



**Joint City Council & Planning Commission
Work Session Meeting Agenda
Wednesday, October 22, 2025
6:00 p.m. – Work Session**

Welcome! The public is strongly encouraged to participate remotely but there is seating at Civic Hall for those who are not able to participate remotely. However, if you are not feeling well, please stay home and take care of yourself.

*You can live broadcast the City Council Meeting on cable channels Xfinity 11 and 331,
Ziply Fiber 29 or webstream here:*

www.mcm11.org/live

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Amazon Firestick and watch McMinnville City Council on all your devices.*

JOINT WORK SESSION:

You may join online via Zoom Webinar Meeting:

<https://mcminnvilleoregon.zoom.us/j/83451695066?pwd=dDv1dKhryLJMhR0qCOYvOXUx9E3yR.1>

Or you can call in and listen via Zoom: 1-253- 215- 8782

Webinar ID: 834 5169 5066

6:00 PM – JOINT CITY COUNCIL & PLANNING COMMISSION WORK SESSION – VIA ZOOM AND SEATING AT CIVIC HALL

1. MAYOR MORRIS CALLS JOINT MEETING TO ORDER
2. INNOVATION CAMPUS (COUNCIL/PLANNING)
3. MAYOR MORRIS ADJOURNMENT OF JOINT MEETING

STAFF REPORT

DATE: October 22, 2025
TO Mayor and City Councilors / Planning Commission Members
FROM: Heather Richards, Community Development Director
Jody Christensen, Special Projects Manager
SUBJECT: Joint City Council and Planning Commission Work Session: McMinnville
Landing, formerly the Innovation Campus

STRATEGIC PRIORITY & GOAL:



ECONOMIC PROSPERITY

Provide economic opportunity for all residents through sustainable growth across a balanced array of traditional and innovative industry sectors.

Report in Brief:

This is a work session on the McMinnville Landing, formerly known as the Innovation Campus, FINAL DRAFTs of the Master Plan, Transportation Assessment, and Design and Development Standards and the DRAFT Public Infrastructure Feasibility Analysis. This will build on the discussion from the July 8 Joint Work Session with City Council and Planning Commission, which can be found at [Joint Work Session of City Council & Planning Commission Meeting \(6:00 PM\) | McMinnville Oregon](#).

The consultants, Ken Pirie and Saumya Kini with Walker Macy, Brady Berry with Atwell, and Jet Planning's Elizabeth Decker, will be lead the work session with support from city staff.

Background:

The Innovation Campus concept was identified in the Mac Town 2032 Economic Development Strategic Plan, adopted by Resolution No. 2019-16 on March 12, 2019 ([MAC Town 2032 - McMinnville's Economic Development Strategic Plan | McMinnville Oregon](#)), and the Three Mile Lane Area Plan (3MLAP) adopted by Ordinance No. 5126 on November 8, 2022 ([G 7-21 - Three Mile Lane Area Plan \(3MLAP\) Comprehensive Plan Amendment | McMinnville Oregon](#)).

With almost 200 acres, it is one of Oregon's largest industrial sites and is strategically located on HWY 18 near the McMinnville Municipal Airport. The site has three property owner groups who have been actively engaged in the Innovation Campus discussions and the 3MLAP.

The 3MLAP identified a community vision of a Retail Center and Innovation Campus on this acreage to serve the community's future needs of commercial development and high density, upwardly mobile employment opportunities.

This Innovation Campus Project (Project) looked at both the Retail Center and the Innovation Campus. The scope of work has four components:

- Master planning the site to determine a preferred growth scenario (i.e., low-, mid-, or high-density development),
- Public infrastructure feasibility analysis, which will include wastewater, water, transportation, electricity, broadband, etc.,
- Design standards and code development, and
- Professional marketing for the site, which will include branding, communications tools, and a website (www.mcminnvillelanding.com) .

A Project Advisory Committee (PAC) was established to work with City staff on the draft materials for this planning effort. The PAC was comprised of property owner representatives, community stakeholders, and staff from partner agencies such as McMinnville Water and Light, Business Oregon, and Oregon Department of Transportation (ODOT). The committee started meeting in September 2024, and concluded with the final advisory meeting on October 1, 2025, with a review of the FINAL DRAFTS.

Community Outreach, **see Attachment 7**, included both in-person and online opportunities and received strong participation. In November 2024, the McMinnville Economic Development Partnership hosted a Business Roundtable. In March 2025, the City hosted an in-person community forum with over 100 people in attendance and an online survey that had 435 participants. Another online survey was conducted in July 2025 with 129 participants receiving project updates and seeking input regarding the design and development standards. In addition, social media was used to increase awareness. Community interest in this project is significant. The City's Communications and Community Engagement Manager has reported that the social media post on July 2, 2025, announcing the new name McMinnville Landing received 50,759 views, which makes it the top performing social media post year-to-date.



This Project has been presented and discussed with the Planning Commission on December 19, 2024, and September 18, 2025, and at a City Council/Planning Commission Work Session on July 8, 2025.

The Project will be completed on or before December 31, 2025.

Discussion:

The final product for this effort will include a Master Plan Report with attachments and appendices and Site and Design Development Standards that will be adopted by the City as part of a planned development overlay similar to the NE Gateway District – entitled The McMinnville Landing Overlay.

Below is a discussion of the Master Plan Report and the Site and Design Standards proposed for the planned development overlay.

Each document is provided as an attachment to this staff report. Where appropriate, links are provided to other adopted documents that provide background for this effort.

The McMinnville Landing Master Plan Report FINAL DRAFT – see Attachment 1

The FINAL DRAFT McMinnville Landing Master Plan Report serves as a compilation of the planning process and work produced for the Master Plan submittal application. All the submittal requirements listed in McMinnville Municipal Code (MMC) 17.10.070 are included in the document. Two critical submittal requirements: the Plan Objectives and Land Use Diagram (see Figure 2) summarize the vision for future development.



McMinnville Landing Concept Drawing

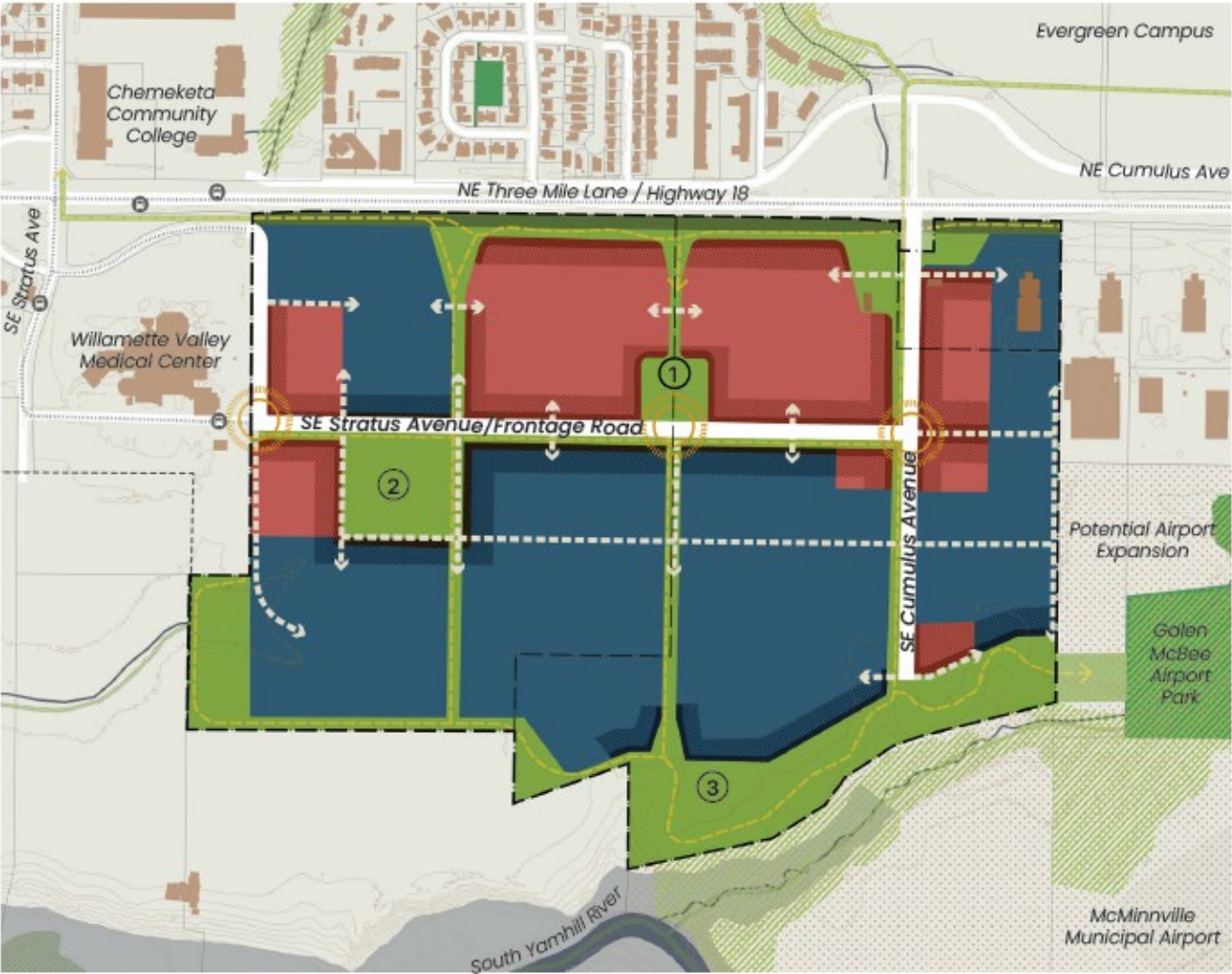
McMinnville Landing Plan objectives adhere to the adopted Great Neighborhood Principles (GNP - [Great Neighborhood Principles | McMinnville Oregon](#)) (see Figure 1) and adopted Three Mile Lane Area Plan (3MLAP) - [3MLAP Tech Memo Template](#) guidelines. The plan's main objectives:

- Protect tree groves, mature trees, and the riparian corridor
- Encourage building orientation to frame views of the landscape
- Use setbacks, green buffers, and landscape features to soften edges between development and rural areas
- Avoid parking lots and blank walls on Highway 18 edge and encourage public art/aviation themed gateway features
- Integrate McMinnville's character by complementing the architectural language and landscape features
- Extend and connect the existing Highway 18 dead-end into the site to improve access and circulation
- Connect pedestrian and bike network to existing trails across Highway 18
- Provide generous shaded sidewalks and shared-use paths with safe crossings
- Orient building frontages, entrances and public spaces to face and activate the central public gathering spaces and open spaces within site
- Support day-to-night activation through a diverse blend of human-scaled retail, cultural, and recreational uses
- Provide accessible routes with curb ramps, tactile paving, and clear wayfinding signage that welcome people of all ages and abilities



Figure 1: Examples of Good Neighborhood Principles in the Final Draft Master Plan

The McMinnville Master Plan Land Use Diagram, Figure 2, summarizes the vision for future development. The diagram guides the future built character of McMinnville Landing and highlights key opportunities for development. The diagram indicates the distribution and location of uses, including areas for connections and community use like parks and open space.



Master Plan diagram

Legend

Commercial/Retail

Employment

Parks and Open Space

1 The Landing Commons

2 Neighborhood Park

3 South Open Edge

Active Edge

Active Corner

Framework Streets

Potential Local Streets

Trails

Land Use	Acres*	%
Commercial	44	23%
Employment	101	53%
Open Space	36	19%
Framework Street ROW (est)	9	5%
TOTAL	190	100%

*Gross acres (local streets to be deducted)

Figure 2: Master Plan Land Use Diagram

The land use diagram includes these components:

- Three zones consisting of Retail, Employment, and Open Space.
- A landscape buffer from the southern edge of Highway 18 right of way
- Two key community connections – Frontage Road/ SE Stratus Avenue and SE Cumulus Avenue
- Potential locations for additional community connections including local streets and green corridors and trails
- Active street edges and key intersections where buildings are intended to support the street
- A southern green open space connecting with existing natural resources
- Potential common gathering space locations

In addition to the Land Use Diagram, the plan includes a series of concept illustrations that show how architecture, infrastructure, and open space can interact with one another on the site in future developments. They also express how the overall development will achieve goals set forth in the 3MLAP, the adopted Great Neighborhood Principles, and the site design and development standards. The site's edge along Highway 18 will become an important gateway to the community so the Master Plan provides a concept illustration of the intent for development to provide a welcoming public interface that reflects regional landscape character.

Transportation Assessment Memo FINAL DRAFT – [see Attachment 2](#)

The FINAL DRAFT Transportation Assessment Memo demonstrates a street plan consistent with the guidelines established in the 2010 McMinnville Transportation System Plan (TSP) and shows proposed classification of streets, bicycle routes, and proposed pedestrian facilities. The McMinnville Landing transportation network has been carefully designed to seamlessly connect to the surrounding grid and to facilitate convenient and multi-modal access to and from the site. This memo also provides a snapshot of expected traffic increases in the vicinity of the project, particularly along the Highway 18 corridor. It was assumed that at build-out, the McMinnville Landing plan area would generate over 2,100 jobs. The Memo determines that the jughandles identified in the Three Mile Lane Area Plan as a possible improvement are not necessary within the planning horizon. Improvements to the existing at-grade signalized intersection are sufficient to maintain operation well within applicable standards for both intersection capacity and queuing.

Public Infrastructure Feasibility Analysis DRAFT - [see Attachment 3](#)

The Infrastructure Assessment and Funding Plan provides a conceptual layout of proposed public improvements needed to support the land use diagram (Figure 2). It addresses overall capacities and gives recommendations for locations and sizing for infrastructure improvements for private development. This infrastructure is a component of a City of McMinnville's public utility services planning process currently under consideration by the City – [see Attachment 4 Public Works Director's Staff Memo](#). This report has noted the areas that will need to be revised with the results of the wastewater master planning updates.

Infrastructure components examined include Streets, Storm Sewer, Sanitary Sewer, Water, and Dry Utilities (i.e., electricity, natural gas, telecommunications, and fiber).

McMinnville Landing Overlay Zone Site and Design Development Standards, FINAL DRAFT – See Attachment 5

The design and development standards are proposed to be part of the McMinnville Landing Planned Development Zoning Overlay to direct future development within the district to ensure that development implements the Master Plan goals and is coherent across the district. Standards will be applied to both broader site planning efforts through a planned development review and to individual sites and buildings through Three Mile Lane Design Review.

Final Draft standards were developed to reflect the specific objectives for the district, consistent with the adopted policies in the Three Mile Lane Area Plan ([3MLAP Tech Memo Template](#), pages 37 and 38, as well as Table IV), and property owner and community engagement with this planning effort. To test the feasibility of the standards, the standards for similar commercial developments around the state were consulted.

The proposed code also aligns with existing McMinnville code where possible for consistent interpretation and application and introduces district-specific standards where distinct or more detailed outcomes are desired. The code concepts developed and refined based on input from the public online open house, the property owners' group, Planning Commission, and City staff.

The design and development standards address and direct the following components of future development:

- Distribution of uses – permitted and prohibited uses within each zone, including standards to address scale and location of specific uses.
- Site design components – street and pedestrian connectivity, connectivity within sites, block and lot configuration, integrated civic spaces, and perimeter transitions.
- Open space and landscaping – locational and improvement requirements for parks, commons, open space, trails and landscaping to integrate functional natural spaces.
- Relationships between buildings and the street – frontage, setbacks, main entrances, active corners to create building presence, with parking and loading areas located to the interior of blocks.
- Building design requirements – window coverage, façade articulation, pedestrian shelter coverage, materials, roof forms, and fences.
- Parking requirements and design – minimum and maximum on-street parking requirements, flexible parking options such as on-street parking, shared parking and garages; landscaping and circulation requirements to address size and feel of large parking areas.
- Review procedures – options for administrative review meeting standards for above design aspects and for discretionary review of alternative design proposals that otherwise meet district goals.

Site standards reflect the policies adopted in the Three Mile Lane Area Plan for intentional and sustainable landscaping reflecting the area's environment, multi-modal connectivity throughout the area, and natural features.

Uses reflect the Three Mile Lane Area plan's policy direction for high density job creation and retail uses that reflect local values and responds to community needs.

Most of the building design and development standards pertain to the retail components of the project based on direction provided by the City Council and community during the Three Mile Lane Area planning process.

There is still active community discussion about the size of tenants in the retail area of McMinnville Landing. The proposed site design and development standards is focused on building form and allowed uses, and not tenancy except to limit the number of tenants larger than 135,000 square feet to two total in the development. This was a result of the discussions that occurred during the Three Mile Lane Area planning process striving to balance the community need for general merchandise stores and the neighborhood need for groceries with the value of preserving most retail space for smaller tenants. The market analysis conducted with the Three Mile Lane Area planning effort (mcminnvilleoregon.gov/sites/default/files/fileattachments/planning/page/23174/3mlap_appendix_b_-_existing_conditions_-_final.pdf) concluded that the City has enough standalone grocery stores and it would be less likely that a standalone grocery store would locate in this area, but a store that combined general merchandise and groceries probably would locate in this area. **(See Attachment 6 – Memo from Three Mile Lane Area planning public hearings, "Size of Retail Memo")**.

Currently the McMinnville Municipal Code (MMC) has a large format commercial design review process that focuses on building form but does not limit sizes (mmc_17.56_large_format_commercial_design_standards_003.pdf). The McMinnville Landing Planned Development Overlay adopted with the proposed site and design development standards will supersede that provision of the MMC by limiting the size of all tenants except for two to under 135,000 square feet.

