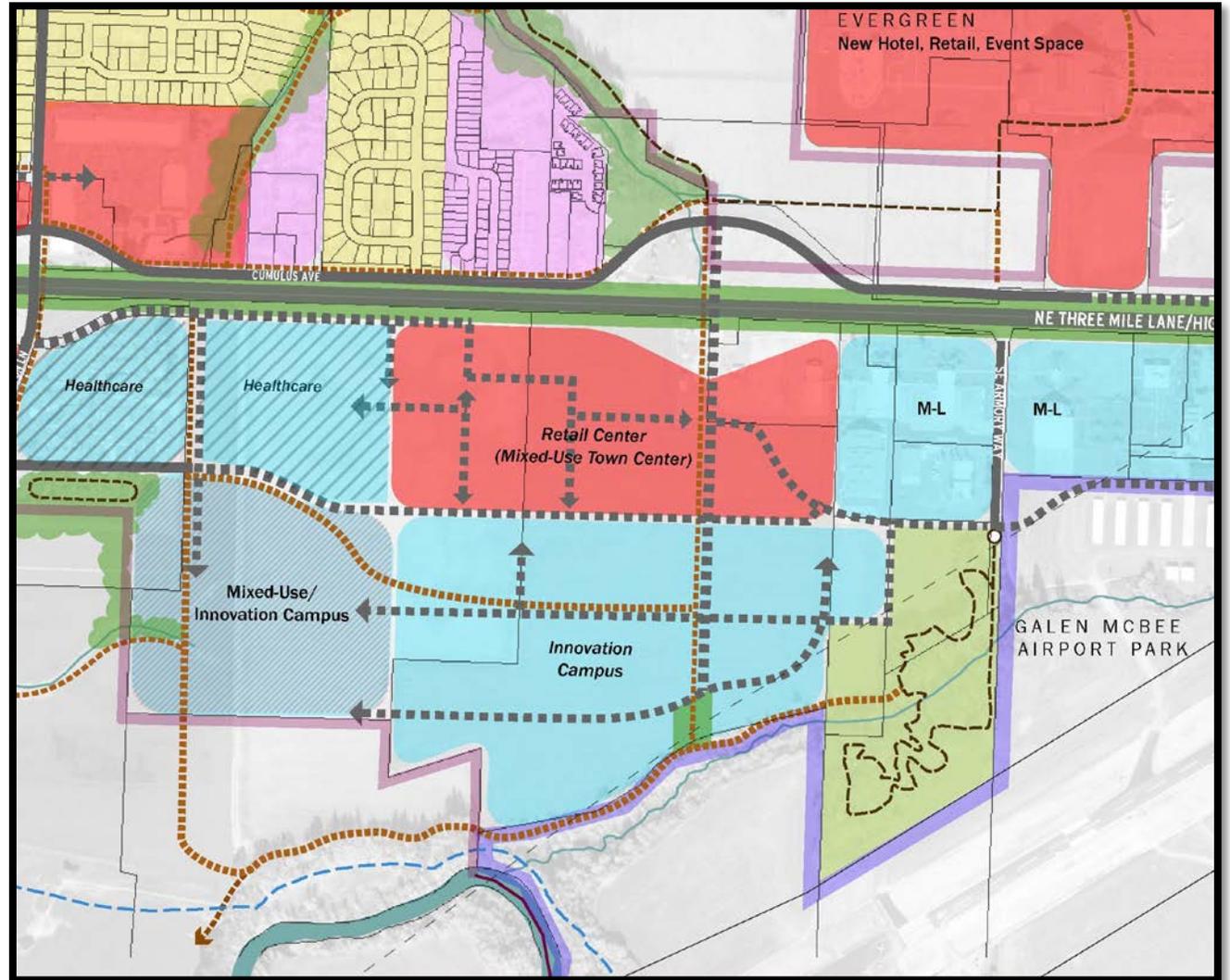
Highway 18 is identified as a State Expressway and Freight Route. There are standards for Rural State Expressways and Urban State Expressways.

The Three Mile Lane Area Plan is compliant with the Oregon Highway Plan for an Urban Expressway.



# Commercial Rezone

- ❑ In the public process it was identified as one of the number one priorities
- ❑ Already have adopted Policy stating that the City will support it.
  - Land-Use Efficiency to protect surrounding farmland.
- ❑ Community Need – retail leakage
  - Provisions
  - Greenhouse Gas Emissions
- ❑ Food Desert for Residential Neighborhoods
- ❑ Industrial Development
  - Support Innovation Center
  - Fund Needed Public Improvements



# LARGE FORMAT RETAIL



**It is only identified once in the Plan, on page 13 reporting about the outcomes of the market analysis that was conducted for the Plan.**

**Retail.** The study area is well-positioned for new retail development, particularly **large-format retail**. Neighborhood-serving retail may be a mid-to-long-term aspiration when additional residential construction occurs.

The only other time that the word “large” is used is to discuss the size of some of the parcels.

**The Plan does not recommend large-format retail on this site.**

# BIG BOX



**It is only identified once in the Plan, on page 9 when describing what is allowed in the C-3 Zone.**

**Commercial.** C-1 is smaller-scale neighborhood services; C-2 provides for travel-related uses like lodging and gas stations; C-3 accommodates a wide range of uses like **big box stores** and theaters.

**The Plan does not recommend big box retail on this site.**

# RETAIL CENTER / INNOVATION CENTER

THREE  
MILE  
LANE

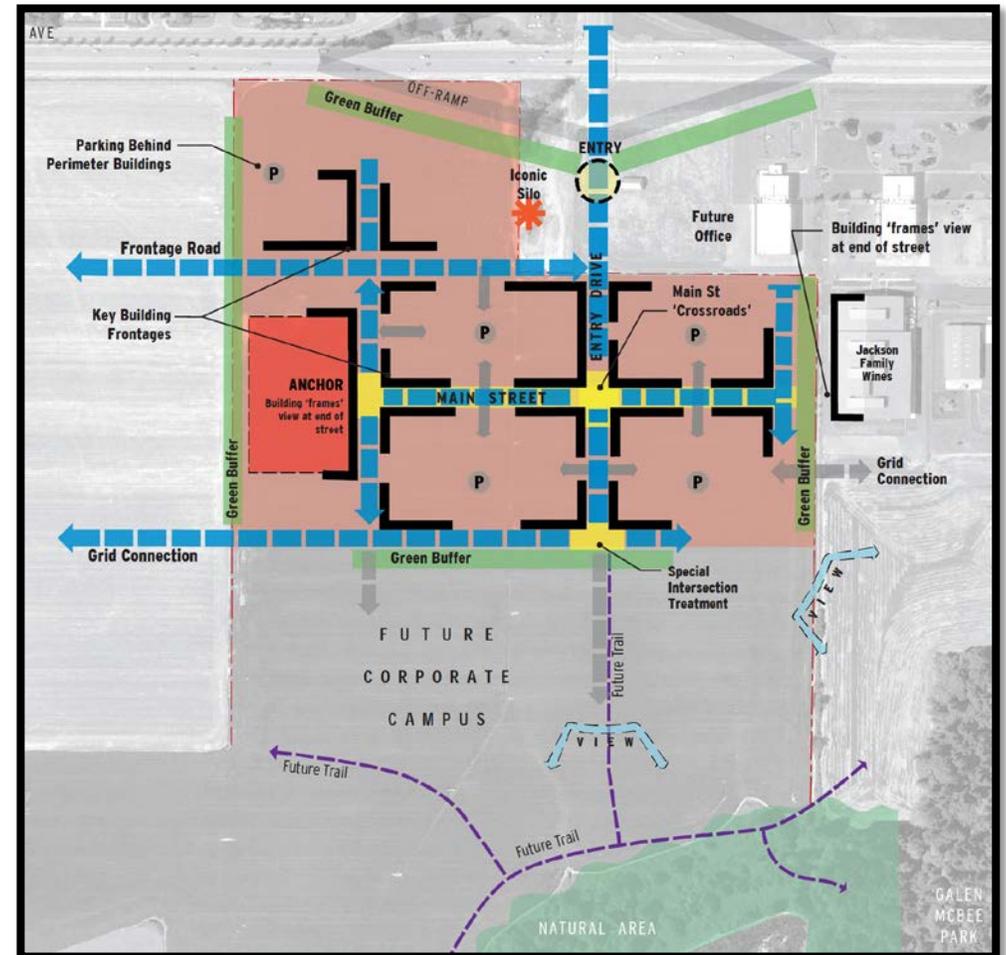
Area  
Plan

## MIXED-USE TOWN CENTER, Pages 24 – 28.

Very intentional and thoughtful recommendation by the Project Advisory Committee.

Encourage mixed-use development where feasible (page 17 of the Plan).

***“mixed-use “town centers” that offer gathering spaces, walkable streets and more dining options than typical strip suburban developments or enclosed shopping centers. Mixed-use town centers offer a greater diversity of uses that typical retail developments, particularly as it pertains to entertainment and some office uses, with the latter providing critical daytime population for retailers.”***



# TABLE 4: IMPLEMENTATION RECOMMENDATIONS

**THREE  
MILE  
LANE**

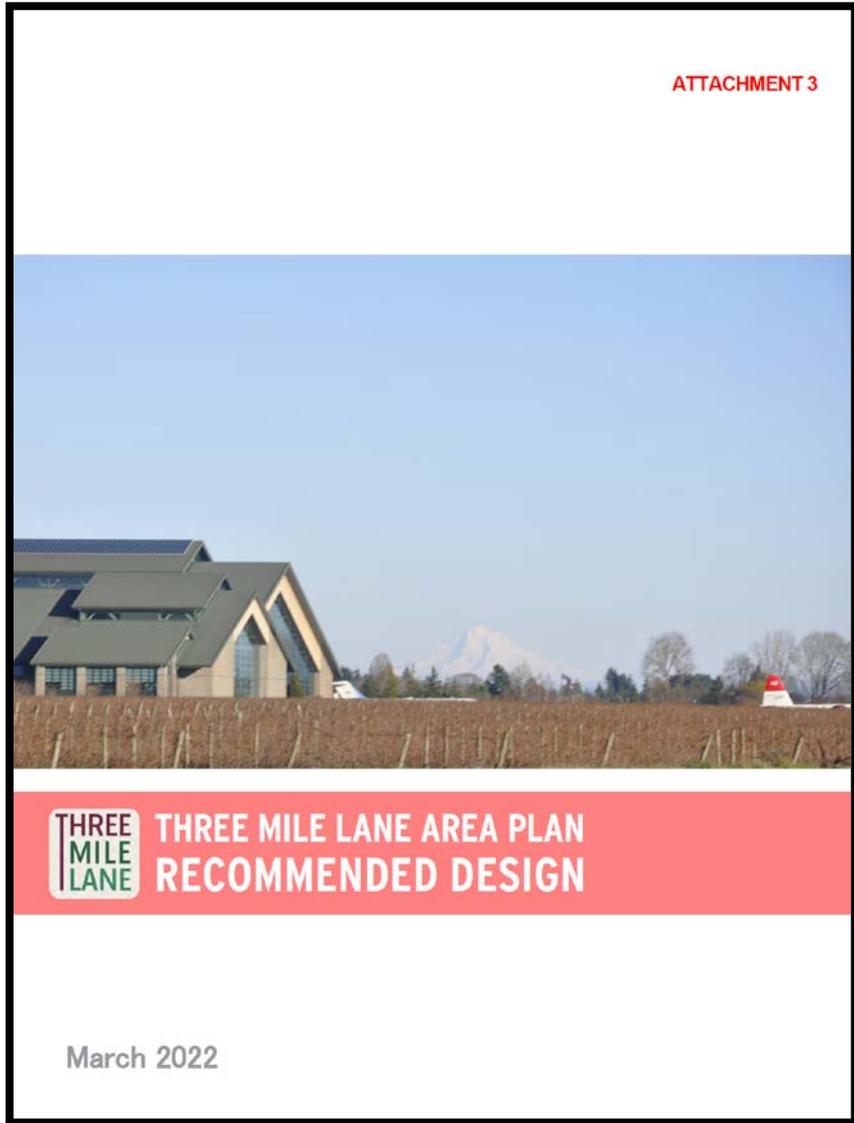
Area  
Plan

Policy	Overlay Amendment	Recommended Future
1. Require future development to be consistent with the design elements of the Three Mile Lane Area Plan.	Include specific development standards (see amendments in this table) in the Three Mile Lane Planned Development Overlay to implement the Three Mile Lane Area Plan. Note that the review and approval process for land use applications is through Three Mile Lane Design Review, Director's Review with Notification.  Require Mixed-use, Commercial, or Industrial development proposals over (1.0) acres to be subject to Planned Development Overlay (Chapter 17.51) and Planning Commission approval.  In the Innovation Campus allow office uses that support products and services that are manufactured or developed on site or that serve as corporate offices for products that are manufactured elsewhere.	
2. Public improvements and private development shall strive to protect tree groves and mature individual trees.		
3. Riparian corridors and adjacent native landscapes shall be protected.	Require mapping and protection of stream corridors and re-vegetation with native plantings.	
4. The built environment will be designed to provide and protect views to rolling hills and volcanoes and to enhance visual and physical access to the North Yamhill River. New streets and open spaces will be oriented to capture views.	Require viewshed analysis as part of Design Review.	
5. Enhancing connections to existing trails and open space, such as connections into Joe Dancer Park and McBee Park, and creating a public greenway along South Yamhill River with trails and connections to the Three Mile Lane Area is a priority.	Require connection to proposed trail, trail right-of-way dedication, and trail construction as part of Design Review/development approval.	
6. New gathering spaces will be designed to incorporate natural areas and views.	When proposed as part of a Planned Development master plan, require gathering spaces be designed to incorporate natural areas and views as a condition of approval.	
7. Require native landscape plantings with seasonal variation and tree plantings that include shade streets with mature tree canopy.	Require native landscaping and plantings development through Design Review.	