Attachments:

1. Attachment 1: McMinnville Landing (ML) Master Plan Report Final Draft
2. Attachment 2: ML Transportation Analysis Final Draft
3. Attachment 3: ML Infrastructure Assessment Draft
4. Attachment 4: Public Works Director's Staff Memo
5. Attachment 5: Overlay Zone Final Draft
6. Attachment 6: 3MLAP Size of Retail Memo
7. Attachment 7: ML Community Outreach Summaries Final Draft
8. Attachment 8: Branding Presentation Final Draft

Fiscal Impact:

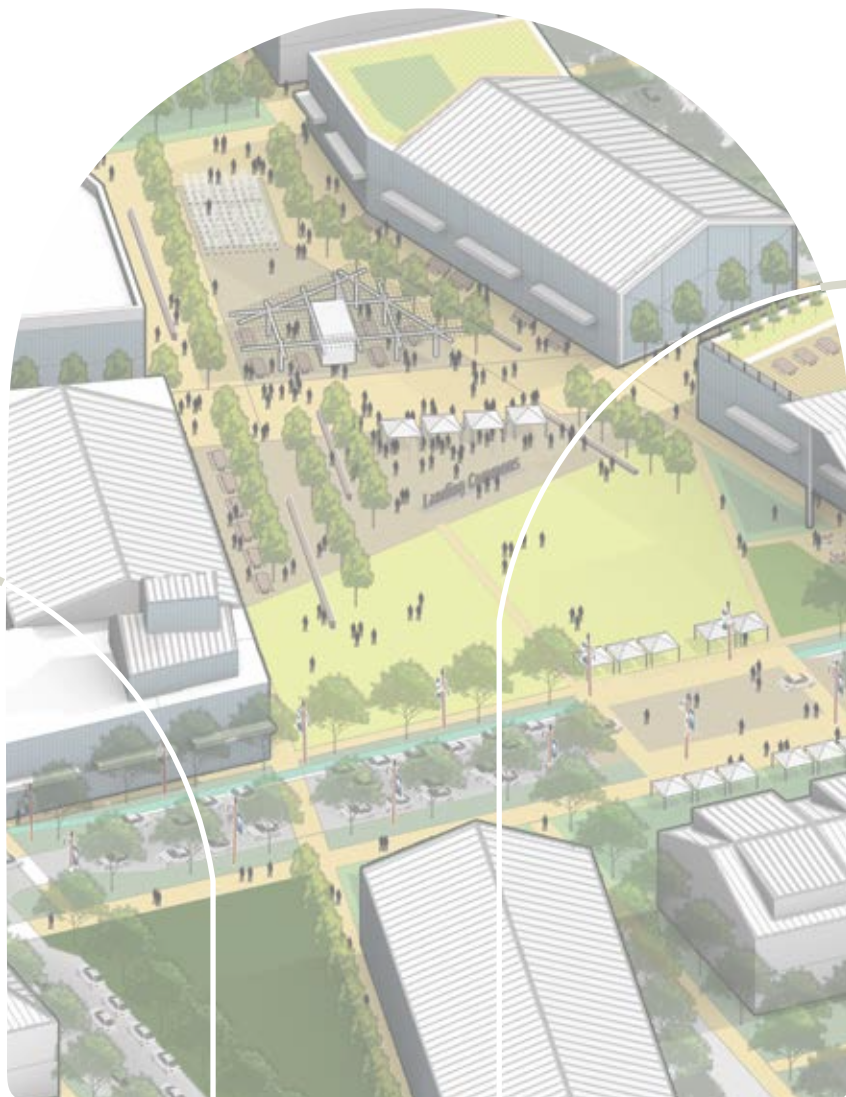
This work is funded entirely through grants from ARPA and Oregon Business Development Department (OBDD).

Next Steps:

Once the Master Plan Report and Site Design and Development Standards are finalized, the City, with the property owners' consent, will embark on a legislative planned development overlay adoption for this area – the McMinnville Landing Overlay. This is a similar process used for other special planning areas with the City such as the NE Gateway District planned development overlay.

That process entails notice to the Department of Land Conservation and Development, public hearings with the Planning Commission and a final decision via ordinance by the City Council.

Staff is hopeful that the adoption will be completed by March 1, 2026, as part of the land use efficiencies project that is due to the state, but timing will be contingent on the completion of a final draft of the water and wastewater master planning efforts that is currently underway.



McMinnville Landing Innovation District

Final Draft
Master Plan Report

October, 2025



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Land Acknowledgement

The McMinnville Landing site is located on what is the traditional territory of the Yamhill band (sub-tribe) of the Kalapuya tribe. After the 1855 Treaty, the Kalapuya people were forcibly removed and are now members of The Confederated Tribes of Grand Ronde.

The Tribal Homelands of The Confederated Tribes of Grand Ronde include the historic Grand Ronde Reservation, ceded lands, aboriginal homelands, and usual and accustomed areas of the Tribe. The antecedent tribes and bands that make up the modern-day Tribe have ancestral homelands ranging from southwest Washington, through most of western Oregon, to northern California.

In the 1850s the tribes and bands were forcibly relocated to the Grand Ronde Indian Reservation in northwest Oregon, in most cases after signing treaties with the United States that promised them certain rights and benefits. After federal termination in 1954, the Tribe was left virtually landless and only retained the Tribal Cemetery.

Since restoration in 1983, the Tribal Government has made the re-acquisition of its lands a priority. The re-acquisition of lands allows the Tribe to improve and expand its services to Tribal Members, expand tribal housing, broaden their economic base, improve infrastructure, and much more.*

* <https://www.grandronde.org/services/lands/>

Acknowledgements

City of McMinnville

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Jody Christensen, Special Projects Manager

David Berniker, Planning Manager

Noelle Amaya, Communications & Engagement Manager

Property Owner Group

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Stewart Kircher, DRS Land

Project Advisory Committee

All members of the Property Owner Group +

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Arthur Chaput, Business Oregon

Beth Rankin, Planning Commission

Chris Brooker, Willamette Valley Medical Center

Chris Chenoweth, City Council Liaison

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Kathleen McKinney, Project Area Resident

Kit Johnston, Property Owner/Yamhill County Commissioner

Marilyn Kosel, McMinnville Downtown Association

Meg Murray, Planning Commission

Mike Morris, McMinnville Economic Vitality Leadership Council

Patty Herzog, McMinnville Economic Development Partnership

Steve Iverson, Friends of Yamhill County

Steve Scott, Evergreen Museums and Campus

Willy Williamson, Municipal Airport Manager

Technical Advisory Committee

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Report Structure

The City of McMinnville identified a 190-acre Innovation District in the Three Mile Lane Area Plan. This report serves as the Master Plan for the McMinnville Landing per the McMinnville Municipal Code (CMC) Chapter 17.10, and is a compilation of the master plan submittal requirements and findings necessary to support

development in the area.

The document includes:

MMC 17.10.070 Master plan submittal requirements

A. Plan Objectives

B. Plan Area and Context

C. Land Use Diagram

D. Significant Resources Inventory

E. Natural Hazard Areas

F. Mixed Use Areas

G. Commercial Areas

H. Residential Areas (N/A for this site)

I. Parks and Open Space

J. Transportation Analysis and Plan

K. Public Facilities Analysis and Plan

L. Site Design and Development Standards

The document also addresses:

MMC 17.10.080 Master plan review criteria

In the review of an application for a master plan, the Planning Commission and City Council shall consider the following:

Whether the proposed master plan is consistent with the Framework Plan, Area Plan, and Comprehensive Plan in terms of land use, density, transportation systems and networks, and open space.

Whether the proposed master plan is generally suitable for the area in which it is proposed, considering existing and planned neighborhoods, shopping and employment areas, and natural resources and hazards.

Whether the proposed master plan is integrated with existing developed or planned areas.

Whether the master plan is consistent with the City's adopted Great Neighborhood Principles, which include:

- Natural Feature Preservation.
- Scenic Views.
- Parks and Open Spaces.
- Pedestrian Friendly.
- Bike Friendly.
- Connected Streets.
- Accessibility.
- Human Scale Design.
- Mix of Activities.
- Urban-Rural Interface.
- *Housing for Diverse Incomes and Generations. N/A*
- *Housing Variety. N/A*
- Unique and Integrated Design Elements.

How to use this document

Executive Summary

A summary of the report including project goals, planning and policy context, planning process, vision, and critical submittal requirements of the master plan.

Introduction

Provides a background of the City's vision, workflow, existing plans and policies, and the planning process to develop this master plan.

McMinnville Landing Master Plan

Introduces the outcome of the project planning process including the vision, conceptual land use, open spaces, street networks and urban design standards. This chapter covers the majority of the submittal requirements listed in the City of McMinnville Municipal Code (MMC) 17.10.070.

- A. Plan Objectives (pg 25)
- B. Plan Area and Context (pg 35)
- C. Land use diagram (pg 43)
- D. Significant Resources Inventory (pg 47)
- E. Natural Hazard Areas (pg 49)
- F. Mixed Use Areas (pg 51)
- G. Commercial Areas (pg 51)
- I. Parks and Open Space (pg 53)
- L. Site Design and Development Standards (pg 55)

A table summarizes how this chapter addresses MMC 17.10.080 Review Criteria, especially the Great Neighborhood Principles.

Infrastructure Feasibility Analysis

Summarizes the infrastructure needs for a development of this scale in accordance with the proposed land use map. It includes the remaining MMC 17.10.070 submittal requirements and provides cost estimates for capital improvements to serve the McMinnville Landing.

- J. Transportation Analysis and Plan (pg 63)
- K. Public Facilities Analysis and Plan (pg 65)

Next Steps

Includes implementation and action items for the City, property owners and partners to advance toward site development.

Attachments

These are standalone documents that meet the MMC 17.10.070 submittal requirements. These should be reviewed as complementary to the Master Plan and public infrastructure feasibility analysis chapters.

Appendices

These documents provide additional information to understand the overall project and process.

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Executive Summary



Project Goals & Planning Process Summary

Project Goals

As part of the adopted Three Mile Lane Area Plan (3MLAP), the City of McMinnville has identified a 190-acre Innovation District on privately-owned, primarily agricultural land within the city's limits.

This district is intended to support the next generation of industrial and entrepreneurial jobs, where research and product development is nurtured in a thoughtful and intentional campus design. The district could include office space, flex spaces, incubator spaces, and manufacturing facilities. Complementing this employment center will be a vibrant and walkable commercial retail center, serving workers, visitors, and the McMinnville community alike.

As per the McMinnville Municipal Code (MMC) 17.10.030 and 17.10.060, this report serves as the Master Plan for the McMinnville Landing. The plan establishes a specific pattern of land use and an urban design framework for future development on the McMinnville Landing site. The plan serves as an advisory document consistent with the requirements and guidelines set forth in the city's adopted Growth Management and Urbanization Plan (MGMUP), Three Mile Lane Area Plan (3MLAP) and Comprehensive Plan. Building on these plans, this document also identifies conceptual open spaces, street networks, infrastructure needs, and site design and development standards.

Planning & Policy Context

In 2022, the City adopted the 3MLAP as an amendment to the McMinnville Comprehensive Plan (Ordinance No. 5126). It addresses ~1,340 acres of land in the southeast portion of the city. This area is envisioned to accommodate future needs for new housing, commercial, employment, and industrial development in McMinnville.

3MLAP goals:

- Support and enhance the district's economic vitality and marketability
- Provide opportunities for a complementary mix of land uses, consistent with the vision of a diverse and vibrant district.
- Enhance multi-modal connections throughout the district.
- Create an aesthetically pleasing gateway to the City of McMinnville.
- Improve the district for existing and future McMinnville residents in the area.

The 3MLAP identified 40 to 60 gross acres of retail land (not to exceed 33 net buildable acres) and 140 to 160 gross acres of employment land within the McMinnville Landing site to meet citywide needs.

The City also adopted a set of Great Neighborhood Principles (GNP) in 2019 to guide the design of urban environments across the city at large (Ordinance No. 5066). These principles ensure that new development

creates neighborhoods that are livable, healthy, social, safe, and vibrant for all residents. The McMinnville Landing site must meet all the goals and guidelines included in the adopted area plan as well as adhere to the applicable GNP.

Planning Process

The planning process for this project began in July 2024. It was a collaboration between the City, owners of the three McMinnville Landing properties, and a Project Advisory Committee. The scope of work included 7 tasks:

- Kickoff & existing conditions
- Draft plan scenarios
- Preferred plan
- Site design and development standards
- Naming, branding, and website development
- Master Plan report
- Infrastructure feasibility analysis

Key engagement within each task involved property owner work sessions, project advisory committee (PAC) and technical advisory committee (TAC) meetings, and community engagement events and surveys. Team and City work sessions and feedback at every stage during the process helped inform the vision, goals, priorities, and requirements for McMinnville Landing.



McMinnville Landing Innovation District

Existing Conditions

McMinnville is located about 35 miles southwest of Portland and is the largest city in Yamhill County, with a population of around 35,000 (2025). It is an important regional center for government, agriculture, and industry. A market analysis conducted for the 3MLAP highlighted significant household and employment growth in the region over the next 20 years. This led to the discussion of leveraging several large undeveloped sites to meet the city's needs with proactive planning efforts.

McMinnville Landing is situated on the south side of Highway 18, between the McMinnville Municipal Airport and Willamette Valley Medical Center. Three privately owned parcels form the site. SE Cumulus Avenue and SE Stratus Avenue are the two main vehicular entry points. Scenic rural and mountain views, and a natural area surrounding an unnamed creek on the site's south edge are key natural features that help define a distinct character and identity for the site. North of the highway, the Evergreen Aviation Campus and the Chemeketa Community College Yamhill Valley Campus add to the unique character of the broader neighborhood.



Site context and ownership

Legend

- A** 3330 Three Mile LLC (9.6 acres)
- B** KIMCO (90.4 acres)
- C** DRS (89.9 acres)
- Yellow outline** McMinnville Landing Site (190 acres)

- 1** Willamette Valley Medical Center
- 2** Norton Landing & Stratus Village Housing
- 3** Chemeketa Community College
- 4** McMinnville Municipal Airport (KMMV)
- 5** Evergreen Campus



SE Cumulus Avenue intersection



Mountain views from site

Vision

McMinnville Landing is a place dedicated for future-focused employment, retail, and commercial enterprises. The district is envisioned as a thoughtfully-planned campus to nurture a spirit of innovation and quality of life. The concepts described in this report prioritize community wellbeing, economic vitality, and responsible development and seek to enhance the character and vibrancy of McMinnville.

- This district is an ideal location for high-wage employment in advanced manufacturing, natural resources, high tech, agriculture, aviation and aerial systems, bioscience, clean tech, edtech and services, semiconductors, electronic components, software, and more.
- McMinnville Landing fills a long-standing retail gap in the area with space for both local shops and national brands. From essential services to experiential retail, this space will contribute to the character and vibrancy of a thriving community.
- The district's public realm weaves together green spaces, pedestrian-friendly pathways, public gathering places, and access to nature for recreation, fitness, and mindfulness.



Experiential retail



Green spaces



Future-focused employment

Master Plan

All the submittal requirements listed in McMinnville Municipal Code (MMC) 17.10.070 are included in this document. Two critical submittal requirements, the Plan Objectives and Land Use Diagram summarize the vision for future development.

Plan Objectives

McMinnville Landing adheres to the adopted Great Neighborhood Principles (GNP) and adopted 3MLAP guidelines. The plan's main objectives are to:

- Protect tree groves, mature trees, and the riparian corridor
- Encourage building orientation to frame views of the landscape
- Use setbacks, green buffers, and landscape features to soften edges between development and rural areas
- Avoid parking lots and blank walls on the Highway 18 edge and encourage public art/aviation themed gateway features
- Integrate McMinnville's character by complementing the architectural language and landscape features
- Extend and connect streets through the site to improve access and circulation
- Connect the pedestrian and bike network to existing trails across Highway 18
- Provide generous shaded sidewalks and shared-use paths with safe crossings
- Orient building frontages, entrances and public spaces to face and activate the central public gathering spaces and open spaces within site
- Support day-to-night activation through a diverse blend of human-scaled retail, cultural, and recreational uses
- Provide accessible routes with curb ramps, tactile paving, and clear wayfinding signage that welcome people of all ages and abilities



Master Plan

This land use diagram guides the future built character of McMinnville Landing and highlights key opportunities for development. The diagram indicates the distribution and location of uses, including areas for connections and community use like parks and open space.

The land use diagram includes these components:

- Commercial, Employment, and Open Space land
- A retail center south of Highway 18
- A landscape buffer from the southern edge of the Highway 18 right of way
- Two key community connections – SE Stratus Avenue and SE Cumulus Avenue
- Potential locations for additional community connections including local streets and green corridors and trails
- Active street edges and key intersections where buildings are intended to support the street
- A southern green open space connecting with existing parks and natural resources
- Potential common gathering space locations

In addition to the Land Use Diagram, the plan includes a series of concept illustrations that show how architecture, infrastructure, and open space can be integrated in future developments. They also express how the overall development will achieve goals set forth in the 3MLAP, the adopted Great Neighborhood Principles, and the site design and development standards. As an example, because the site's edge along Highway 18 will become an important gateway to the community, the illustration on the facing page shows the expectation that future Landing development will provide a welcoming public interface that reflects the regional landscape character.



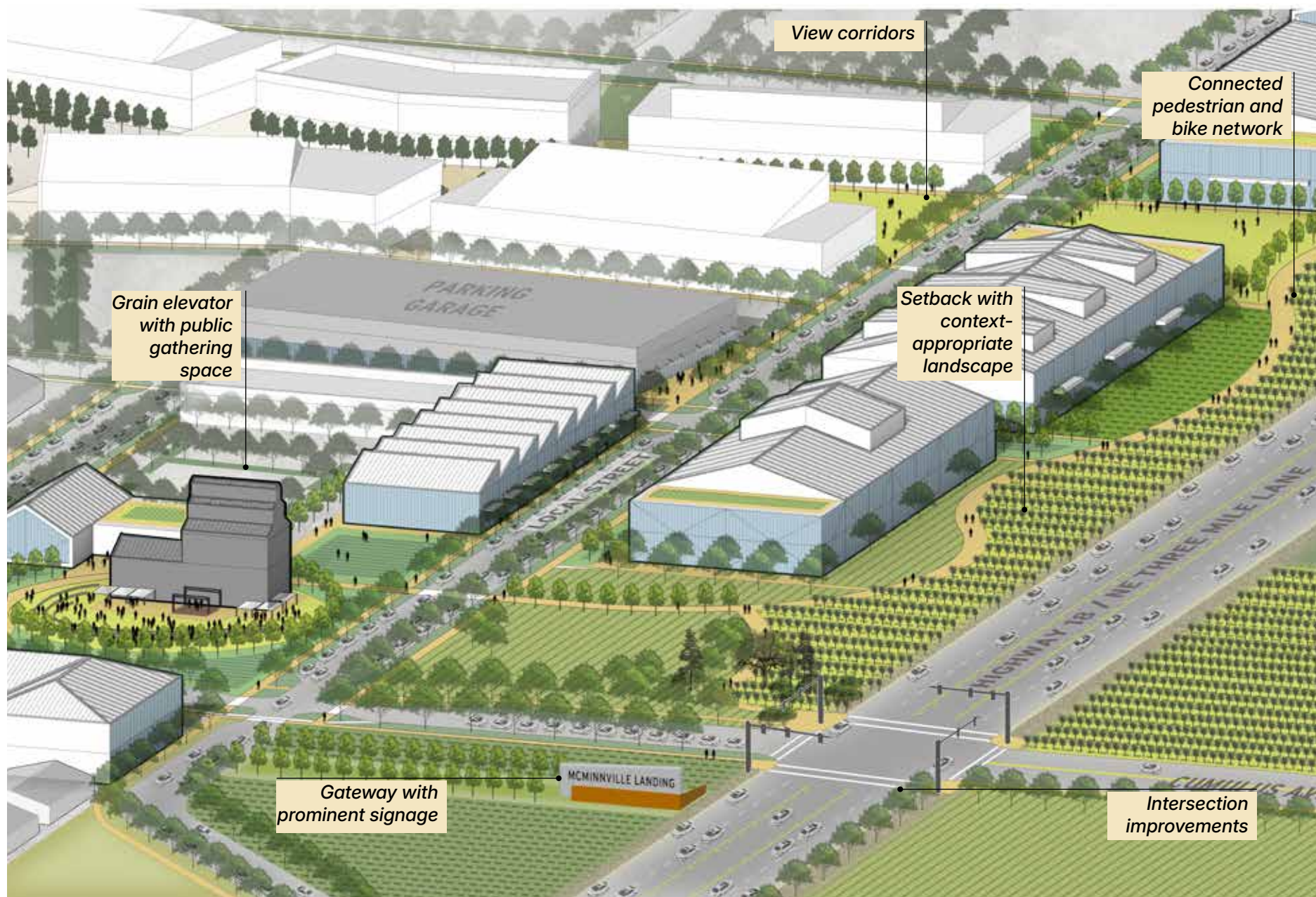
Master Plan diagram

Legend

- Commercial/Retail
- Employment
- Parks and Open Space
- 1 The Landing Commons
- 2 Neighborhood Park
- 3 South Open Edge
- Active Edge
- Active Corner
- Framework Streets
- Potential Local Streets
- Trails

Land Use	Acres*	%
Commercial	44	23%
Employment	101	53%
Open Space	36	19%
Framework Street ROW (est)	9	5%
TOTAL	190	100%

*Gross acres (local streets to be deducted)

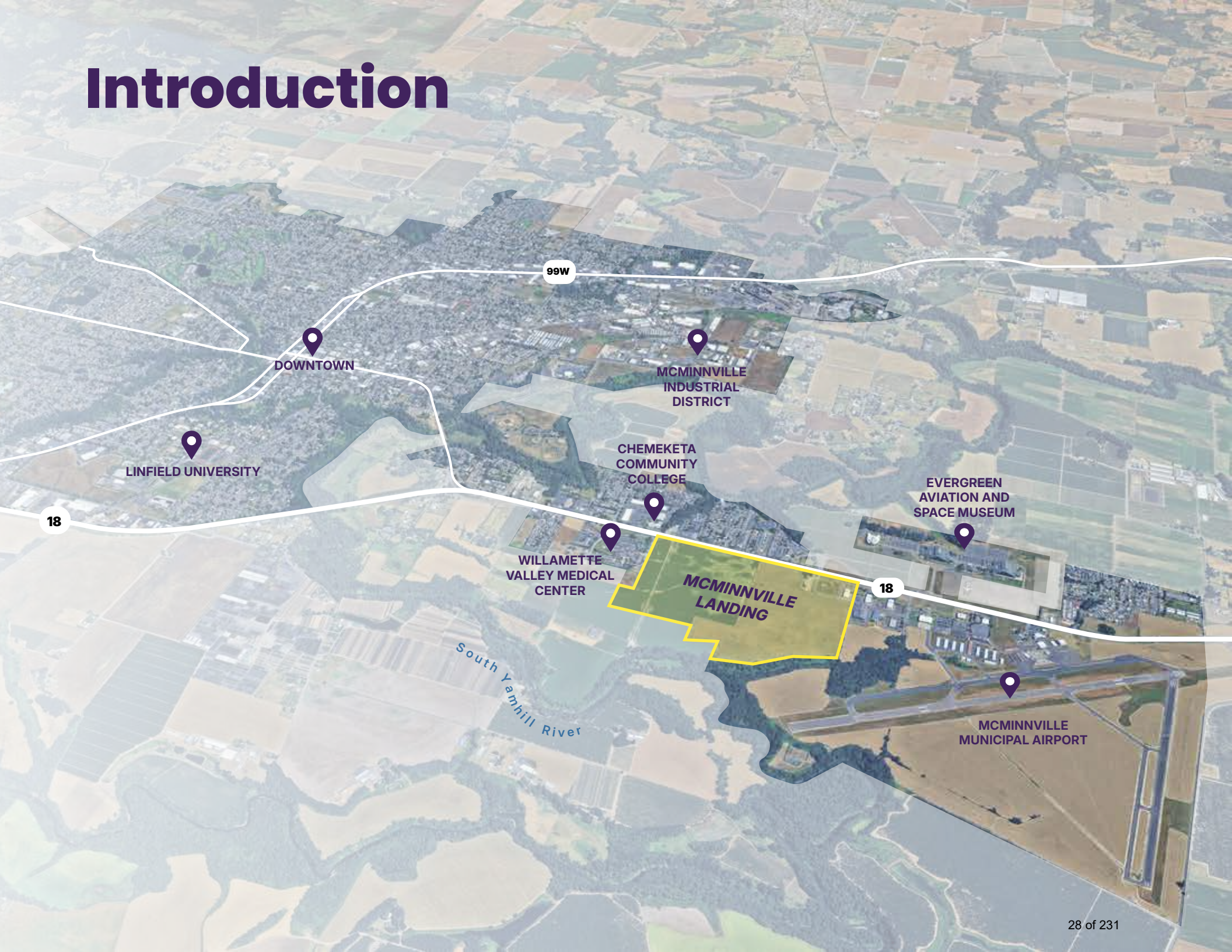


Highway 18 and Gateway concept illustration showing a potential manifestation of the plan's vision

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Introduction



Envisioning an Innovation District

Nestled in a beautiful corner of the northern Willamette Valley, McMinnville features a small-town character, a spirit of independent local creativity, and solid economic fundamentals. The City of McMinnville seeks to sustain local prosperity by attracting diverse businesses and employment opportunities to the community. This aspiration, paired with large buildable land within the City's Urban Growth Boundary, inspired the creation of McMinnville Landing. With room to grow, a skilled and eager workforce, and abundant amenities, McMinnville is a great place for innovation.

There are many examples of thriving innovation districts across the country, and the McMinnville Landing aspires to learn from successful examples. These are often mixed-use developments that bring employment, commerce, and community together. While a typical downtown district is made up of a diverse mix of small retail stores and restaurants serving to attract tourists and locals, innovation districts integrate high-density employment hubs with aligned business, co-working environments, and flexible, collaborative spaces that support next-generation startups. They often integrate with educational and research institutions. The Innovation District at Oregon State University (OSU) Cascades is one such example that leverages the strengths of co-located stakeholders and establishes strategic partnerships to drive regional economic growth.

Retail is a critical part of the experience in these districts, interwoven with public spaces, dining, performance areas, and plazas to support a dynamic urban environment for both the employees of the innovation district and residents of the community. This interactive and immersive environment of commerce and community activities generates experiential retail that prioritizes customer engagement, helps to activate streets and common spaces, and creates a community destination with a distinct identity.



OSU Cascades Innovation District, Bend, OR



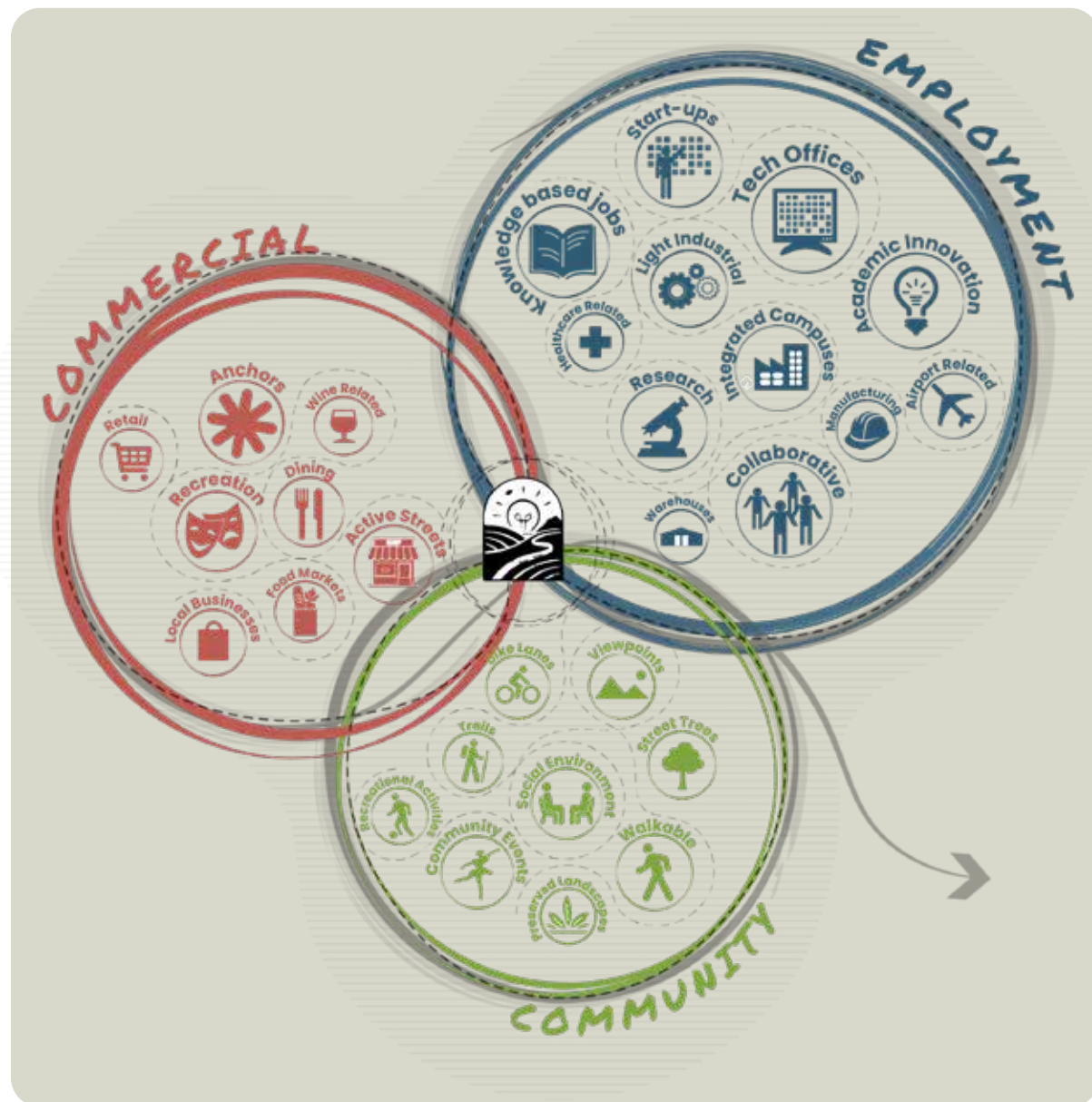
Vancouver Innovation Center, WA



Sky Song Innovation Center, Scottsdale, AZ

The desire for an Innovation District was identified in the Mac Town 2032 Economic Development Strategic Plan, adopted by Resolution No. 2019-16 on March 12th, 2019, and in the Three Mile Lane Area Plan (3MLAP), adopted by Ordinance No. 5126 on November 8, 2022. These documents identified a community vision of a retail center and employment campus to serve the community's future need for commercial development and high quality, high-paying employment opportunities. A target goal of 11 jobs per acre for employment uses and 23 jobs per acre for commercial uses was adopted to encourage this vision.

“The McMinnville Landing is intended to be a high density employment campus responding to the next generation of industrial and entrepreneurial jobs where research and development is nurtured and supported in a thoughtful and intentional campus design. Research facilities, health centers, flex offices, incubator spaces, and manufacturing facilities can be part of an integrated and collaborative campus. A retail center, hosting a range of shops and restaurants, will become a vibrant destination for nearby workers, residents, and visitors, helping to create foot traffic and vibrancy at all hours of the day.”



Planning Background

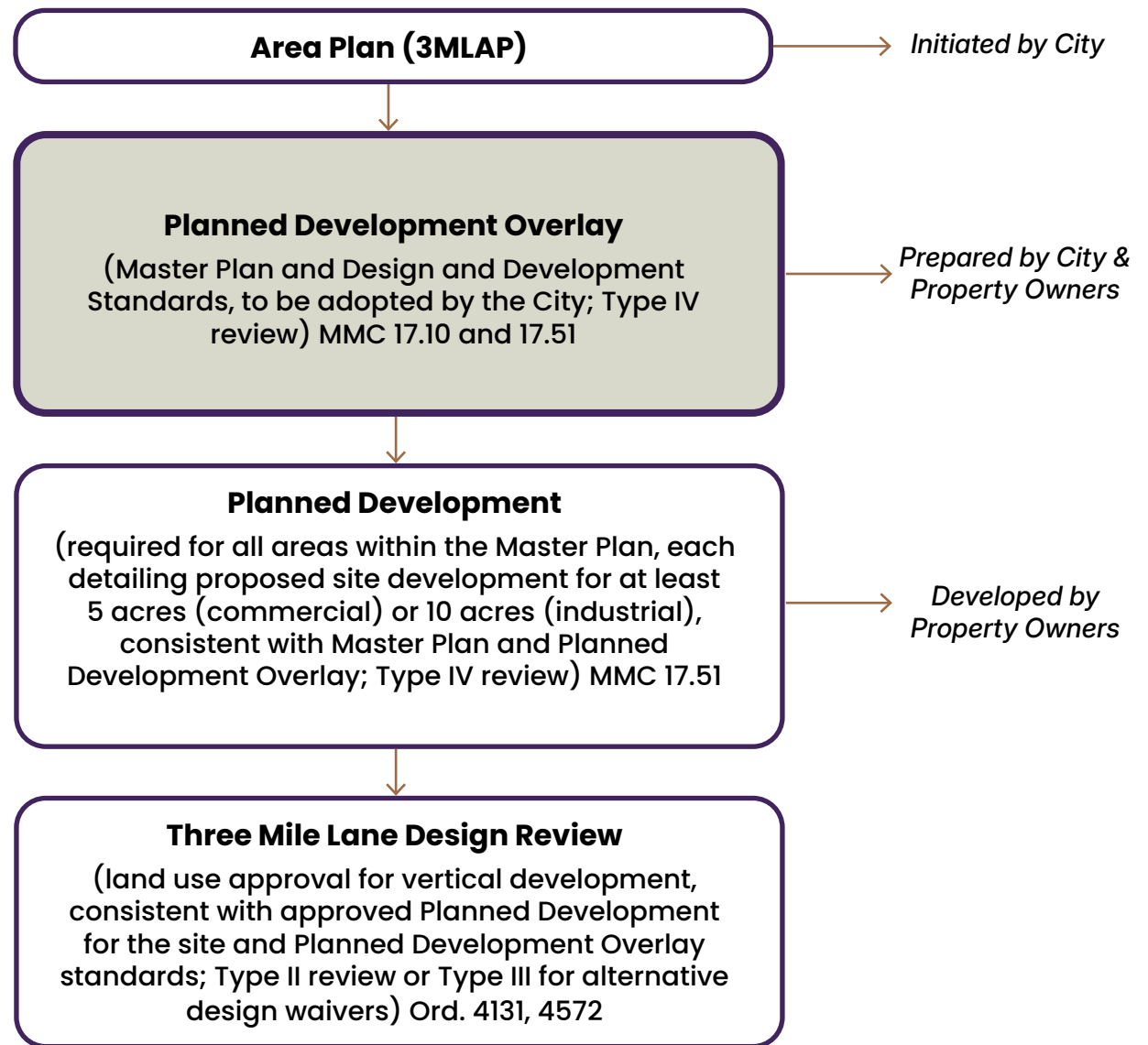
City Approvals Process

To ensure that future growth in large land tracts like the McMinnville Landing is consistent with the Comprehensive Plan, the City of McMinnville utilizes an Area Plan and Master Planning process. This is typically used for large tracts of land in the urban growth boundary but given the size and amount of land in the Three Mile Lane area and the subject site of this report, the City chose to follow this process for this area as well even though it is already within the city limits.

The McMinnville Landing site falls under the adopted Three Mile Lane Area Plan (3MLAP) which was developed and adopted (2019 – 2022). This document represents the Master Plan for the large tract of land identified in the 3MLAP as the Innovation District, following the submittal requirements and review criteria outlined in Chapter 17.10 of the McMinnville Municipal Code.

The Master Plan and accompanying site design and development standards will be adopted as part of a Planned Development Overlay by the City of McMinnville setting the stage for future development to be reviewed under the standards of the Planned Development Overlay. See implementation and Action Items on page 79 and 80 for more information.

1. Area Plans identify more specific locations and sizes for land uses after further consideration of an area's characteristics and relationship to surrounding urban uses. In 2022, the City of McMinnville adopted the Three Mile Lane Area Plan as an amendment to the McMinnville Comprehensive Plan.
2. The Master Plan reflects the Area Plan but with more specificity, including land uses, street networks, infrastructure needs, connectivity, etc



**Note: This site was annexed before 3MLAP.*

The purpose of a Master Plan is to provide:

- A complementary mix of uses and activities to achieve the Principles of the McMinnville Growth Management and Urbanization Plan.
- Orderly and efficient development of the City consistent with the City's Framework Plans and adopted Area Plans.
- Compatibility and/or transition with adjacent developments and the character of the area.
- An interconnected transportation network – streets, bicycle routes, and pedestrian trails – within the master plan area and to existing and planned City streets, routes, and trails.
- A range of open spaces and recreation facilities, as needed to facilitate the Framework Plan, adopted Area Plan and Parks, Recreation and Open Space Plan.
- Public and semi-public facilities and services.
- Preservation of historic buildings, scenic views, and natural resources to the greatest extent possible.
- Transitions or buffers between urban development and rural areas.
- Implementation of McMinnville's Comprehensive Plan, including adopted Area Plans and the Great Neighborhood Planning Principles.
- *A range of housing choices for areas planned to have residential components (not applicable to McMinnville Landing).*



Bicycle routes and pedestrian trails



Buffers



Mix of uses and activities



Open spaces

Planning & Policy Context

Three Mile Lane Area Plan

McMinnville's Comprehensive Plan includes Area Plans that focus on designated districts within the city's urban growth boundary. In 2022, the City of McMinnville adopted the Three Mile Lane Area Plan as an amendment to the McMinnville Comprehensive Plan. This plan focuses on approximately 1,340 acres of land in the southeast portion of the city. The Three Mile Lane Area is envisioned to accommodate some of the region's future need for new housing, commercial, employment, and industrial uses, as identified in a market analysis that projected significant household and employment growth over the next 20 years. The Three Mile Lane Area is positioned to capture a significant share of this regional demand given the presence of large greenfield sites.

Great Neighborhood Principles

Along with the Three Mile Lane Area Plan, the city also adopted the Great Neighborhood Principles (GNPs) into the City's Comprehensive Plan in April 2019. Their purpose is to guide the land use patterns, design, and development of the places where McMinnville residents live, work, and play.