Policy	Overlay Amendment	Policy	Overlay Amendment	Recommended Future Action
8. A network of sidewalks and trails will connect people to key locations within the Three Mile Lane Area.	Apply pedestrian walkway and standards to all non-residential development.  Note: Pedestrian walkway standards applied to Large Format Retail; sidewalk connections between buildings and entrances to streets (§17.56.0).	15. Proposed site landscaping for new development should strive to reflect patterns of wine industry—eg, rows of vines, southern orientation, shelter belts of trees – and consider functional site planning of vineyard and farm complexes as conceptual models.	Require landscaping proposed as part of a Planned Development master plan to demonstrate how it reflects existing patterns.	
9. The Three Mile Lane Area will have safe bicycle routes for residents and touring cyclists.	Require transportation improvements with the Area Plan through Design Review.	16. New development should consider adjacency to agricultural fields and respect this heritage through careful transitions.	Buffer/perimeter requirements for new non-residential development adjacent to a dissimilar use.	Determine if specific buffering requirements are needed for proposed development abutting land zoned exclusive farm use.
10. Proposed new streets will connect to the existing local street grid, consistent with the conceptual designs in the Three Mile Lane Area Plan and in compliance with Transportation System Plan standards.	Require transportation improvements with the Area Plan through Design Review.	17. Architectural building design that includes simple roof forms (industrial and agricultural) is encouraged in the Three Mile Lane Area.		Develop design guidelines or architectural standards.
11. New commercial developments should be designed to be at a walkable, human scale and for ease of use by all ages and abilities.	Requirements for commercial building massing. Standards for parking maximums. Parking lot location requirements.	18. Encourage a diversity of future housing forms, types, and design that respect the current character of the area.	Buffer/perimeter requirements for new non-residential development adjacent to a dissimilar use.	Evaluate Zoning Ordinance to ensure there are clear and objective design standards for new residential development.
12. New commercial, office, mixed-use, and multi-family developments should be designed to reflect the micro-climate and enhance outdoor life through the incorporation of features such as porches, balconies, courtyards, plazas, etc.	Require as part of Design Review: • Standards for non-residential development include minimum parking along ground floor and main entrances. • Residential design and objective building architectural elements.	19. Ensure that new commercial and industrial campus development creates a welcoming and visible interface with Three Mile Lane.	Requirements for landscape buffering fronting Three Mile Lane. Requirements for non-residential development related to building facades, including addressing blank walls and requiring articulation and materials or color variation.	Develop design guidelines to encourage a more cohesive visual character along the corridor.
13. New commercial, office, mixed-use, and industrial campus developments should promote inclusion and interaction within the right-of-way.	Require as part of Design Review: • New requirements (set-to, building setbacks, etc.) • Additional guidelines for facade treatments. • Provision of outdoor floor commercial spaces allowing on-street parking toward parking standards for commercial.	20. Encourage site design and architecture that visibly convey the historic or current industry on the site (e.g., aviation, wine-making).		Develop design guidelines or architectural standards.
14. Encourage mixed-use development where feasible.		21. New commercial, mixed-use, office, and industrial campus development should consider using local materials for cladding and building structure (timber, corrugated steel cladding, red brick), and incorporating vibrant color.	Requirements for non-residential development related to building facades, including addressing blank walls and requiring articulation and materials or color variation.	Develop additional design guidelines or standards related to facade treatments; define acceptable color palette.

Pages 44, 45, and 46  
of the Plan

# DESIGN PRINCIPLES

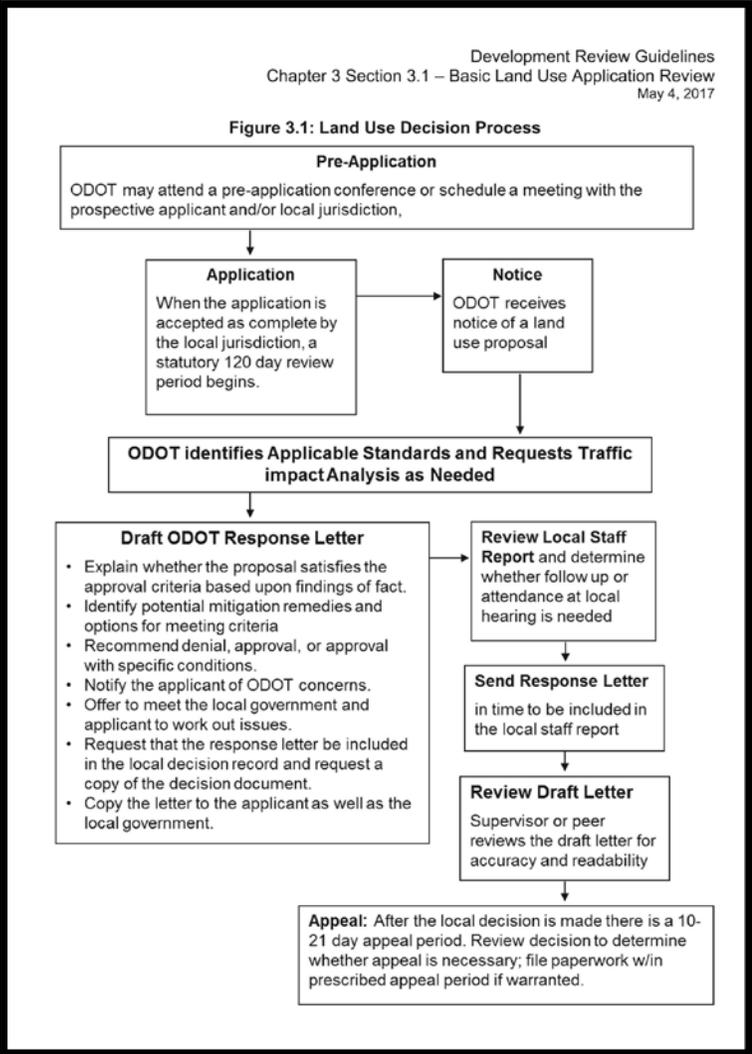


**If these principles do not get us where we want to go, then let's amend them. This is the opportunity to state what the community wants to see happen on this site.**

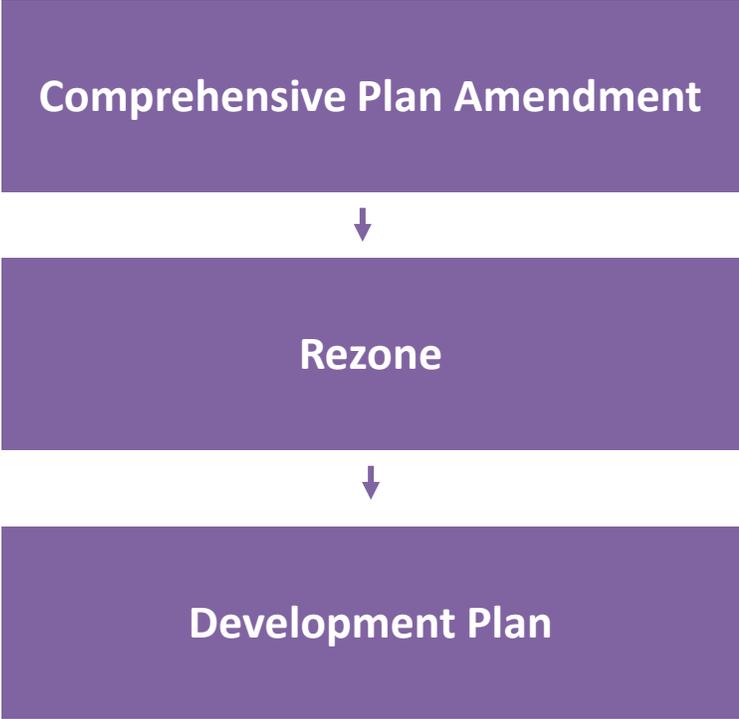
# PROTECTING THE SYSTEM



ODOT Design Review Guidelines



Review by ODOT and City for compliance with state and local standards



OHP Section 1F.2,  
OAR 660-012-0060

Significant Effect

Mitigation Measures for performance to adopted standards.

# PUBLIC TESTIMONY RECEIVED



Misc	City of McMinnville Residents		Other	
<u>Agency Comments:</u> ODOT	Lisa Baker	Steve Iversen	Jason Lett	Ramsey McPhillips
	Nolan Chard	Margaret Cross	Tom Abrego	Lucien Gunderman
	Rich Blaha	Tim Cross	Nicholas Giannettino	Jake Rockwood
<u>Organization</u> <u>Comments:</u>	Mark Davis	Kathleen McKinney	Dee Goldman	Marcia Thomassen
Friends of Yamhill County	Steve Iversen	Currents Gallery	Patty O’Leary	Eleanor Fuhrer
	Rick Rozanski	Bill Bordeaux	Ilsa Perse	
	Susan Murrant	Peter and Linda	Joni Zimmerman	<u>Did Not Provide</u>
	Ellie Gunn	Enticknap	Kathryn Jernstedt	<u>Address:</u>
1000 Friends of Oregon	Jim Kreutzbender	John Dolan	Marilyn Walster	Jim Parker
	John Englebrecht	Jim Culbert	Peter Crockett	Steve Rupp
	Terry Peasley	Steve and Catherine	Sam Sweeney	Scott Neubig
Rick Nys, Greenlight Engineering	Robin Ricker	Olsen	SuAnn Reddick	Larry Larson
	Nanette Pirisky	Michael Rice	Ron and Connie	Kari Moser
	Mike Sullivan	Diane Gluskoter	Hutchinson	Jill Poyer
Yamhill County Parkway Committee	Lynn Crowell	Britt Block	Tad Beckwith	Amanda Winter

# PUBLIC TESTIMONY RECEIVED

(Since last public hearing)



Misc	City of McMinnville Residents	Other
	Steve Iversen Charles Hillestad Linda Peterson Marie Vicksta Sharon Morgan	Patty O'Leary Eleanor Fuhrer Dahe Good

# TRANSPORTATION EXPERTS



## Consultant: David Evans and Associates, Inc.

- **Andrew Mortensen, Senior Transportation Planner**
- **Josh Anderson, Senior Associate, Smart Mobility Team Leader**

# NEXT STEPS



- **Listen to public testimony tonight.**
- **Continue public hearing to July 26, 2022, 7:00 PM**
- **If you need more information or clarification of any of the analysis after hearing testimony, identify what it is and provide direction to staff to bring back information at the July 26 meeting.**