- Natural Feature Preservation
- Scenic Views
- Parks and Open Spaces
- Pedestrian Friendly
- Bike Friendly
- Connected Streets
- Accessibility
- Human Scale Design
- Mix of Activities
- Urban-Rural Interface
- Unique and Integrated Design Elements
- Housing for Diverse Incomes and Generations
- Housing Variety

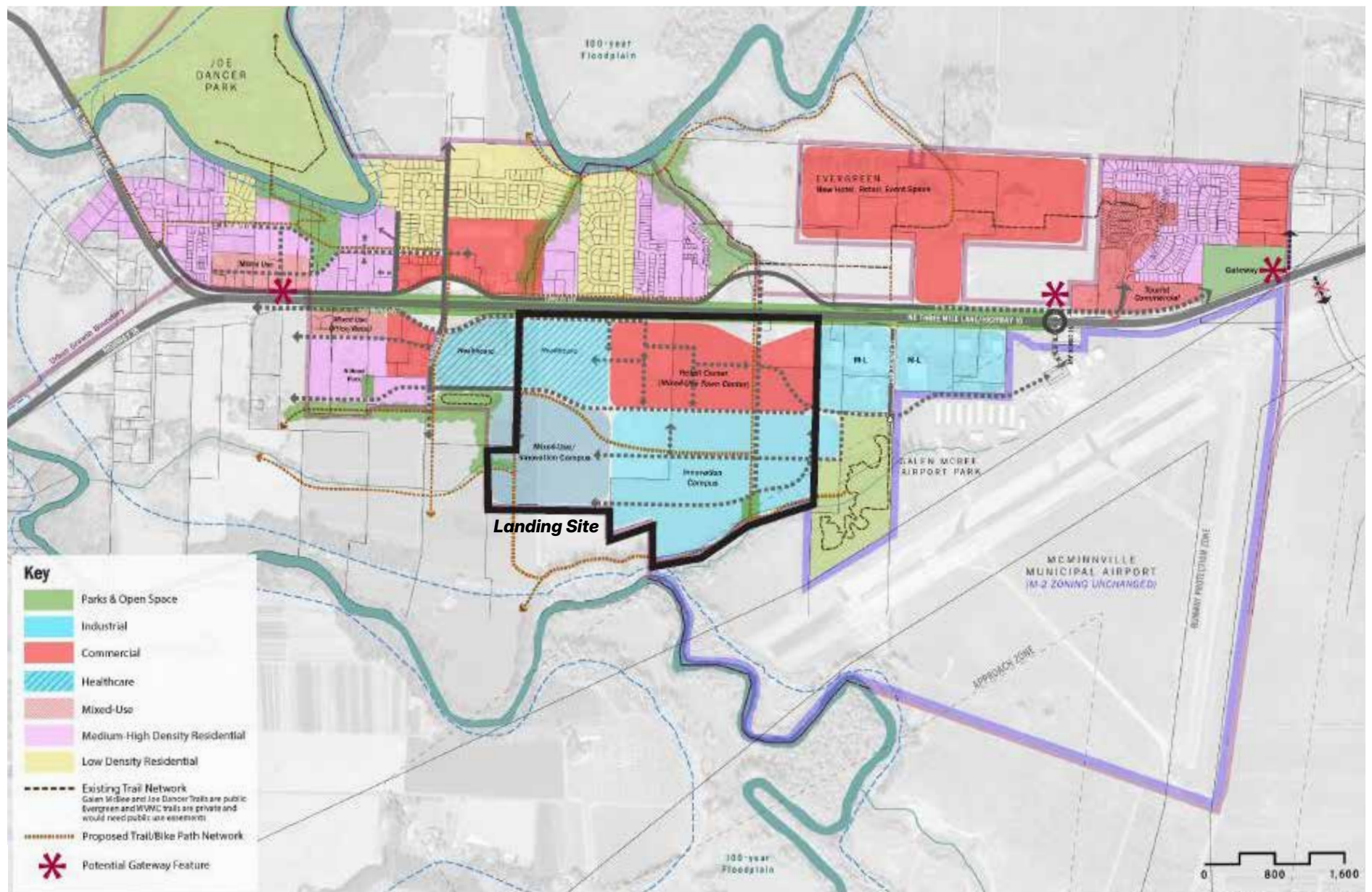
(Since housing is not permitted on the McMinnville Landing site due to its proximity to the McMinnville Municipal Airport, the housing for diverse incomes and generations and housing variety principles are not applicable to this project.)



Connected streets



Human-scaled design



Three Mile Lane Area Plan (3MLAP)

Process

Scope of Work and Project Timeline

The primary funding sources for this plan were two grants from Business Oregon's Special Public Works Fund and Strategic Reserve Fund, and the City of McMinnville's American Rescue Plan Act (ARPA) funds. Work on this plan began in July 2024 and resulted in a collaborative and iterative process between the city, McMinnville Landing property owners, and the wider community.

The work included the following seven tasks:

- 1. Kickoff and existing conditions:** This included a review of background documents, existing policies, a tour of the site, and case studies of similar work to inform the project. The consultant team and city staff confirmed goals and priorities for the project and crafted a Vision Statement. Following the kick-off, an existing conditions report was produced (see Appendix).
- 2. Draft scenarios:** Three alternative scenarios for the master plan were produced collaboratively with the city, property owners and advisory committees. A low intensity (least dense, fewest jobs per acre), high intensity (most dense, highest number of jobs per acre) and a medium intensity scenario were created. These scenarios were shared with the community at an open house and in an online survey before a preferred plan was produced.
- 3. Preferred plan:** With input from the city, property owners, advisory committees and the community, the consultant team developed a preferred plan. Workshops with the owners and city and feedback from the community resulted in a plan that is a hybrid of the medium and high scenario.
- 4. Site design and development standards:** These standards were produced to complement the preferred plan, shared in workshops and an online open survey for community input. The standards aim to ensure future development is high quality and meets the City's plans and policies. The standards are a standalone attachment to this document (see Attachments).
- 5. Naming, branding, and website development:** Working closely with the property owners, the consultants developed a vision for the McMinnville Landing to fit the unique character of the city. A vision statement, logo, and assorted branding standards were all created. The site's name, McMinnville Landing was selected by the owner group, and a website was created for community members, visitors, potential investors, and developers. That website can be viewed here: www.mcminnvillelanding.com
- 6. McMinnville Landing Master Plan:** This report compiles all the work produced for McMinnville Landing under the above tasks and meets the requirements and criteria laid out in city code. It is meant to be a roadmap both for the developers as well as city staff to ensure a unified and cohesive approach to the McMinnville Landing site.
- 7. Infrastructure feasibility analysis report:** This outlines the infrastructure requirements for the future site and includes recommendations, cost estimates and a capital improvements plan (refer to Attachments). Additionally, a transportation assessment memo examines the traffic impacts to the surrounding area due to the projected increase in vehicle miles travelled to and from the site (refer to Attachments).



Open House



FINE branding

Project Development

The project involved an iterative process built on the kickoff and existing conditions work. Crafting and refining the draft scenario options was a critical step in guiding site design and development standards, infrastructure planning and the Master Plan report.

Draft Scenarios

Three alternative design scenario concepts were created and presented to the property owners, advisory committees, and the community.

- **High Intensity:**

This scenario focused on creating a development of multi-story buildings, a wide range of users, and a high number of employees. It would create a large retail town center and offer a wide variety of amenities to the public. Retail would be concentrated along a “Main Street” bisecting the site with higher density offices and medical occupying remaining space. A neighborhood park and Innovation Green (or Commons) would connect with trail corridors for ample access to green space.

- **Medium Intensity:**

This scenario was meant to strike a balance between the high and low intensity options. It expanded retail zones and introduced more open space while still allowing for a less densely built environment.

- **Low Intensity:**

This scenario focused on smaller buildings and more of a singular-use campus. This would result in fewer amenities and employees. Retail would be limited and concentrated to the northeast corner of the property, with industrial and low-density commercial buildings taking up most of the site.



Images from collaborative work sessions



High intensity scenario



Medium intensity scenario



Low intensity scenario

Engagement

Each of the project tasks was structured around key review checkpoints with project stakeholders. These engagement opportunities included:

Owner Workshops

Extensive collaboration with the three property owners sought to ensure buy-in and feasibility for the project. Individual interviews were held with property owners at various milestones, three workshops were held with the owners for scenario development and four sessions reviewed the branding work. During these workshops, design refinements were suggested for the various scenarios, ultimately leading to unanimous selection of a preferred concept.

Advisory Committees

- The Project Advisory Committee (PAC) served as an advisory body to City staff. The PAC was made up of 20 diverse community members, each representing a different demographic or interest group within the community. This group was intended to represent the larger public and give voice to issues related to community character, goals, and values. Six PAC meetings were held, some in-person and some remotely.
- The Technical Advisory Committee (TAC) included City engineering staff and representatives of ODOT and McMinnville Water and Light. The TAC provided expertise on technical topics such as transportation and infrastructure requirements. Two virtual TAC meetings were held to discuss and provide input on storm and sanitary sewer, water, power, and transportation concepts.

Community Engagement Events and Survey

Two open houses were held.

- **Open House 1:** This event on March 15th, 2025, was advertised through a bilingual postcard mailed by the City to 17,263 addresses within city limits. The City also promoted the event through the project website, social media platforms, email lists, and a companion online survey. PAC members and community partners were invited to attend. A total of 475 people provided feedback during the engagement. 110 people attended the in-person open house and 365 participated in the online survey. The bilingual format of the event and survey welcomed community feedback in English and Spanish. The focus of this engagement was to inform participants about the project, present three scenarios, gather community feedback, and build community enthusiasm.
- **Open House 2:** This open house took the form of an online survey to solicit input on the Design and Development Standards. The open house shared the McMinnville Landing name and asked participants a series of questions focused on the character, architecture, and landscape of seven key areas of the site: the Highway 18 edge, the relationship between buildings and the street, the McMinnville Landing Commons, parking areas, the interface between commercial and industrial buildings, green corridors, and the southern open space edge. The online open house ran from July 14 – August 15, 2025, and had 129 total participants. The city promoted the open house via newsletters, email campaigns, social media, business events, and at the Farmer's Market.



Open House 1

What features would you most like to see in the development of green connections through the site? (Select your top three)

*Select between 1 and 3 options

 ☒ Seating and gathering spaces for workers and shoppers	 ☐ Places for rainwater to filter into the ground
 ☐ Sense of enclosure with	 ☐ Active use/recreational

◀ Previous Submit ▶

Open House 2

Takeaways

Owner Group Feedback

- Owners felt that zoning within the district should be flexible and simplified to two categories. Commercial areas were consolidated to the north end of the site, with a larger portion of employment shifted away from Highway 18.
- Owners voiced that the location of local streets should be less explicit and should allow flexibility in future parcelization. They also desired a more direct east-west connection.
- The green buffer along Highway 18 was seen as a benefit to site identity and visual character.

Community Feedback

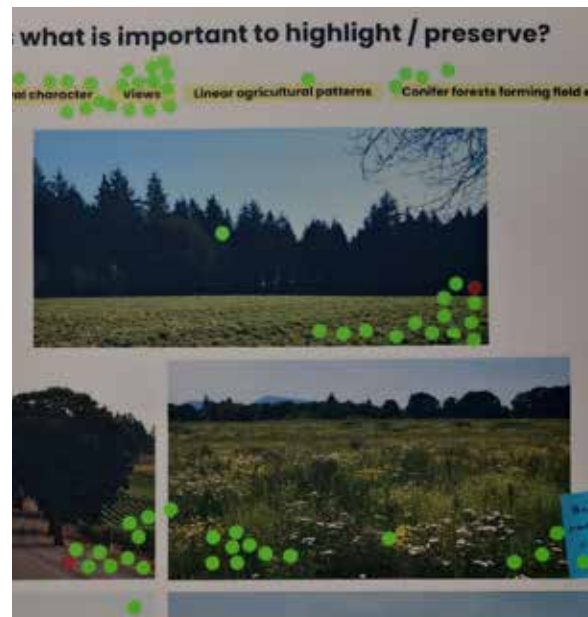
- Most participants preferred design strategies that center on nature, respect the rural context, and are accessible to community members and visitors. They showed a strong preference for maintaining significant viewsheds. They felt that high quality landscape design is critical to maintain the rural character of the area.
- There was a strong appreciation for the silo as a landmark of the site. Many voiced a desire for outdoor spaces for community use that are protected from the weather. Participants also conveyed enthusiasm about trails and open spaces as key elements of the project.
- There was strong support for a walkable, bikeable, green, and sustainable district.
- While the Master Plan cannot identify future tenants, the types of business envisioned within The Landing was a topic of contention. Some want large format retailers while others want to prioritize local businesses. Some called for the district to not be 'tourist-centered' and wanted local attractions like wine tasting to be included.
- The community voiced concerns about traffic congestion, traffic flow, and increased noise impacts.



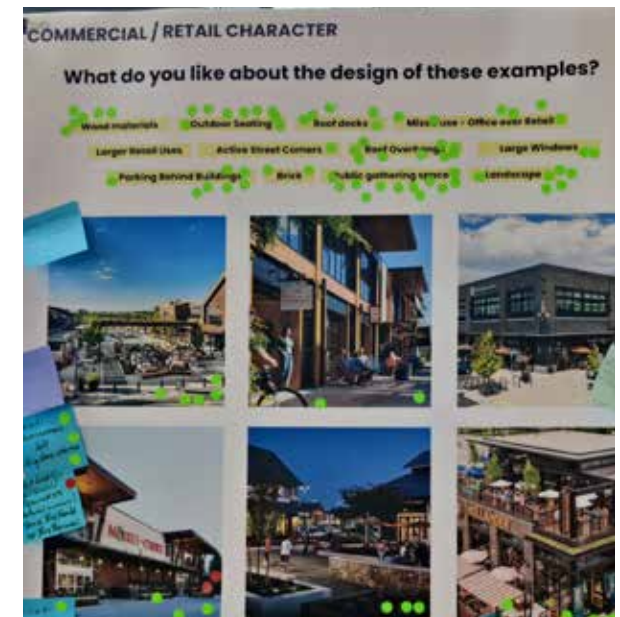
Open House 1 input: Streets and trails



Open House 1 input: Land use scenarios



Open House 1 input: Landscape character



Open House 1 input: Commercial character

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McMinnville Landing Master Plan



McMinnville Landing Innovation District Vision

McMinnville Landing is a place dedicated for future-focused employment, retail and commercial enterprises. The district is envisioned as a thoughtfully planned campus to nurture a spirit of innovation and quality of life prioritizing community wellbeing, economic vitality, and responsible development.

This new hub promises space and flexibility for companies to thrive and benefit from the already established and vibrant local culture. Here companies, startups, and local enterprises will find infrastructure, visibility, and an environment to flourish, paired with proximity to businesses of all types and sizes. Nearby higher education and healthcare facilities help to expand access to talent and opportunities for research and collaboration.

Potential future businesses may include advanced manufacturing, natural resources, high tech, agriculture, aviation and aerial systems, bioscience, clean tech, edtech and services, semiconductors, electronic components, software, and more.

McMinnville Landing also fills a long-standing retail gap, from essential services to experiential retail, with space for local shops, regional stores, and national brands.

Thoughtfully designed to foster connection and well-being, McMinnville Landing weaves together green space, pedestrian-friendly pathways, and public gathering places to support a healthy, vibrant community. Interconnected trails and sidewalks encourage exploration by foot or bike, while parks, green spaces, and nature offer everyday opportunities for recreation, fitness, and mindfulness.



McMinnville Landing Master Plan

Legend

- Site Boundary
- Commercial/Retail
- Employment
- Parks and Open Space



McMinnville Landing vision

17.10.070A Plan Objectives

This plan supports the City's adopted goals and policies with a thoughtful configuration of commercial, employment, and public open space uses on the site. The plan indicates commercial land uses arranged near Highway 18, the hospital, and the southern green space; large, contiguous areas for employment uses; and a public realm of open spaces and walkable streets that knit the development together as a cohesive whole.

From the Highway 18 edge to the southern open space edge, a series of concept illustrations shown on the following pages were created to illustrate how architecture, infrastructure, and open spaces across this large site can interact with one another and achieve the goals set forth in the 3MLAP and the Great Neighborhood Principles.



Pedestrian and bike friendly



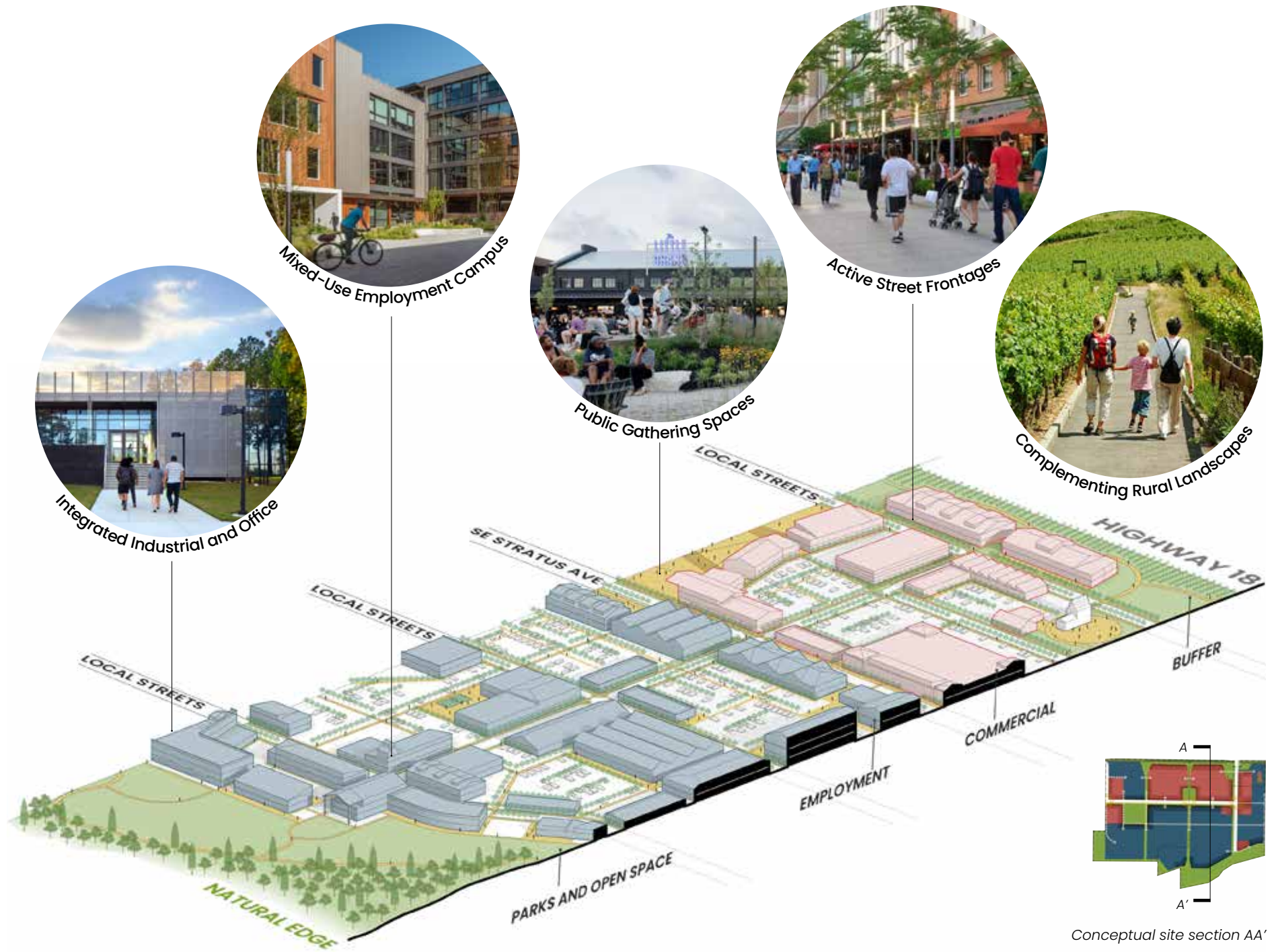
Unique and integrated design elements



Human-scale design



Mix of activities



Highway 18 Edge

This illustration shows commercial development along the Highway 18 corridor. The building forms echo the area's agricultural and aviation architecture to create an inviting edge to Highway 18. The existing birch trees could be preserved, and the silo could be renovated as a landmark for the community. Green corridors extend southward from the buffer into the retail and employment areas, providing view corridors, and pedestrian access into the site. A shared-use path winds through the generous landscape buffer, offering access to buildings and small gathering spaces within the agrarian landscape.