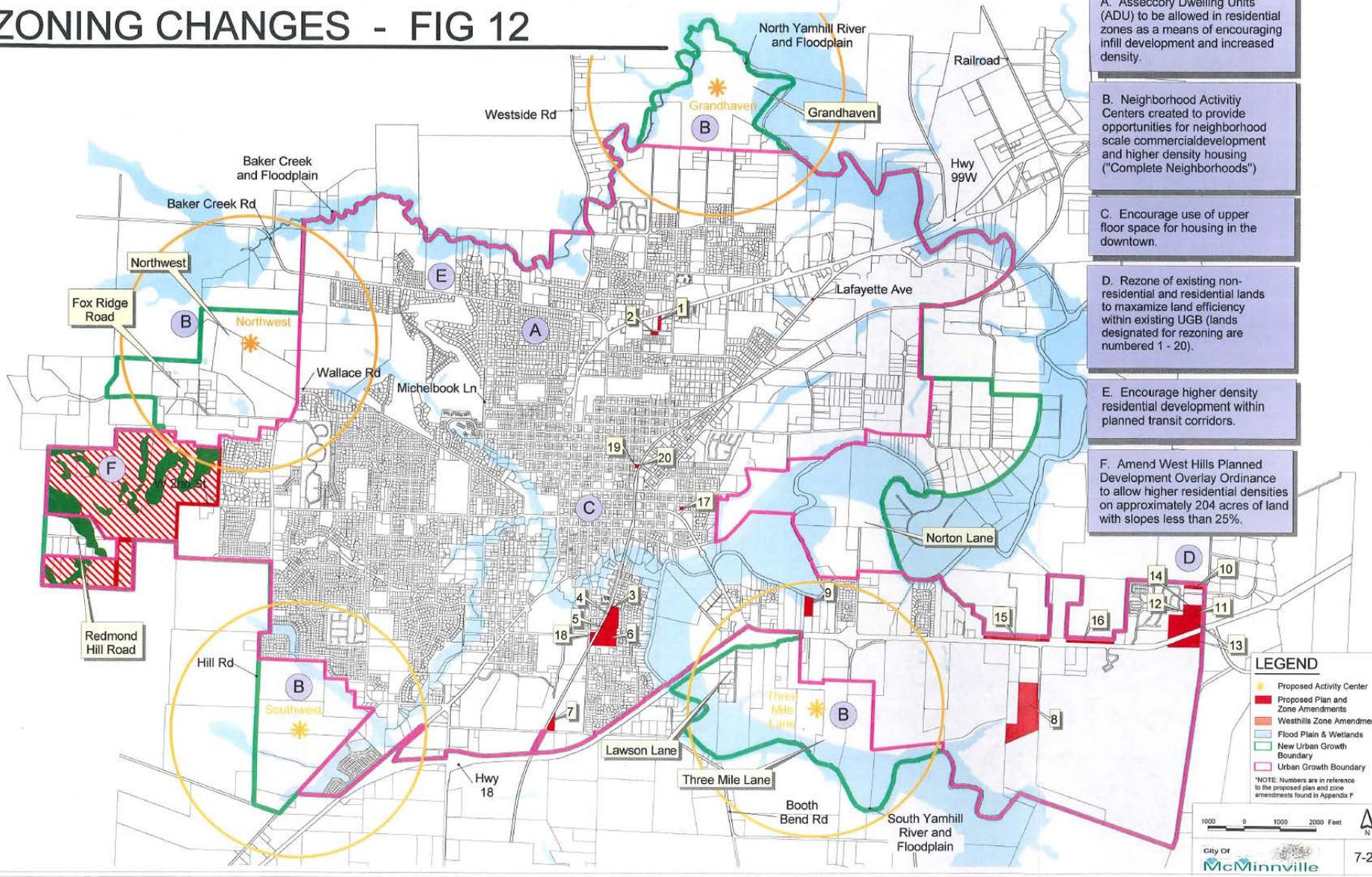


Area  
Plan

City of McMinnville

**REFERENCE SLIDES**

# PROPOSED COMPREHENSIVE PLAN & ZONING CHANGES - FIG 12

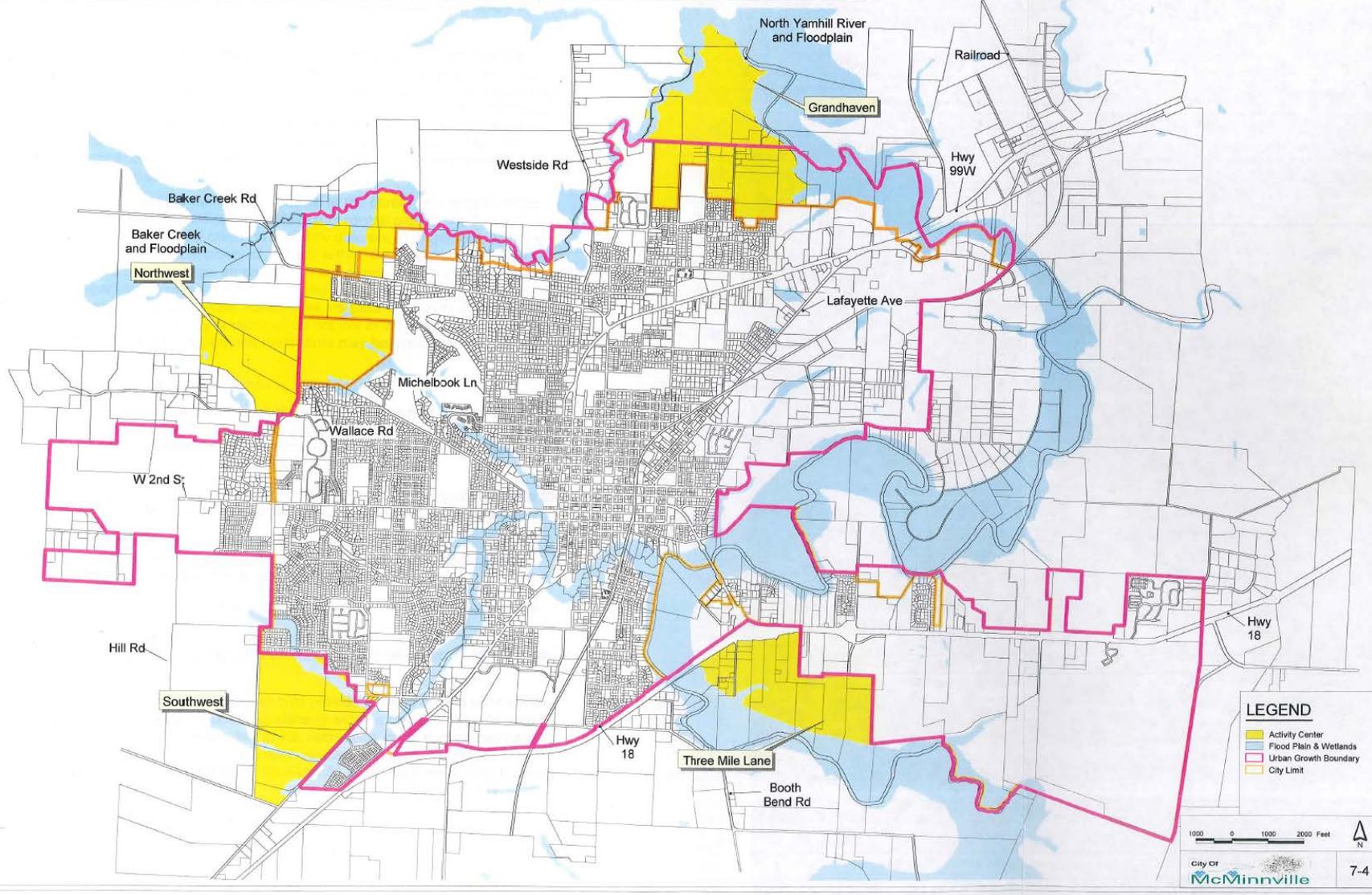


- A. Accessory Dwelling Units (ADU) to be allowed in residential zones as a means of encouraging infill development and increased density.
- B. Neighborhood Activity Centers created to provide opportunities for neighborhood scale commercial development and higher density housing ("Complete Neighborhoods")
- C. Encourage use of upper floor space for housing in the downtown.
- D. Rezone of existing non-residential and residential lands to maximize land efficiency within existing UGB (lands designated for rezoning are numbered 1 - 20).
- E. Encourage higher density residential development within planned transit corridors.
- F. Amend West Hills Planned Development Overlay Ordinance to allow higher residential densities on approximately 204 acres of land with slopes less than 25%.

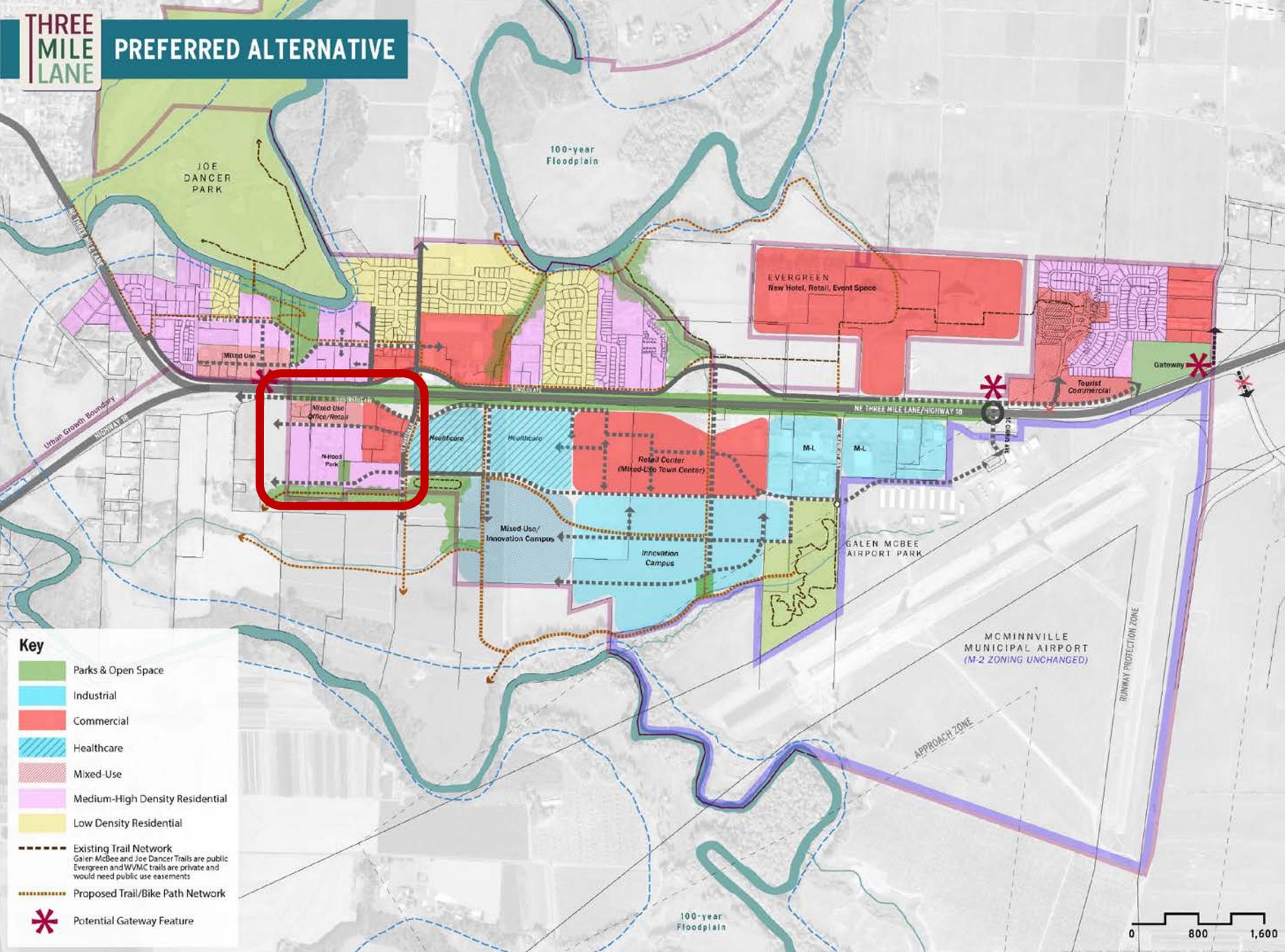
**Commercial Acreage =**

**Neighborhood Activity Center**

# PROPOSED ACTIVITY CENTERS - FIG 7



**Commercial  
Acreage =  
Neighborhood  
Activity Center**



**Key**

- Parks & Open Space
- Industrial
- Commercial
- Healthcare
- Mixed-Use
- Medium-High Density Residential
- Low Density Residential
- Existing Trail Network  
Galen McBee and Joe Dancer Trails are public  
Evergreen and WVIC trails are private and  
would need public use easements
- Proposed Trail/Bike Path Network
- ✱ Potential Gateway Feature

High Density Residential = 1/8 mile from the focus area

Does not address the identified commercial need:

- 40 Acres from MGMUP
- General merchandise leakage

Figure 9  
Collector-Access Alternative  
Phase 1



Figure 10  
Collector-Access Alternative  
Phase 2.

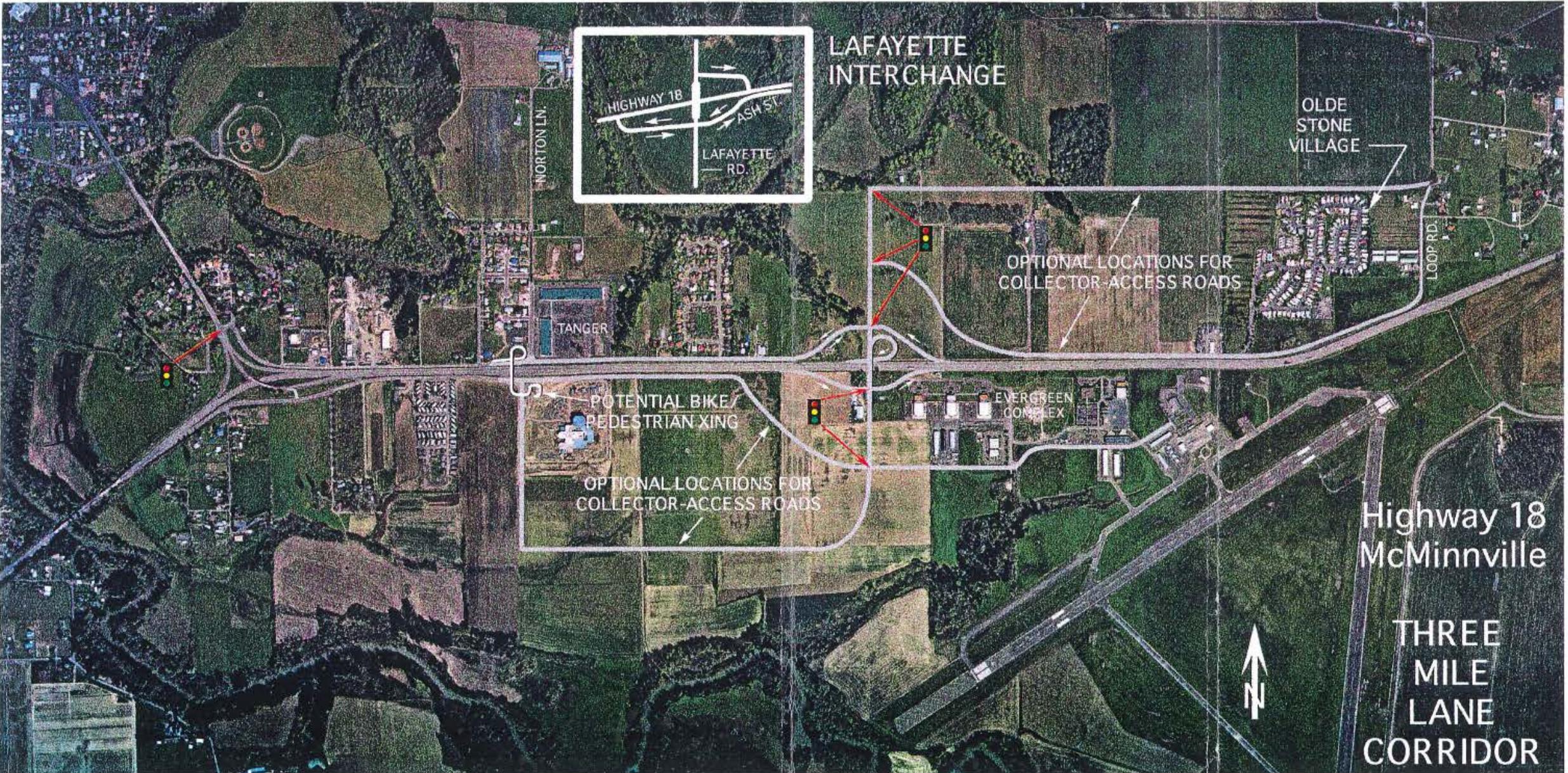
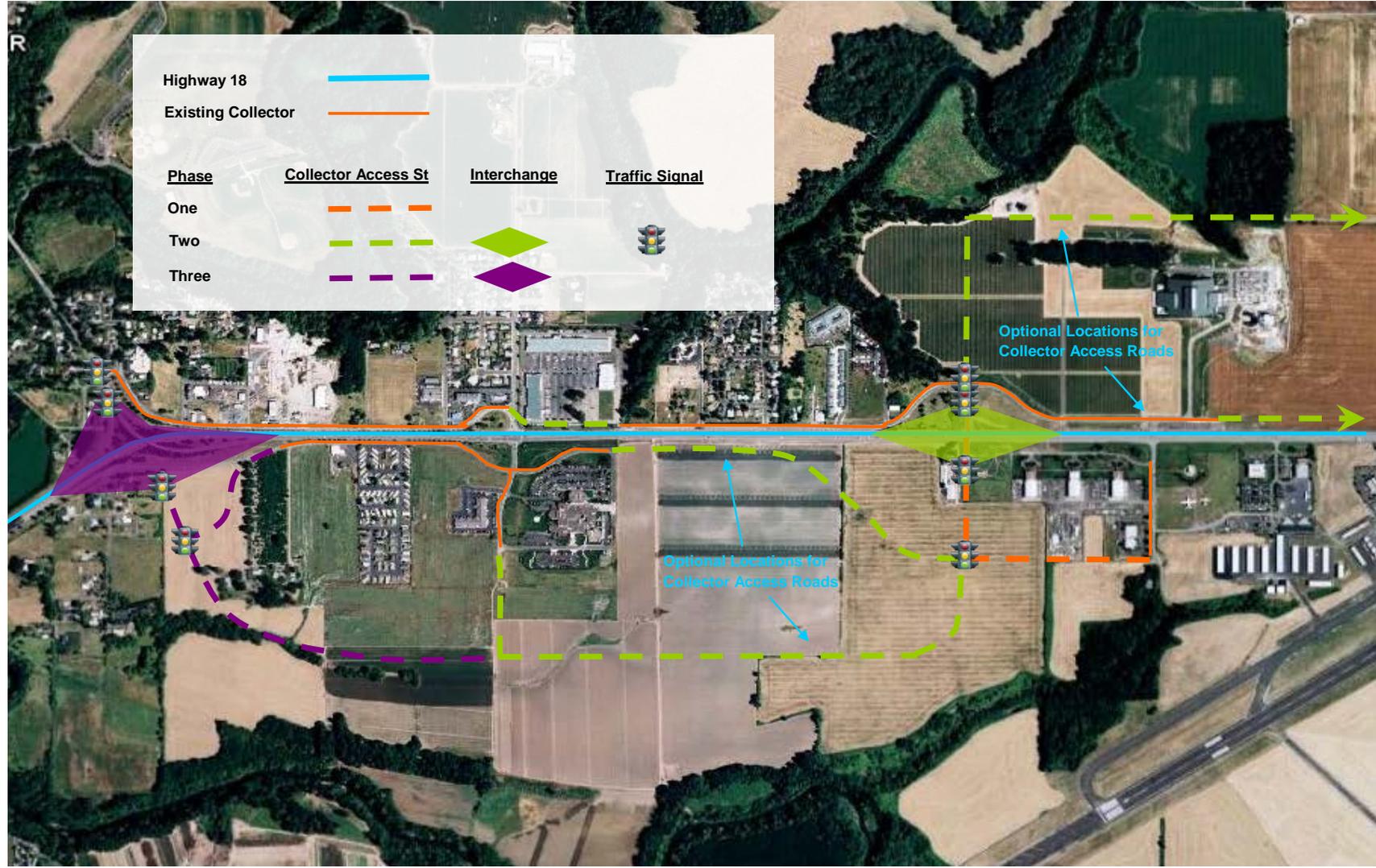