Plan Objectives

1. Unique and Integrated Design Elements

- Create an appealing, green edge to the district that reflects local agricultural heritage
- Avoid views of parking lots and blank walls on Highway 18 edge and encourage public art/aviation themed gateway features
- Integrate McMinnvill's character by complementing existing architectural language and landscape features.

2. Connected Streets

- Extend and connect existing streets into the site to improve access and circulation
- Provide generous shaded sidewalks with safe crossings.

3. Accessibility

- Connect the shared-use path to existing crossings and trails across Highway 18
- Ensure multimodal connections that welcome people of all ages and abilities
- Provide accessible routes with curb ramps, tactile paving, and clear wayfinding signage
- Incorporate micromobility hubs with bike racks and scooter/bike share facilities.



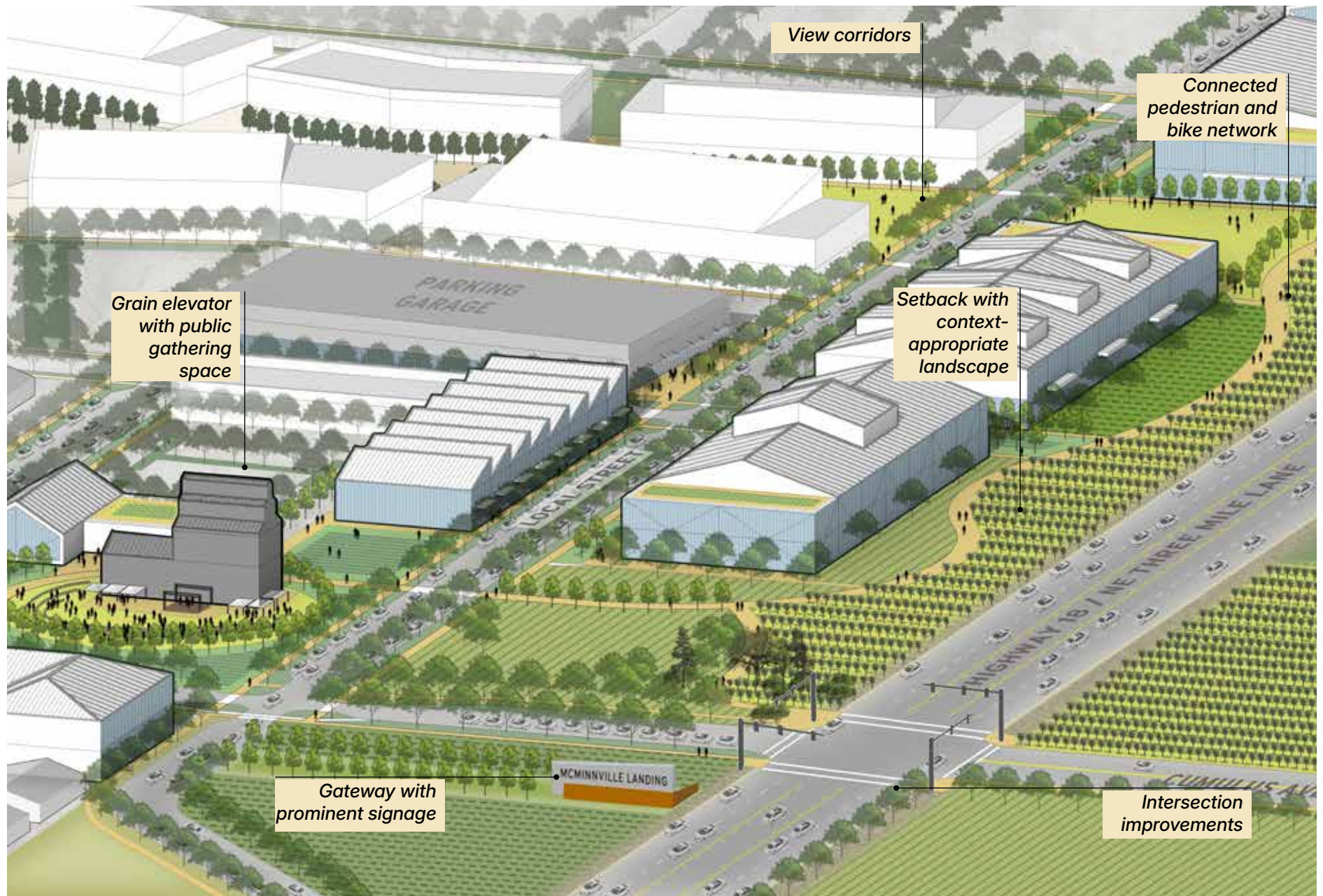
Windows and doors help activate streets and trail corridors



Green spaces between buildings



Public entries and signage on buildings



Highway 18 and Gateway concept illustration showing a potential manifestation of the plan's vision

Landing Commons

The illustration on the following page shows the heart of the district, called Landing Commons. Similar to a central quad on a campus, this area is a gathering space intended to be open to the larger community. The space is fronted with commercial or mixed-use buildings with ground-floor retail. Main building entrances, facades, dining areas, outdoor gathering spaces like patios, balconies, rooftop bars, and gardens add vibrancy to this space. Interactive features like a splash pad, shade structure, string lights or monumental artwork give the space identity and draw visitors. Shade trees and awnings add to the experience of this open space.

Plan Objectives

1. Central Public Space

- Create a central plaza that serves as the district's primary public gathering space
- Incorporate opportunities for a flexible mix of events, recreation, and everyday use
- Ensure that the public space has electrical outlets to facilitate an array of events such as live music.

2. Human-Scaled Design

- Orient building frontages and entrances and public spaces to face and activate the Commons
- Incorporate pedestrian-scaled signage, art, lighting, and landscape.

3. Mix of Activities

- Encourage a diverse blend of retail, cultural, and recreational uses
- Support day-to-night activation through events, programming, and rooftop or upper-level amenities.



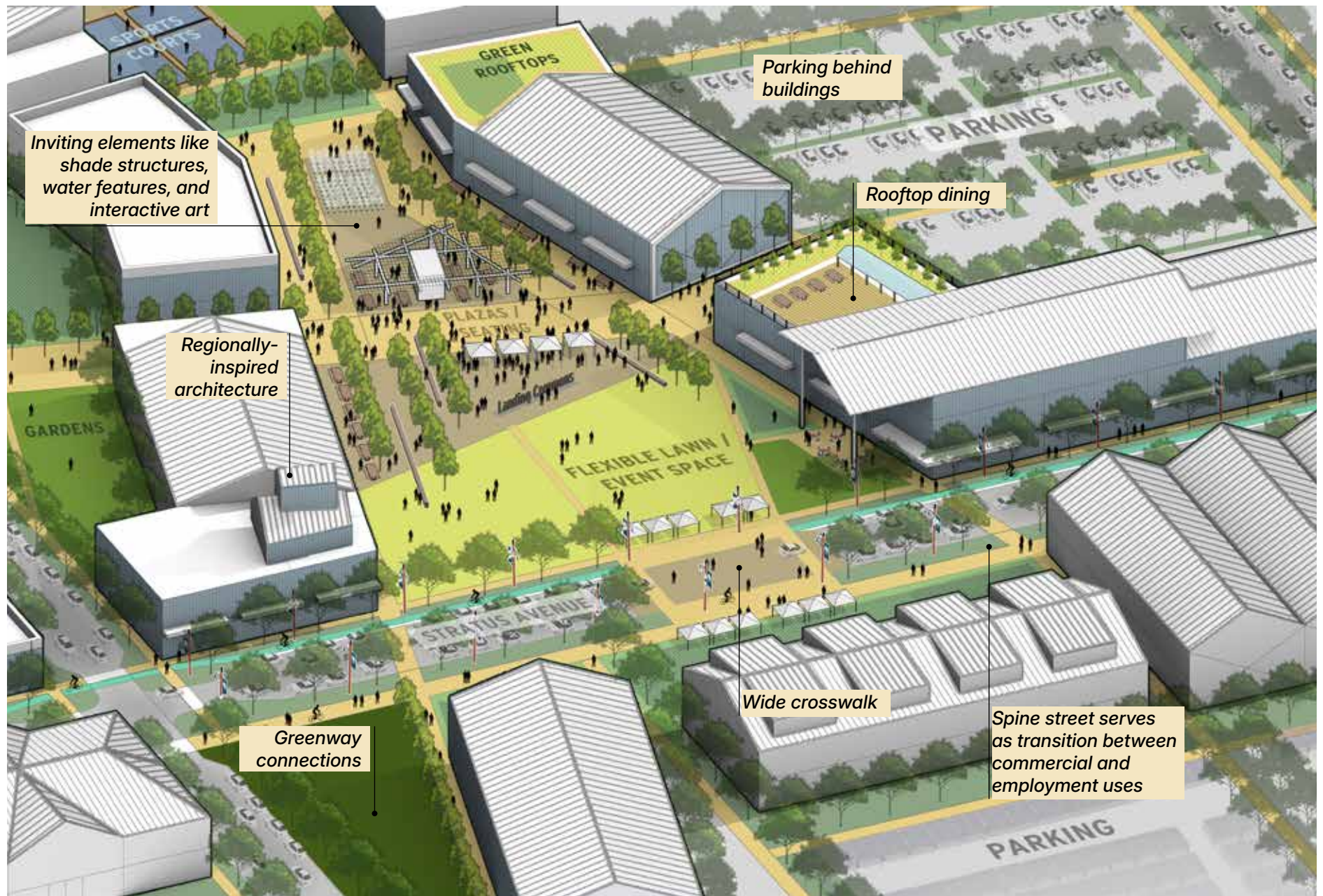
Human-scaled spaces



Central gathering space



Interactive plaza features



Landing Commons concept illustration showing a potential manifestation of the plan's vision

Southern Open Space

This illustration shows the southernmost edge of the site, which creates a large green buffer from the riparian edge while also allowing for a variety of programs and gathering opportunities. The open space interfaces directly with public streets and buildings with entryways, plazas, gardens, and programmed greenspace. When direct street or building frontage is not possible, ample landscape is provided to screen unsightly or noisy areas such as parking, work yards and loading zones. Building setbacks increase along the greenways and a public trail extends through the open space, connecting Galen McBee Airport Park with the district and connecting to the street grid at regular intervals.

Plan Objectives

1. Natural Feature Preservation

- Protect mature trees and the riparian corridor
- Maintain ecological health and biodiversity through sensitive site design.

2. Scenic Views

- Encourage building orientation toward the natural southern edge to frame views of the landscape
- Preserve view corridors along north-south connections and greenways.

3. Urban Rural Interface

- Use setbacks, green buffers, and landscape features to soften edges between development and natural areas
- Incorporate trailheads, interpretive signage, and gathering spaces to connect people with the natural environment
- Design building edges to respect the scale and character of the rural landscape while maintaining district density.



Large open space with trails



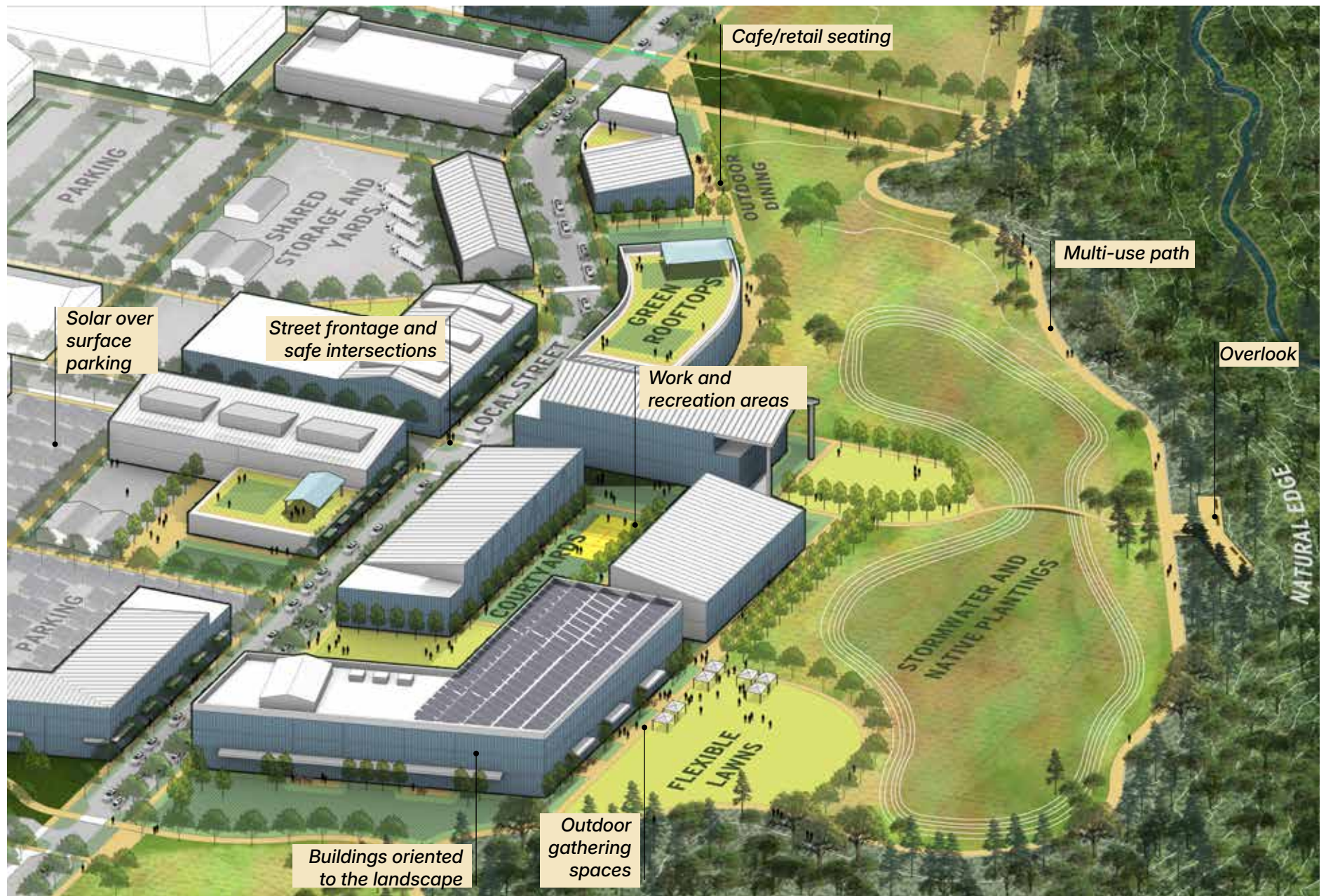
Landscape screens loading areas



Courtyards looking out to rural views



Trail connections to gathering spaces



South Open Space concept illustration showing a potential manifestation of the plan's vision

Sustainability and Resilience

McMinnville Landing should acknowledge the social and economic impact of conventional practices and strive for innovative measures that promote climate resilience and community well-being. A collective approach and action can lead to an impactful positive change while creating cost savings in the long term.

Some of the possible goals include:

- **Energy-efficient development & renewable energy**

Encourage practices that reduce energy consumption and optimize resource utilization. Allow a higher intensity land use for efficient use of scarce land.

- **Reducing urban heat islands**

Take actions to reduce the higher temperatures experienced in urban areas compared to surrounding rural areas with tree plantings, green roofs and minimized paved surfaces.

- **Protected habitat**

Implement water and land management and protection practices to maintain a balanced ecosystem.

- **Decarbonization**

Reduce greenhouse gas emissions related to transportation. Design high-performance buildings that maximize energy efficiency through passive strategies (daylighting, shading, insulation, ventilation), minimize embodied carbon with low-carbon materials, and are powered by renewable sources, if possible, on-site or through the grid.

Potential Strategies

Active transportation:

- Encourage and support future transit, walking, and biking connections to downtown
- Implement Transportation Demand Management measures for The Landing
- Reduce single occupancy vehicle use
- Create safe and comfortable bike facilities throughout the site
- Rideshare or shuttle programs

Innovative Building Design:

- Pursue green building certifications
- Evaluate opportunities for solar or green rooftops
- Implement high-efficiency HVAC systems
- Gray and blackwater harvesting and recycling and use in landscaping
- Local and recycled materials
- Site buildings for solar orientation, passive heating and cooling

Open Space:

- Provide low-impact, nature-based stormwater management
- Utilize native and water-wise plantings
- Use diverse plant and tree palettes for biodiversity
- Plan for shade canopy to reduce the urban heat island effect

Planned Parking:

- Coordinate shared parking facilities within the district
- Build parking in structures or design the site in a way that accommodates future structured parking
- Utilize permeable paving techniques and construct ample stormwater areas between parking rows

Utilities:

- Encourage solar panels on building and site
- Explore opportunities for geothermal and district energy



Safe, complete streets



Integrated bike and transit hubs



Recycled materials



Natural light and ventilation



Green energy opportunities



Nature-based stormwater treatment

17.10.070B Plan Area and Context

Site and Context History

The native residents of the area were members of the Kalapuya tribe. William T. Newby claimed land in what would become McMinnville. He built a mill on the future site of Third Street and platted the city in 1855.

McMinnville was the seat of Yamhill County, one of Oregon's first counties and it became an official city in 1882. The historical buildings that line charming Third Street were erected mainly between 1890 and 1912.

- <https://visitmcminnville.com/about/history/>

Historically, McMinnville had a landing for riverboats traveling up the Yamhill River. As the largest city in the county and an agricultural center, McMinnville attracted residents who worked in a variety of industries. Grapevines planted in the area since the 1970s have established McMinnville as the heart of a thriving wine country. From passenger air service to McMinnville Airport in 1947 to welcoming the 'Spruce Goose' to the Evergreen Aviation and Space Museum in 1993, McMinnville also has a unique history in the aviation industry. Today, the city encourages development to highlight this rich history and capture the essence of McMinnville.



1879 Map



1926 Map



Historic McMinnville Downtown District



West Coast Airlines, Service from McMinnville to Portland, 1947

1882

McMinnville incorporated as an official city with a mayor and city council.