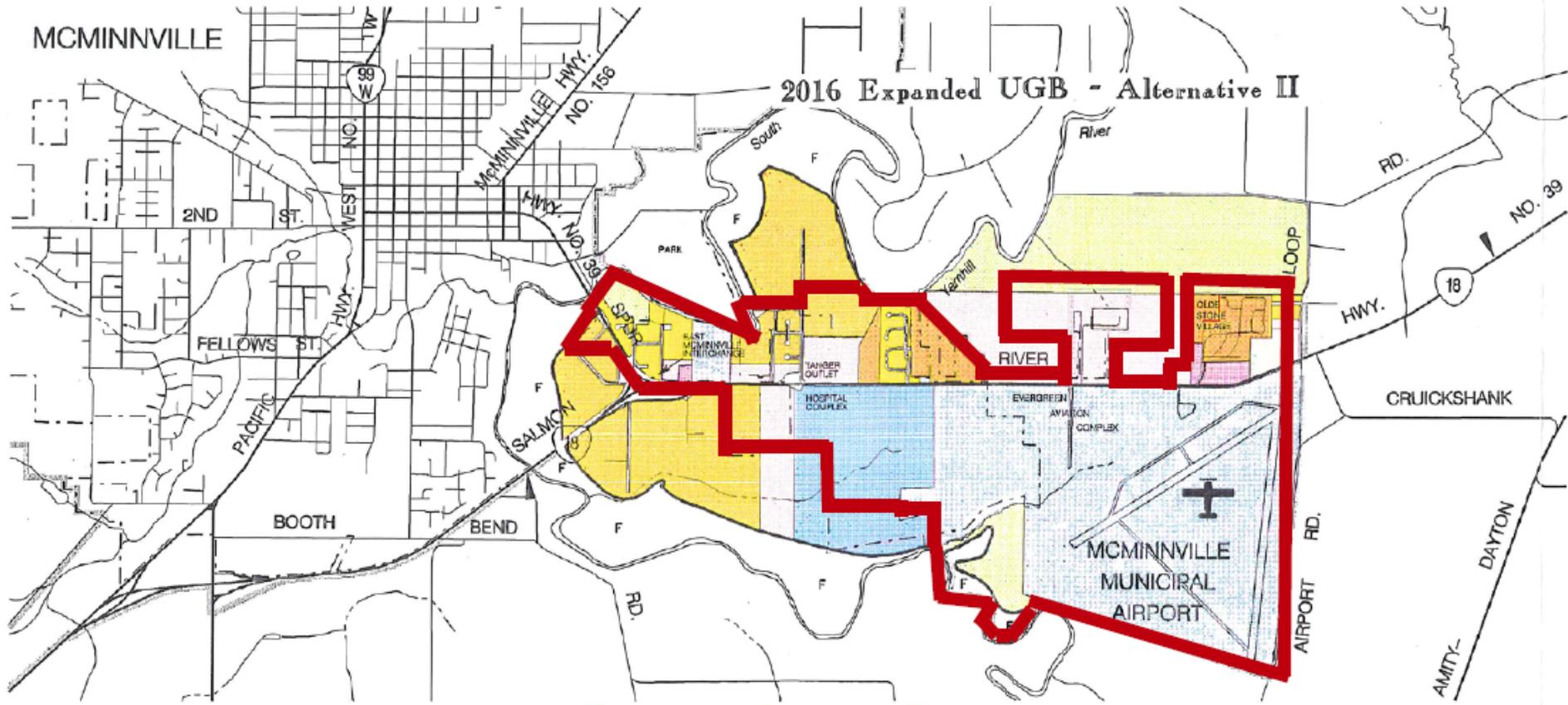
Figure 11  
Collector-Access Alternative  
Phase 3



# HIGHWAY 18 CORRIDOR PLAN (1996)



2016 Expanded UGB - Alternative II



- |                                |                            |                          |                      |                       |
|--------------------------------|----------------------------|--------------------------|----------------------|-----------------------|
| SINGLE FAMILY RESIDENTIAL (R1) | NEIGHBORHOOD BUSINESS (CB) | LIMITED LIGHT INDUSTRIAL | AF-20                | MILEPOST              |
| SINGLE FAMILY RESIDENTIAL (R2) | TRAVEL COMM. (C2)          | LIGHT INDUSTRIAL         | EF-40                | CITY LIMITS           |
| MULTIFAMILY RESIDENTIAL (RM)   | GENERAL COMMERCIAL (C3)    | GENERAL INDUSTRIAL       | AGRICULTURAL HOLDING | ROADS                 |
|                                |                            |                          |                      | URBAN GROWTH BOUNDARY |
|                                |                            |                          |                      | FLOOD PLAN            |

TMLAP UGB

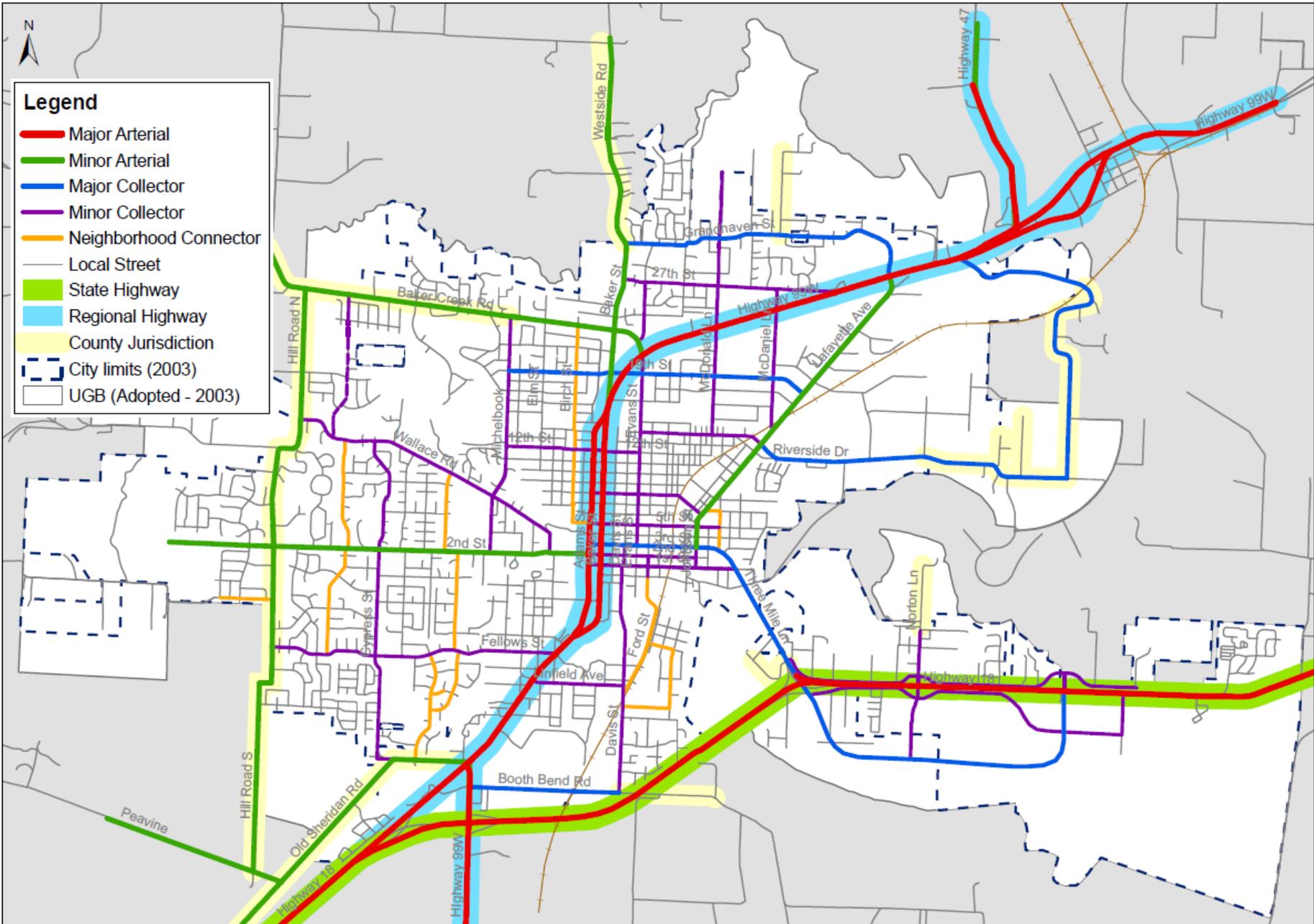


TRANSPORTATION  
DATA SECTION  
RECORDS & MAPPING

Highway 18  
McMinnville  
**THREE  
MILE  
LANE  
CORRIDOR**

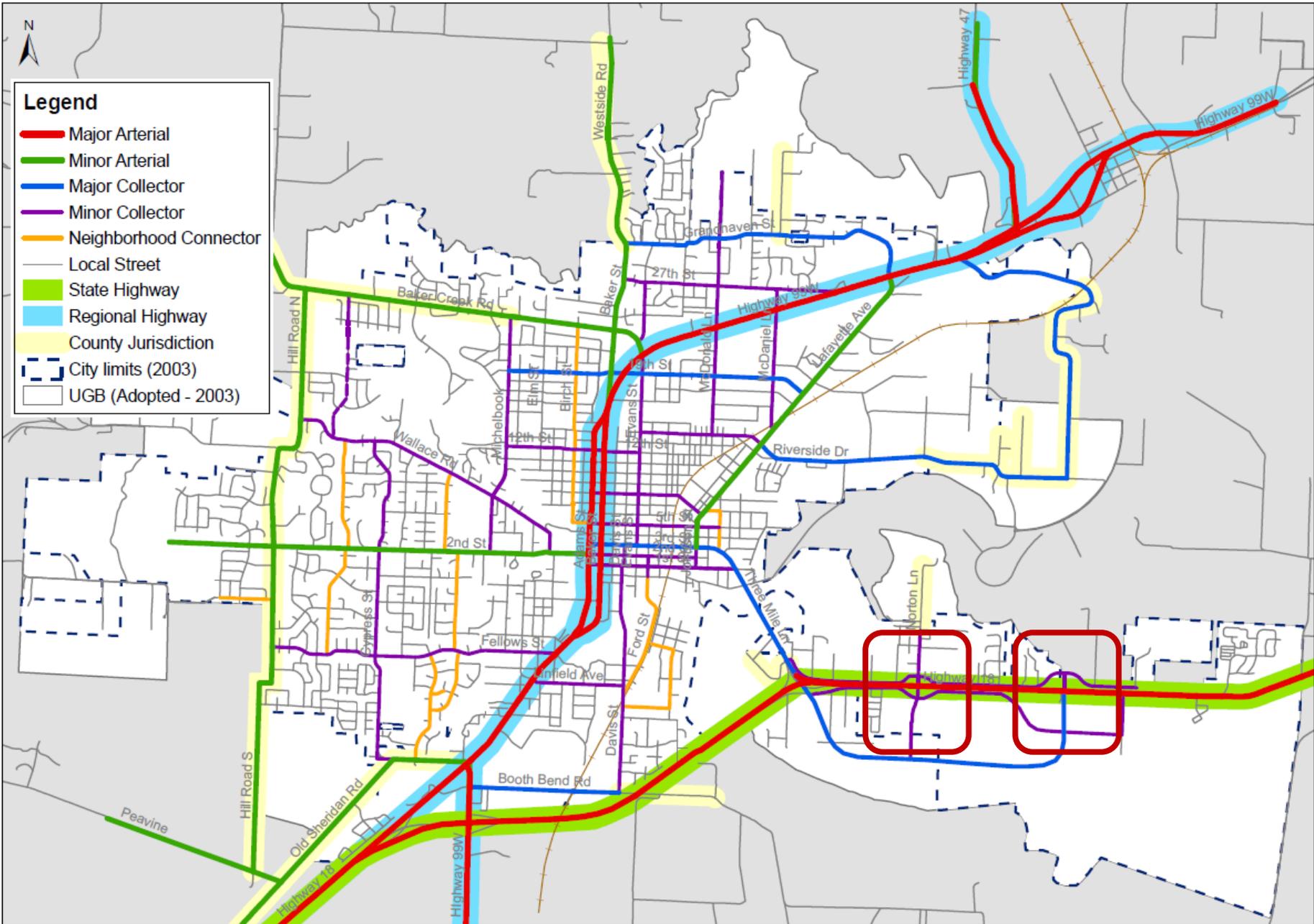
# THREE MILE LANE

## Area Plan



# THREE MILE LANE

## Area Plan



# Concept Phasing and Costs



Phase	Description	Notes	Cost - 2021 Dollars (millions)	
			Low	High
<b>1 Independent State and/or City Projects</b>				
	New Multi-Lane Roundabout at OR 18 and Cirrus Avenue		\$8.0	\$10.0
	Construct Bicycle Lanes and Sidewalks on NE Cumulus Avenue from Cumulus Avenue to Evergreen Air and Space Museum Entrance		\$0.4	\$0.6
	Extend Cumulus Avenue East from Norton Lane and Modify Intersection Traffic Control at Existing Norton Lane/Cumulus Avenue Intersection	[1]	To be determined	
<b>2 City/State Projects Reliant on Completion of New OR 18/Cirrus Roundabout</b>				
	Disconnect Loop Road from OR 18 and Re-align to Cirrus Avenue		\$2.5	\$3.0
	New OR 18 Frontage Roads Between Cumulus Avenue and Cirrus Avenue (both north and south of OR 18)	[2]	To be determined	
<b>3 City/State Projects Commensurate with/Reliant on New Extension of Cumulus Avenue South of OR 18</b>				
	Construct Cumulus Avenue south of OR 18	[2]	To be determined	
	Revise Traffic Signal at OR 18/Cumulus Avenue Intersection		\$1.1	\$1.2
	Construct Bicycle Lanes and Sidewalks on Cumulus Avenue from OR 18 to NE Cumulus Avenue		\$0.5	\$0.7
<b>4 State and City Projects Commensurate with or Reliant on New OR 18/Three Mile Lane Interchange</b>				
	Reconstruct OR 18/Three Mile Lane Interchange	[3]	\$60.0	\$90.0
	Re-Fit Cumulus Avenue (north side) with 2-Way Cycle Track, Buffer Strip and Wider Sidewalk: Three Mile Lane to Norton Lane		\$3.1	\$3.4
	Re-Fit Stratus Avenue (south side) with 2-Way Cycle Track, Buffer Strip and Wider Sidewalk: Martin Lane to Norton Lane		\$1.6	\$1.8
	Re-align Cumulus Avenue and Nehemiah Lane at Three Mile Lane		\$2.4	\$2.6
	New Traffic Signal on Three-Mile Lane at Cumulus Avenue		\$0.5	\$0.6
	Re-align Lawson Lane		\$1.5	\$1.7
	<b>Total</b>		<b>\$81.6</b>	<b>\$115.6</b>