1890-1912

Many of downtown's historic structures built

1943

Federal government completes the construction of the airport facilities

1987

First international Pinot Noir Celebration after nearly two decades of winegrowing

1993

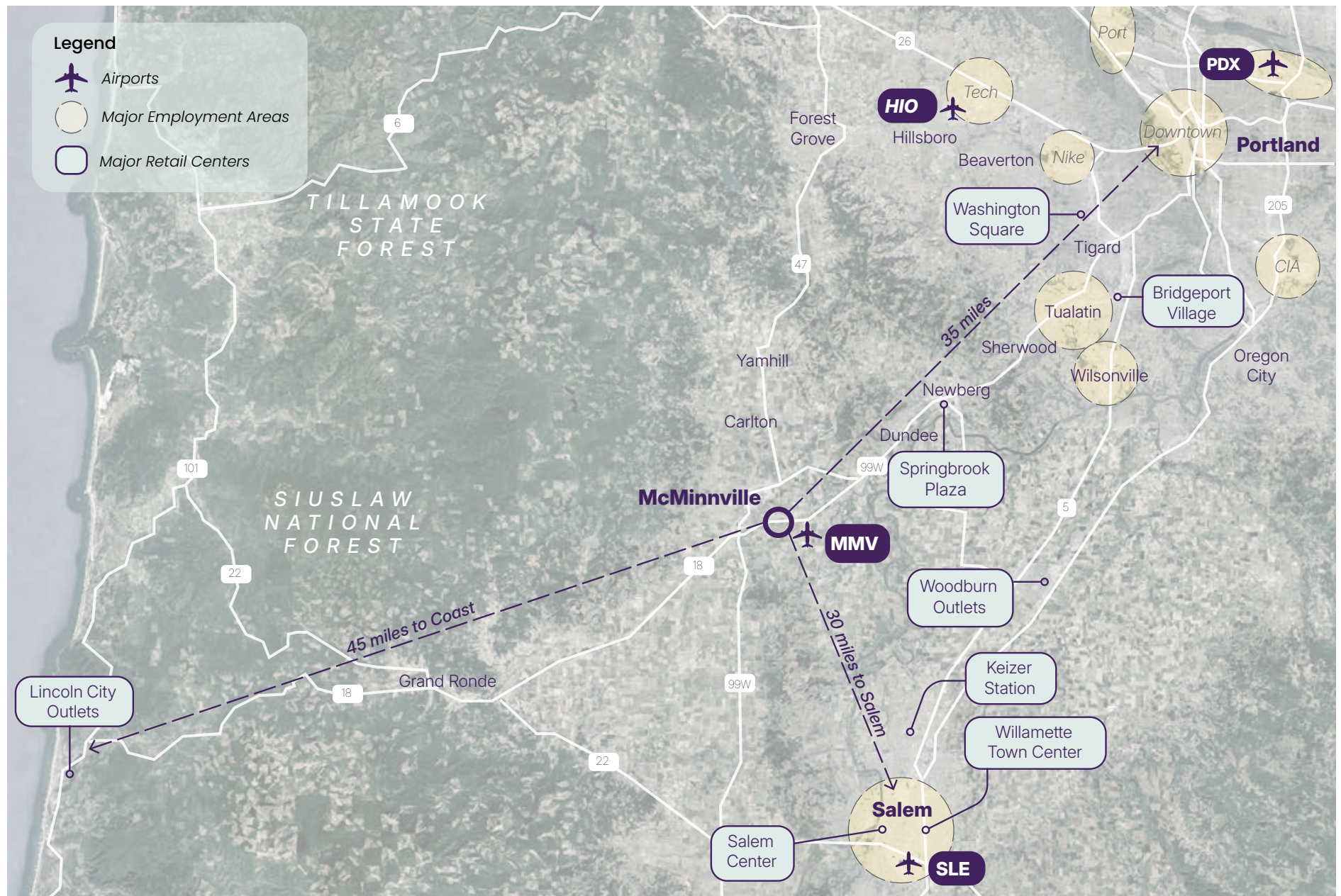
Spruce Goose arrives at Evergreen Campus

2013

McMinnville's population is 33,131

2018

Work begins on Three Mile Lane Area Plan



Existing retail and employment areas around McMinnville

Regional Context

With room to grow, a skilled and eager workforce, and abundant amenities, McMinnville is a great place for innovation. Located about 35 miles southwest of Portland and 30 miles northwest of Salem and with a population of around 35,000, it is also the county seat for Yamhill County, making it an important employment center. Some of the top employers include Willamette Valley Medical Center, Linfield University, Cascade Steel, Parker Meggitt, Empwr Foods, World Class Technology, Skyline Homes, Walmart, Freelin-Wade and NWUAV.

About 27% of McMinnville's population holds a bachelor's degree. Linfield University, offers ~ 60 programs for nearly 2,000 students and is only two miles from McMinnville Landing. Chemeketa Community College is located across Highway 18 from the site. A 2019 study found that McMinnville residents often leave the city to access commercial goods and services, particularly for general merchandise, and future commercial development at this site could help to keep these local dollars within the community.

McMinnville Municipal Airport (MMV), located at the eastern edge of McMinnville Landing, is one of the city's key assets. The city, in coordination with the Federal Aviation Administration (FAA), is preparing an Airport Master Plan for the airport to accommodate the next 20 years of growth. As the city prepares for continued growth, other plans like the Southwest Area Plan, Fox Ridge Area Plan, and Riverside South Area Plan are laying the groundwork for the city's housing needs.

McMinnville has 18 parks throughout the city. At 100 acres, Joe Dancer Park, north of McMinnville Landing, is the largest community park in the city. The City Parks and Recreation Department has identified the need for an additional neighborhood park in the area to meet the needs of new residents. This Master Plan shows a potential location for this park on the western side of McMinnville Landing. Additionally, the South Yamhill River and its tributaries create incredible natural open space amenities throughout the city and in close proximity to The Landing.



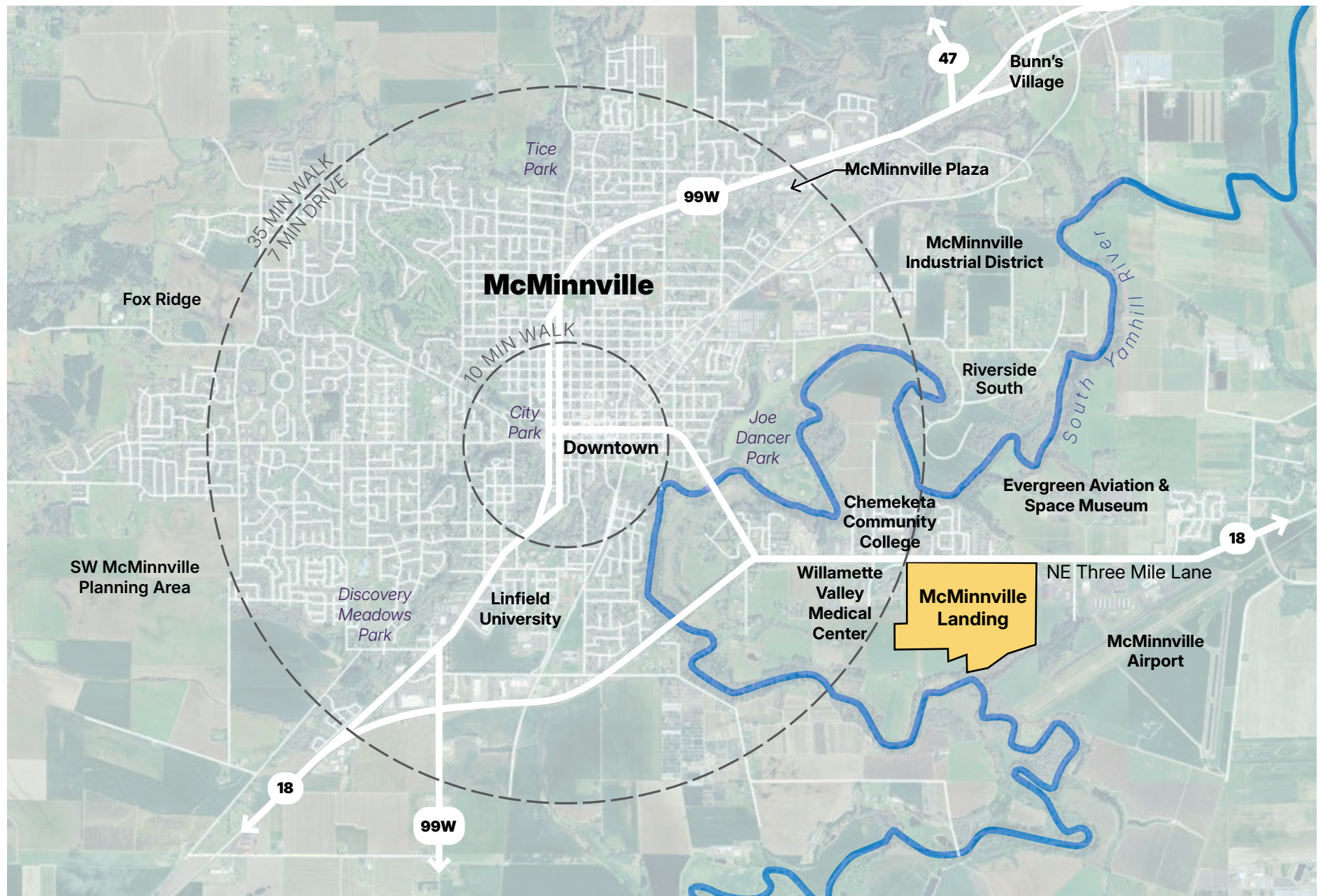
Linfield University Campus



Downtown McMinnville



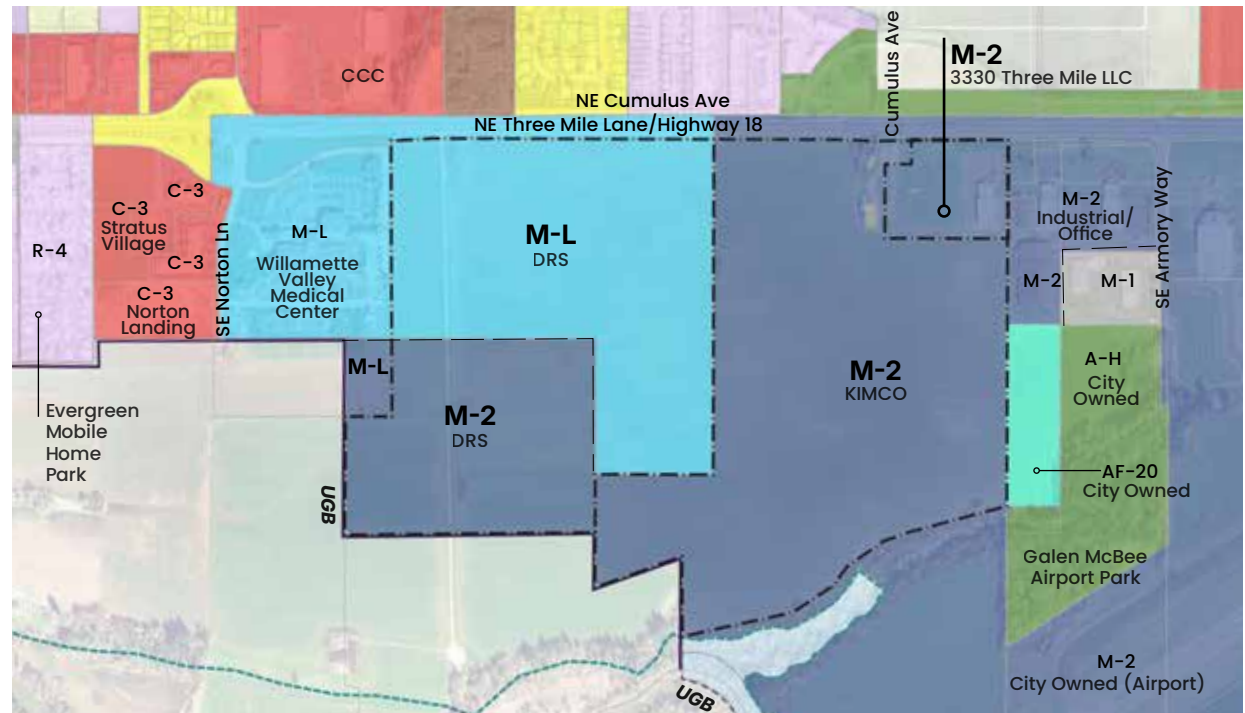
Cascade Steel Rolling Mills



City context map

Zoning & Land Use

McMinnville Landing has three distinct property owners. The 9.6-acre parcel at the southeast corner of the junction of Highway 18 and SE Cumulus is owned by 3330 Three Mile LLC. The rest of the site is divided between DRS (89.9 acres) and KIMCO (90.4 acres). These sites are either in agricultural use or vacant. The Landing site is zoned Industrial, designated as M-L (Limited Light Industrial Zone) and M-2 (General Industrial Zone). The Three Mile Lane Area Plan added a commercial C-3 zone and recommended rezone of parcels zoned M-2 to M-1, which would allow for a wider range of industry related office spaces. The Three Mile Lane Planned Development Overlay ordinance also outlines policies related to the development of properties, including McMinnville Landing.



Zoning and land use

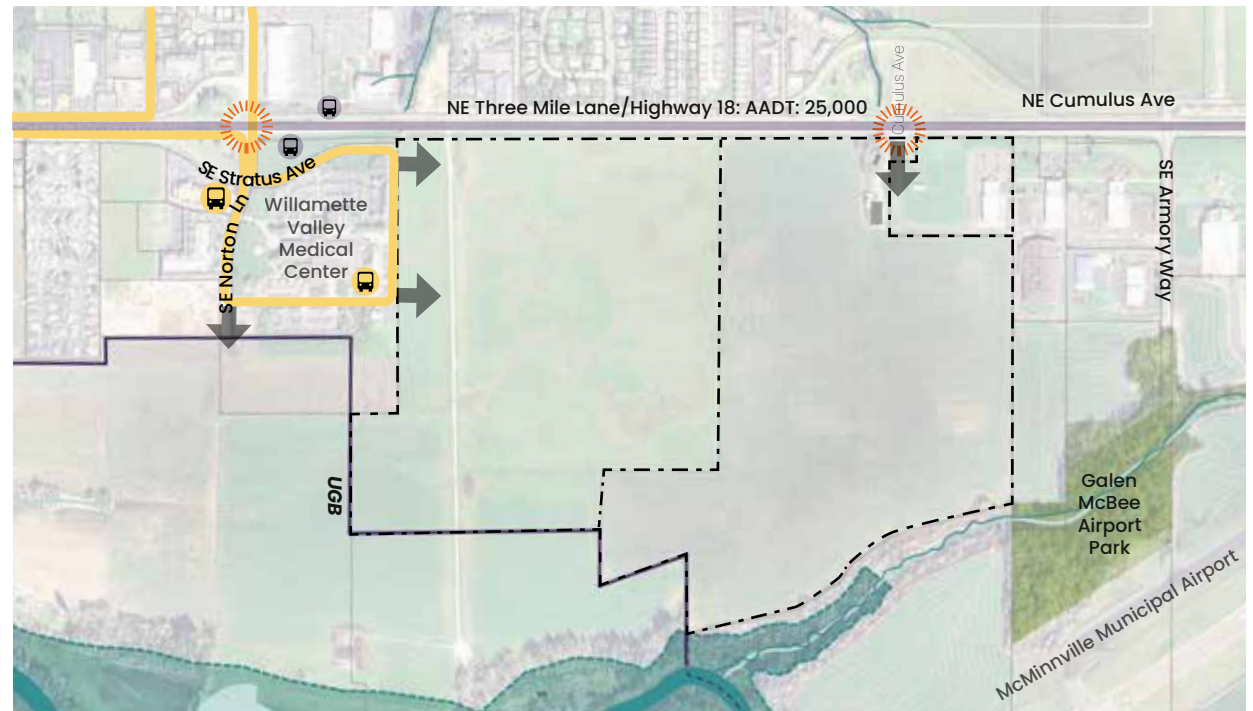
Legend

- Site Boundary
- 120' ROW Highway Setback (3MLAP)
- M-L : Limited Light Industrial Zone
- M-1 : Light Industrial Zone
- M-2 : General Industrial Zone
- C-3 : General Commercial Zone
- A-H : Agricultural Holding Zone
- AF-20 : Agricultural Forestry

Mobility

Highway 18 is the main vehicular connection to downtown McMinnville and the larger region. Currently, the annual daily traffic on Highway 18 is 25,000 cars per day. SE Cumulus Avenue is a signalized intersection, providing a direct connection from Highway 18 into the site.

There are two transit routes serving the site. Route 2/ East Loop connects Willamette Valley Medical Center to downtown. Route 44x travels from McMinnville to Tigard with one stop at the Medical Center per day. While there are no existing trails or bike routes on site, the Evergreen Campus nature trail ends north of the site, and the hospital property includes a walking path and green space just west of the site.



Mobility

Legend

- Site Boundary
- ☀ Signal & Pedestrian Crossing
- ➔ Potential Site Access
- Bus Route 2/East Loop
- Bus Route 44x
- 🚌 Bus Stops



SE Cumulus Avenue intersection

Site Opportunities

The Three Mile Lane Area district holds incredible potential for employment and community-serving amenities with distinctive character and a sense of place. Frontage along Highway 18 makes the site highly visible and easily accessible. A small group of committed property owners affords a unique opportunity to create a viable plan. Proximity to the Willamette Valley Medical Center, the Evergreen Campus and the McMinnville Municipal Airport also creates opportunities for synergetic office and manufacturing uses that can form specialty use districts within the site. There may be opportunities to partner with regional educational institutions, including Linfield University, Chemeketa Community College and others to foster startups and provide collaborative spaces. Adjacency to major green spaces like Galen McBee Park, the Yamhill River, and adjacent rural landscapes creates a picturesque southern edge.



Highway 18 frontage



Willamette Valley Medical Center



Mountain views



Evergreen Campus



Rural views



Existing office building



17.10.070C Land Use Diagram

The preferred land use diagram guides the future built character of McMinnville Landing and highlights key opportunities for development. The diagram indicates the distribution and location of uses, including areas for connections and community use like parks and open space. This land use diagram aligns with the plan objectives established in 17.10.070A. Future developers must follow this plan, integrating the plan objectives and adhering to the site design and development standards.

This Master Plan includes the following components:

- Commercial, Employment, and Open Space land
- A retail center south of Highway 18
- A landscape buffer from the southern edge of the Highway 18 right of way
- Two key community connections – SE Stratus Avenue and SE Cumulus Avenue
- Potential locations for additional community connections including local streets and green corridors and trails
- Active street edges and key intersections where buildings are intended to support the street
- A southern green open space connecting with existing natural resources
- Potential common gathering space locations

Legend

--- Site Boundary

 Commercial/Retail

 Employment

 Parks and Open Space

① The Landing Commons

② Neighborhood Park

③ South Open Space

Community Connections

 Primary Streets

 Potential Local Streets

 Green Corridors and Trails

 Active Edges

 Active Corners

Site Context:

--- Urban Growth Boundary

 Existing Buildings

 Draft Significant Tree Groves

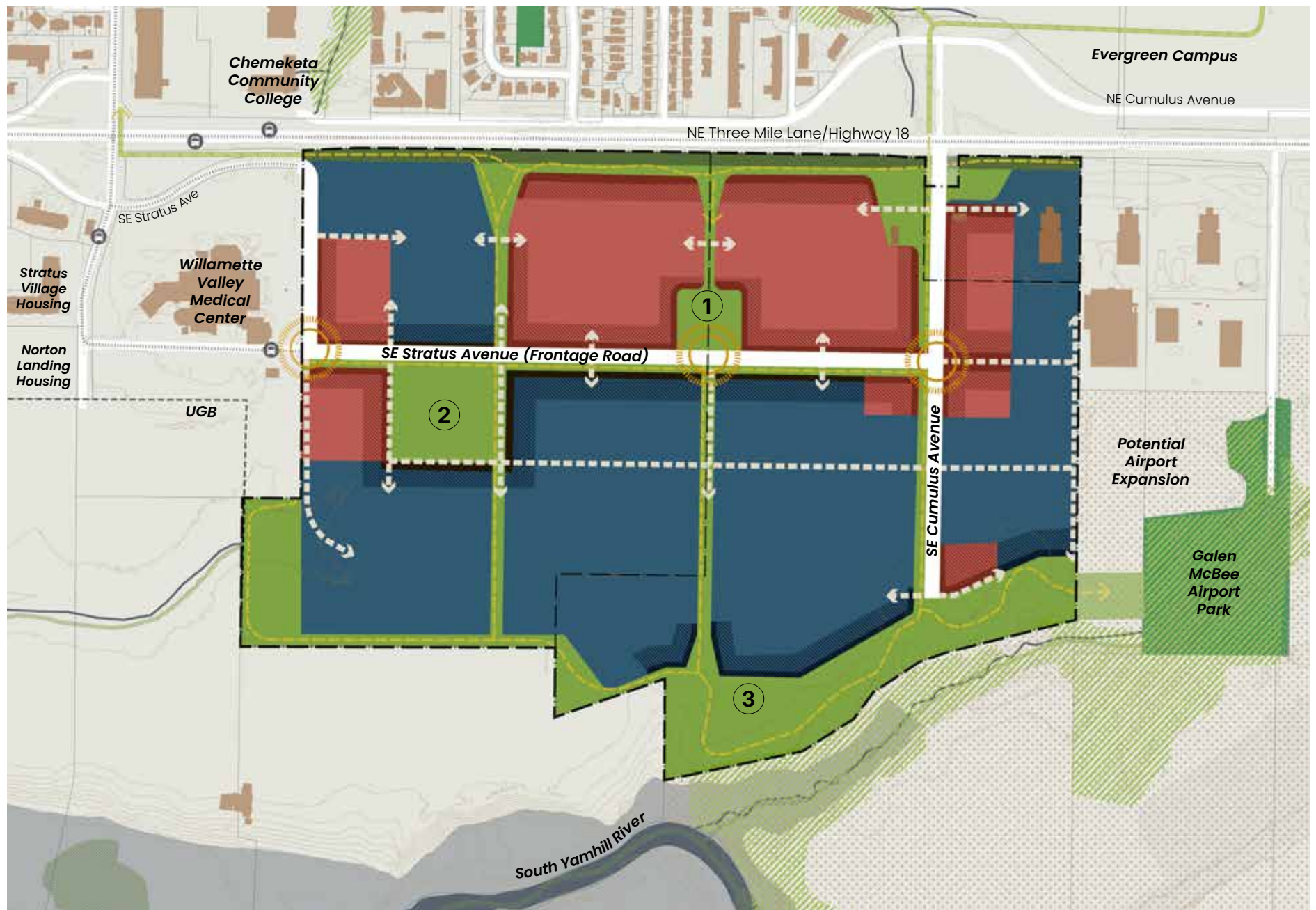
 Floodplain

 Potential Airport Expansion

 Existing Open Space

Land Use	Acres*	%
Commercial	44	23%
Employment	101	53%
Parks and Open Space	36	19%
Primary Street ROW (estd)	9	5%
TOTAL	190	100%

*Gross acres (local streets to be deducted)



Land Use Diagram

Community Connections

Vehicular Network

The plan extends SE Stratus Avenue from its existing dead end to create an east-west connection which also serves as a frontage road extension. SE Cumulus Avenue extends south from Highway 18 and terminates at the south open space. These two connections serve as the primary public streets organizing the future development on site.

The specific cross-section design of both streets will be determined through the City of McMinnville's future Transportation System Plan process; a conceptual section is provided on the following page. Both SE Stratus and SE Cumulus Avenues should:

- Include generous sidewalks with space for outdoor seating, bike facilities, and other amenities
- Provide on-street parking
- Accommodate a shared-use path along the south side of SE Stratus and the west side of SE Cumulus
- Buffer vehicular lanes with generous landscape strips that include shade trees
- Minimize driveways, service access, and other curb cuts to prioritize pedestrian experience

The plan also indicates potential locations for local streets which will be determined with future development. The local streets should form an interconnected and walkable grid. The local streets adjacent to the airport will require coordination with the Airport Master Plan. Local streets should:

- Not exceed the City's maximum spacing of 400 ft
- Provide vehicular access via drive aisles to parking within blocks and loading/unloading areas
- Encourage slow speeds and provide safe sidewalks and crossings
- Offer on-street parking
- Provide landscape buffers from vehicular lanes and street trees



Community Connections

(Note: The final alignment of streets will be determined in coordination between the City and adjacent properties like Willamette Valley Medical Center)

Legend

- Site Boundary
- Primary Streets
- Local Streets
- Green Corridors
- Off-Street Trails

Pedestrian and Bike Network

The plan proposes a series of green corridors, on-street facilities, and off-street trails to enhance the pedestrian and biking experience.

Green Corridors - These corridors provide buffers from vehicular movement to create a safe walkable and bikeable environment. They can accommodate large trees, rain gardens, and attractive landscapes to enhance the overall experience. Green corridors can expand at critical areas to include pocket parks, plazas, gathering spaces and other amenities.

The green corridors should:

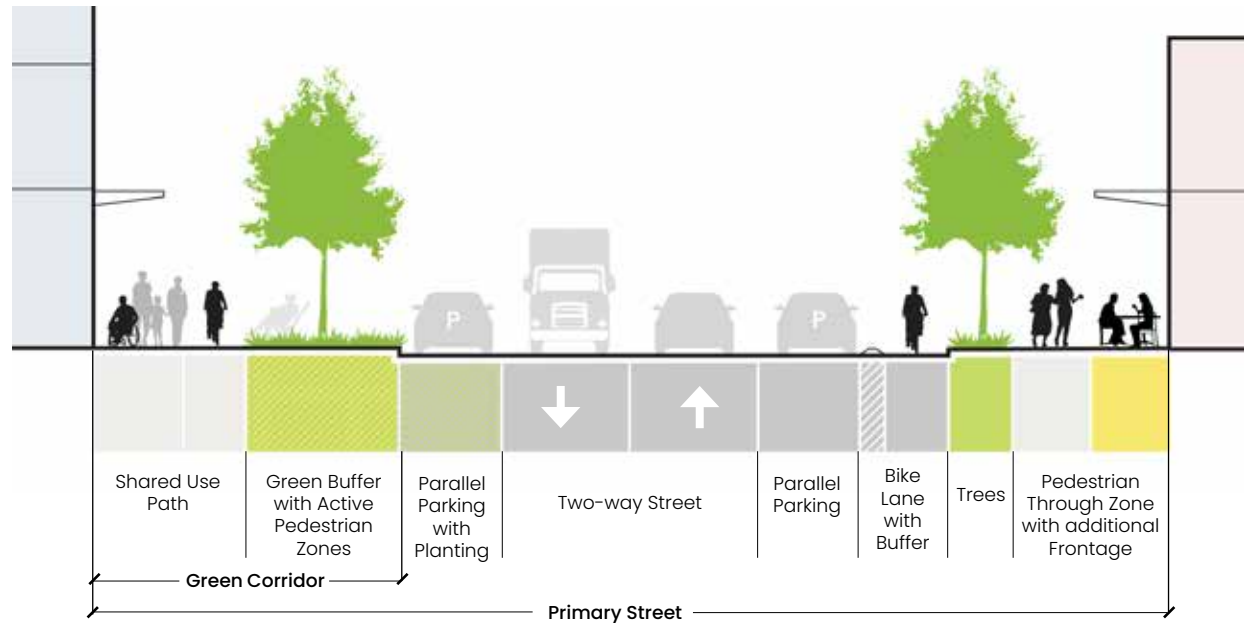
- Provide continuous, shaded pedestrian and bicycle routes along major streets
- Incorporate plazas/pocket parks with rest areas, benches, water fountains, and shade trees
- Support biodiversity and ecological connectivity and serve as view corridors for rural landscapes

On-Street Facilities - Every primary street in the Landing will include bicycle facilities, separated or buffered from traffic. Some Local Streets may include bicycle facilities. The ultimate alignment and design of these bicycle facilities will be determined in the future update to the City's Transportation System Plan.

Off-Street Trails - These are pathways through parks and open spaces that connect to the green corridors, sidewalks and multi-use paths, creating a pedestrian and biking loop throughout the site. The surface material can vary from hardscape pavements to soft-surface paths depending on the location and context within the site.

The off-street trails should:

- Connect seamlessly to the larger pedestrian and bike network
- Maximize visibility and safety for all users
- Integrate public art or interpretive elements to enhance the recreational experience



SE Stratus/SE Cumulus Avenue section



Well-designed seating areas



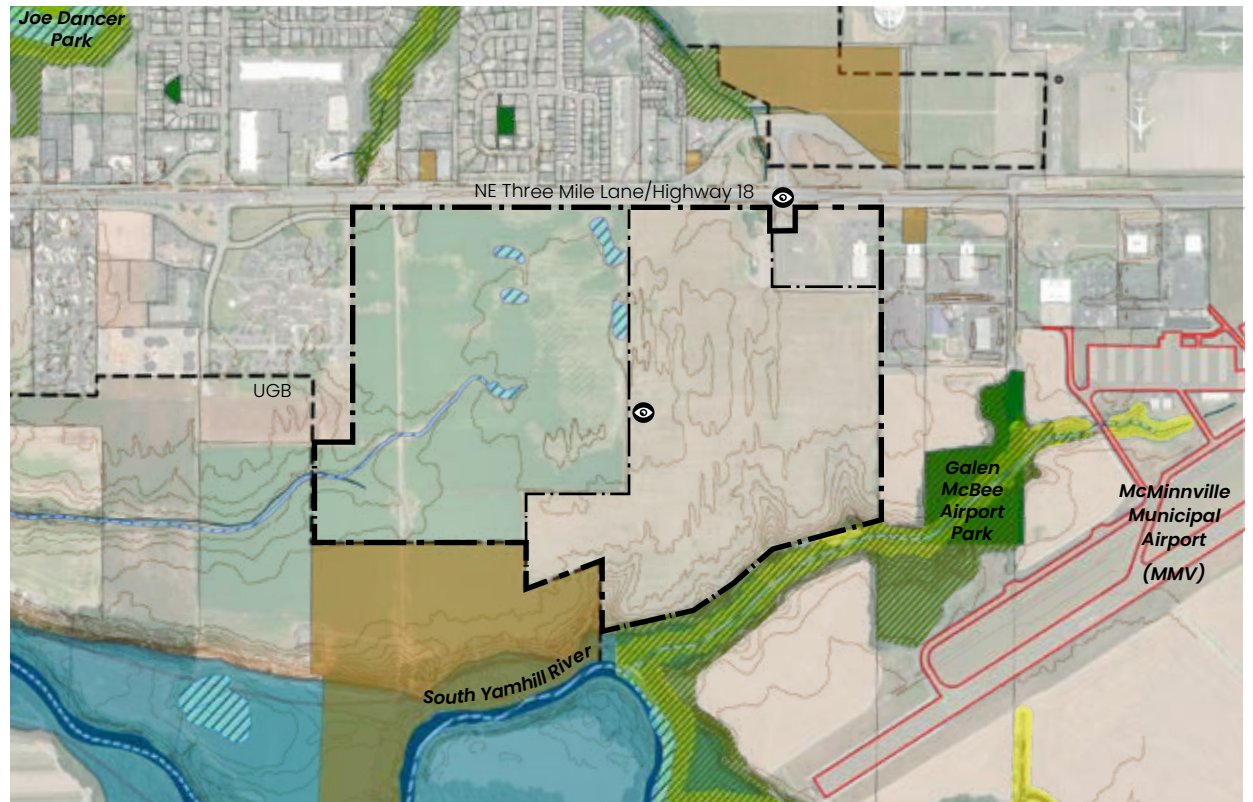
Pedestrian and bike network

17.10.070D Significant Resource Inventory

The McMinnville Landing site currently consist of flat agricultural fields. Most natural drainageways, trees, and other features have been removed over years of farm operations. The site gently slopes toward the south as it drains into the South Yamhill River and an unnamed tributary stream which drains Galen McBee Airport Park. This unnamed stream is a mapped Riparian Corridor in the City's draft Natural Resources mapping. It is also surrounded by a mapped tree grove. This area is overgrown with thickets of trees and vegetation, some of it invasive. Several large oak and fir trees are present in this area. A property along the southwestern edge of the site is identified in the City's Historic Resources Inventory.

Lastly, two scenic viewpoints are identified in the City's inventory: one along Highway 18 and one from within the site, both highlighting views of the Amity Hills and Mt. Jefferson looking across agricultural land. These are the only mapped significant resources on and adjacent to the site. In addition to mapped scenic viewpoints, significant views of Mt. Hood, Mt. Jefferson, and the Amity Hills exist in various locations on site, primarily in the southwest quadrant of the property.

On the northeast corner of the site, a small grove of large birch trees sits just off Highway 18. Nearby, a large disused grain elevator with corrugated metal siding stands as a prominent visual marker on the site.



Significant and Natural Resource Inventory

Legend

- Historic Resources Inventory
- Floodplain
- Streams
- Draft Riparian Corridor
- Draft Significant Tree Groves
- HU8 Wetlands
- Parks
- o Draft Planning Scenic Points



Agricultural fields with grain elevator

McMinnville Municipal Airport (KMMV)

The McMinnville Municipal Airport is situated on a 650-acre site, east of the McMinnville Landing. The Airport's location plays a crucial economic role in providing efficient air transportation access for McMinnville and the broader Yamhill County area.

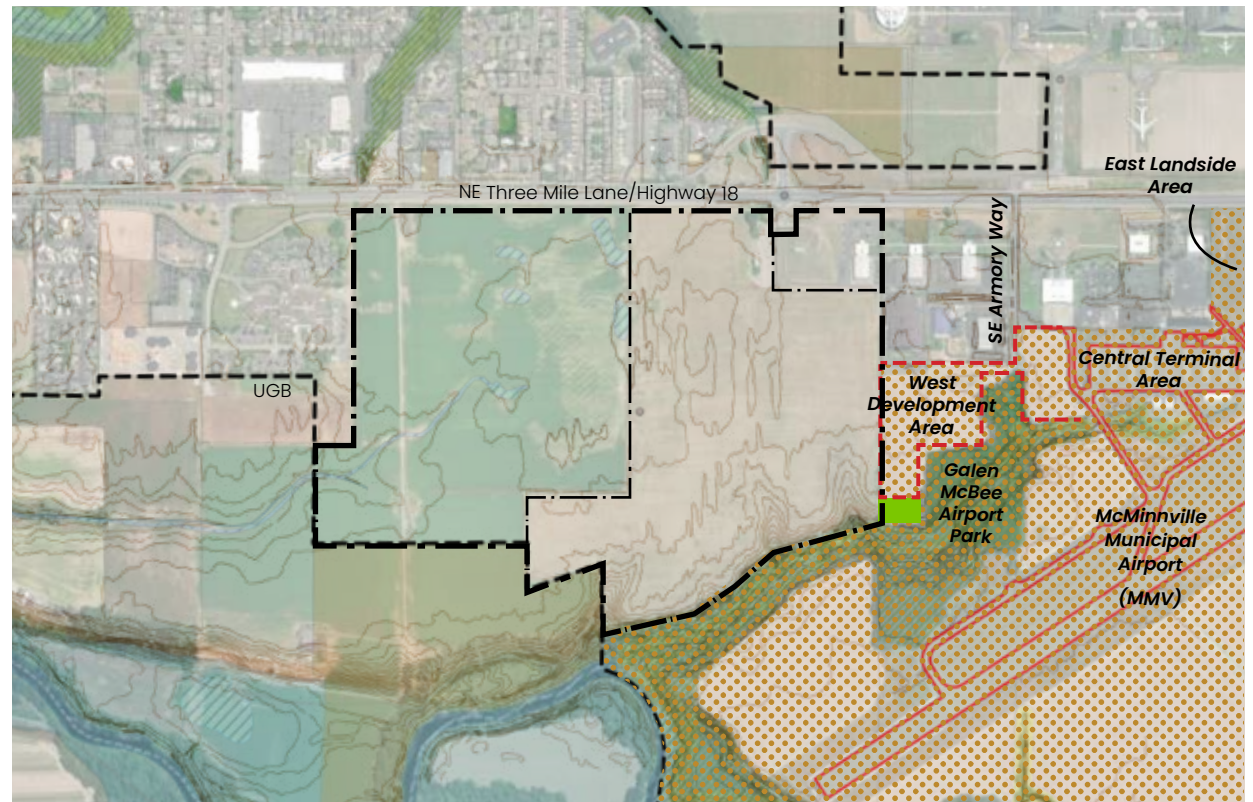
The airport currently has two paved runways and accommodates a wide variety of aeronautical activity, ranging from small single-engine fixed-wing aircraft and helicopters to large corporate jets.

The Airport supports a variety of local businesses with direct and indirect employment in both general aviation and commercial activities, and a broad range of secondary economic activity.

The Airport Master Plan recently prepared by the City proposes improvements in the following areas:

- Airside (runway-taxiway system)
- West Development Area (new)
- Central Terminal Area (reconfigured, expanded)
- East Landside Area (new)

The West Development Area on the northwest corner of the Airport directly abuts the future McMinnville Landing. The plan identifies surface access to the Airport via SE Cumulus Avenue and frontage roads or through the adjacent McMinnville Landing itself (to be determined based on final district design). Public access to the Airport's Galen McBee Park is maintained through relocation of the trailhead and public parking area to the west side of the park. The section of SE Armory Way south of the Armory will be closed and vacated to allow construction of a new access taxiway. New roadway access is proposed on the west side of the development area. The development of the west landside area may be completed in increments or as a full build project defined by tenants.



McMinnville Municipal Airport Master Plan Expansion Area

Legend

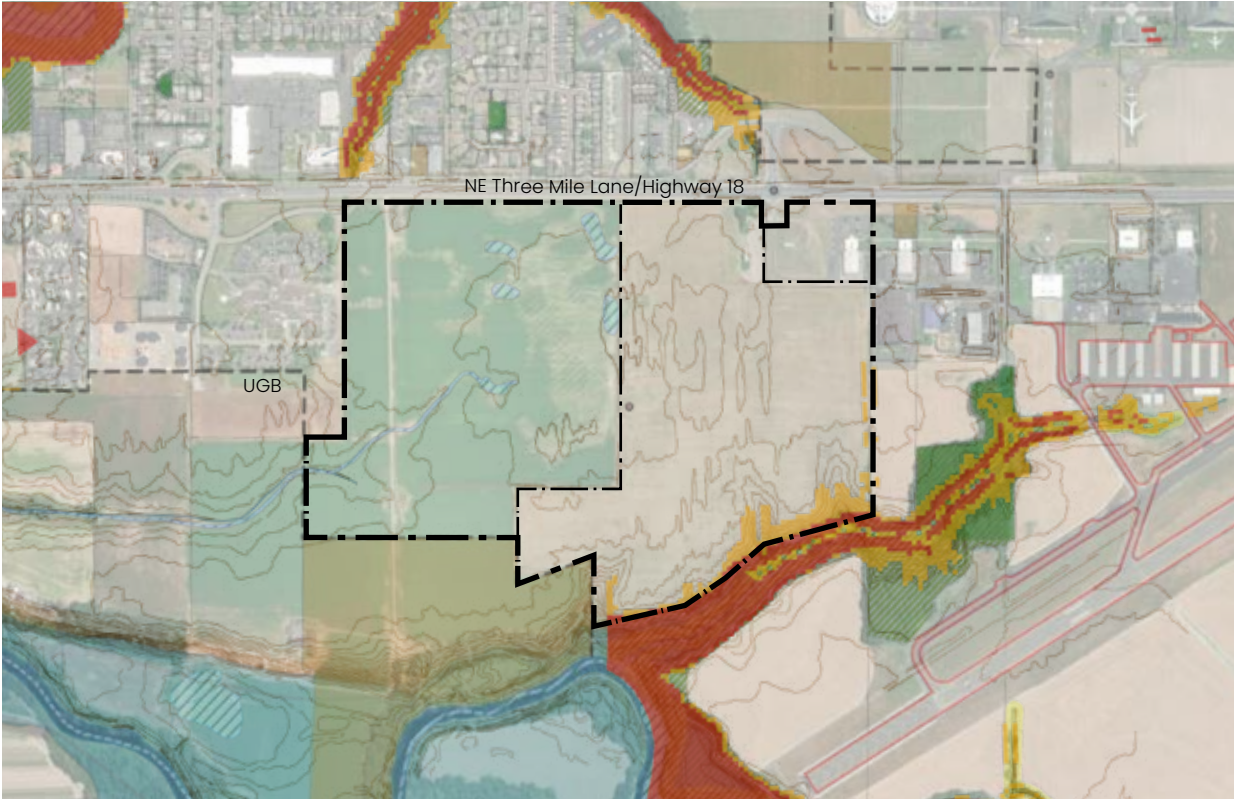
- Existing Airport
- Airport Expansion Focus Area
- - - West Development Area
- New Park Access (Airport Master Plan)



West Development Area Plan

17.10.070E Natural Hazard Areas

There are no significant natural hazards identified per the City of McMinnville Natural Hazards Map, other than a sliver of creek edge on the very southern edge of the KIMCO property. This zone, due to its slope and vegetation, is at risk of landslides. Due to this and the significance of this zone as an ecosystem and natural amenity, this area along the creek is a logical location to preserve as open space.



Natural Hazard Areas

Legend

Draft Natural Hazard Overlay

- Mitigation
- Protection



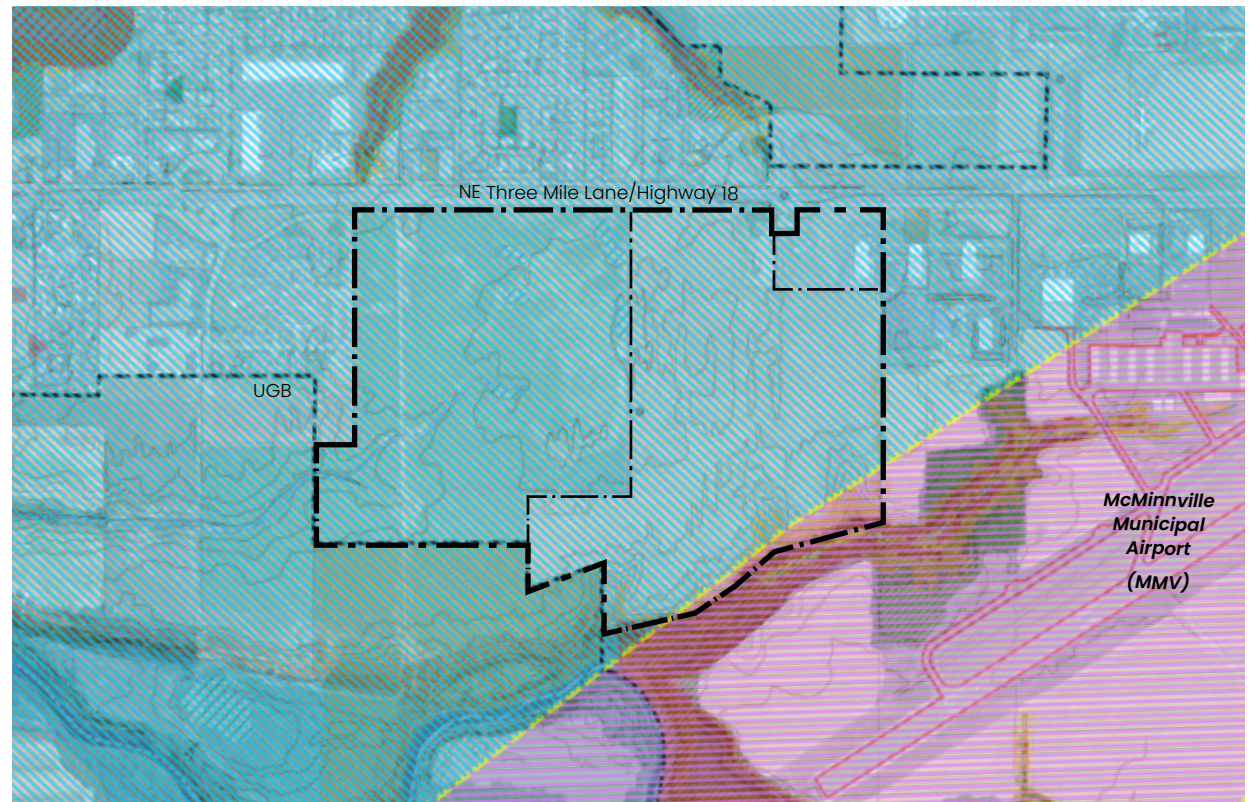
Southern riparian edge

Airport Overlay Zone

The Airport Overlay Zone prevents airspace obstructions through height restrictions of structures or land use controls consistent with Federal Aviation Regulations (FAR).

The McMinnville Landing site mainly falls under the Airport Horizontal Zone. This zone establishes a horizontal plane 150 feet above the airport elevation and prohibits any structure which exceeds a height greater than 309 feet above mean sea level.

A small portion of the site in the southeast corner falls under the Clear Zone or Airport Runway Protection Zone. This zone establishes a primary surface 200 feet beyond each end of a hard surface runway and extends 50 feet above the runway elevation. Future development may be required to secure aviation easements in this zone.



Airspace Plan

Legend

-  Runway Protection Zone
-  Horizontal Zone



Airport runway

17.10.070F Mixed-Use Areas & 17.10.070G Commercial Areas

The plan identifies distinct commercial and employment areas within the site. The site design and development standards encourage flexibility and a mix of activities within both the commercial and employment areas. For example, the commercial area could include a brewery as a component of a food and beverage establishment, and the employment area could include consumer-facing retail as a secondary component to a manufacturing facility. Generally, the areas identified as commercial are focused around Highway 18, at the hospital edge, and one key opportunity for a destination commercial use along the southern open space. The remaining areas are identified as employment use.

Active Edges, Corners and Frontages

The plan identifies active edges within the commercial and employment zones to create a vibrant district. These are areas where the ground floors of buildings include features such as generous windows, doors, and seating for dining that make the public realm more interactive and vibrant. The intent for active edges and frontage is to:

- Prioritize active edges along SE Stratus and SE Cumulus Avenues
- Maximize frontage along the Highway 18 buffer
- Provide frontage along the Landing Commons perimeter
- Provide frontage along the neighborhood park perimeter
- Maximize frontage along the southern open space
- Create a prominent and active center at the SE Stratus and SE Cumulus Avenue intersection



Active Edges, Corners and Frontages

Legend

- Site Boundary
- Active Edge and Frontage
- Active Corner
- 1 Willamette Valley Medical Center Edge
- 2 Southern Edge
- 3 SE Stratus and SE Cumulus Avenue Intersection
- 4 Airport Edge



Active corner

Potential Mixed-Use Commercial Areas

1. **Wellness Village:** A combination of commercial and employment land could complement the Medical Center and create a healthcare-related synergy. This could include medical offices, research labs, clinics, and ground-floor uses like dining, daycare, and fitness facilities to serve medical workers, patients, and families. With a proposed neighborhood park and connectivity to nearby housing, this could become as a 'wellness village' for the larger community.
2. **Southern Edge:** The southern edge of The Landing provides scenic views of rural landscapes. There is an opportunity for commercial activity within the employment area to invite more visitors to this natural south edge. This could be a restaurant with rooftop dining or a cafe with outdoor seating.
3. **SE Stratus and SE Cumulus Avenue intersection:** This intersection creates four active corners designed for pedestrian priority. The corner could accommodate a vertical mix of uses with ground floor retail, wide walkable sidewalks, and create an opportunity for placemaking, gathering, and traffic calming.
4. **Airport Edge:** The development of the east edge of McMinnville Landing should be coordinated with the Airport Master Plan. This area could coordinate through-the-fence (TTF) operations with the airport. TTF is an arrangement where properties and businesses located outside of airport property but adjacent to it gain access to the airport's airside infrastructure, such as runways and taxiways, via a special agreement with the airport sponsor. This could also allow for airport-related office spaces, connections for easy and dedicated access to industries within the district, and a mix of uses that generate a cohesive environment with the neighbor.



Concept illustration of a Wellness Village around Neighborhood Park



Restaurant with rural views



Active uses around parks

17.10.070I Parks and Open Space

The plan identifies suitable locations for parks and open spaces in accordance with the needs, review criteria and the standards in the McMinnville Parks, Recreation, and Open Space Master Plan (2024).

1. Highway 18 Buffer and Gateway

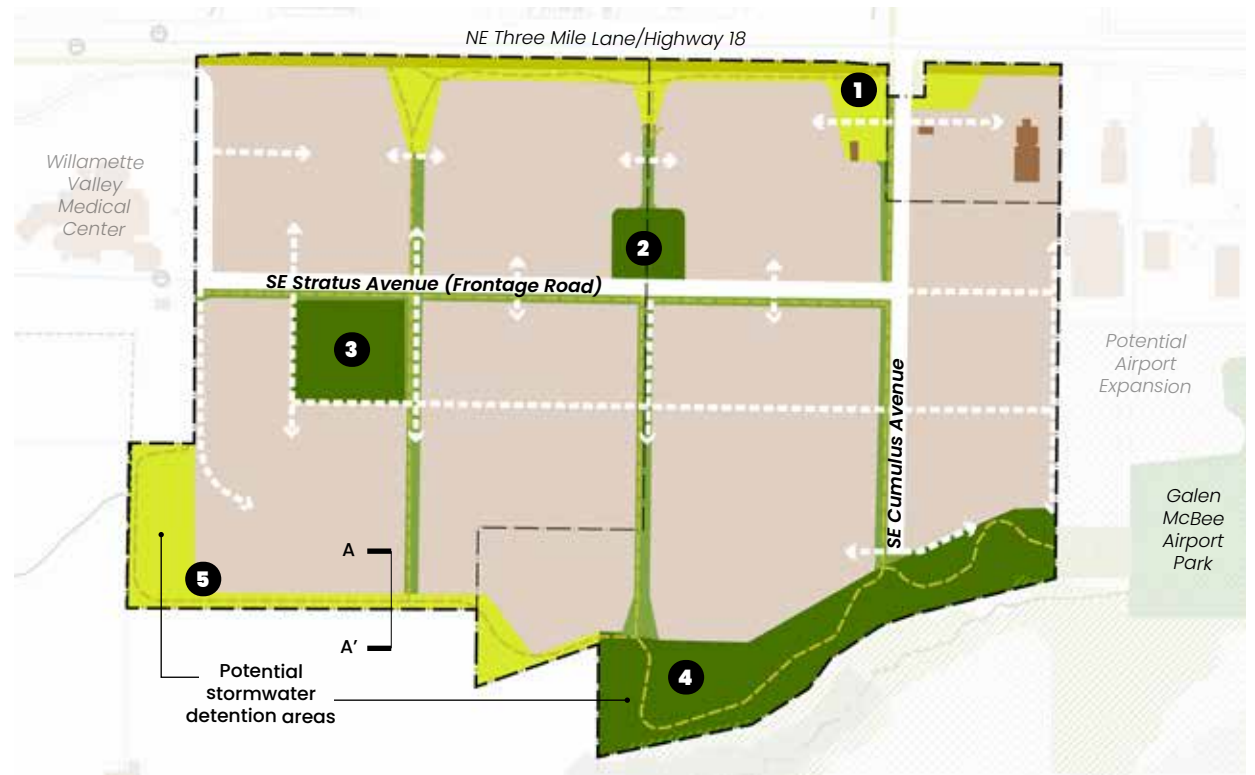
The 3MLAP requires a building setback of 120 feet from the centerline of Highway 18. Based on community and property owner input, this plan widens this setback with an additional 20 feet from Highway 18 to buffer future commercial uses. At the SE Cumulus Avenue junction, the buffer becomes a green gateway to the district. This gateway includes prominent and well-designed entry features and signage, along with landscape features to welcome visitors into the site. Green corridors extend southward from the buffer into the retail and employment areas, providing view corridors and pedestrian access.

2. Landing Commons

Located along the future SE Stratus Ave at the interface of the retail center and the employment center, the Commons serves as a ~1.5-acre central public gathering space. The Commons can be designed to extend southwards into the employment zone with specialty paving, a raised crossing, and a complementary gathering space on the south side of the street. Special attention to this stretch of SE Stratus Avenue can make the Commons an accessible heart for the entire district.

3. Neighborhood Park

The City of McMinnville's Parks, Recreation and Open Space Plan (2024) identifies a need for a 5-acre minimum park to serve residential development in the area and identifies a potential location within McMinnville Landing. The park would be walkable from the residential developments west of Willamette Valley Medical Center. The design should be flexible to accommodate the needs of diverse users and age groups. Potential uses include playgrounds, lawns, sports courts, fields, community gardens, picnic areas and more. The neighborhood park should be surrounded by public streets with active building uses.



Parks and Open Space

Legend

- Site Boundary
- Yellow Highway 18 required buffer
- Light Green Buffers
- Dark Green Parks and Open Space
- Medium Green Green Corridors
- ① Gateway
- ② Landing Commons
- ③ Neighborhood Park
- ④ South Open Space
- ⑤ South Buffer



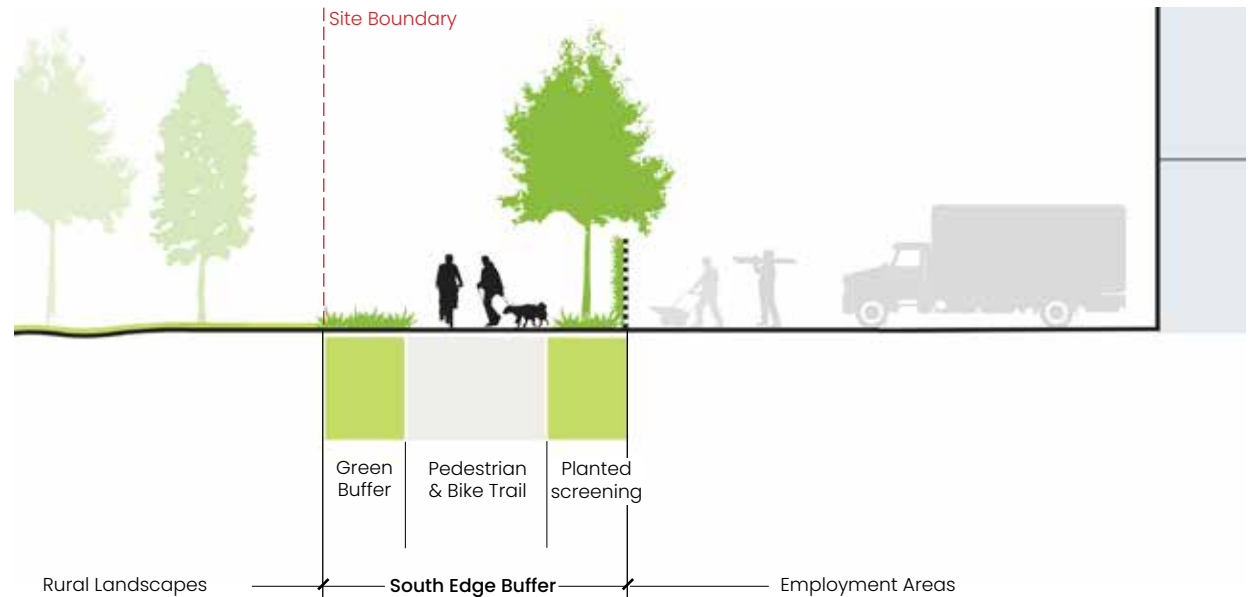
Buffer with agricultural landscapes

4. Southern Open Space

For a district of this scale, the southern open space provides a large buffer between the employment area and forested creek. This public space helps to ease the rural to urban transition and preserves the existing natural character of the southern edge. The open space includes elements like trails, new landscape plantings and overlooks with interpretation and art. A regional stormwater treatment facility is proposed on the western edge of this open space, at the lowest point of the site.

5. South Buffer

The southern open space connects a trail through the open space buffer proposed along the southwestern edge of the site. The intent for this edge is to provide a buffer and transition to the rural and agricultural landscapes beyond, and to provide a trail connection that completes a walking and biking loop around the site. This trail corridor could be co-located with utilities as needed. It should include a multi-use path and landscape buffer between the trail and any yard or parking areas within the development.



Urban to rural transition



Active gathering spaces



Neighborhood park amenities

17.10.070L Site Design and Development Standards

The site design and development standards complement the plan as an implementation mechanism to regulate the site and building design of future development within McMinnville Landing. These standards will be applied as an overlay zone specific to this area. The design and development standards address and direct the following components of future development:

- Distribution of uses – permitted and prohibited uses within each zone, including standards to address scale and location of specific uses.
- Site design components – street and pedestrian connectivity, connectivity within sites, block and lot configuration, integrated civic spaces, and perimeter transitions.
- Open space and landscaping – locational and improvement requirements for parks, commons, open space, trails and landscape to integrate functional natural spaces.
- Relationships between buildings and the street – frontage, setbacks, main entrances, active corners to create building presence, with parking and loading areas located to the interior of blocks.
- Building design requirements – window coverage, facade articulation, pedestrian shelter coverage, materials, roof forms, and fences.
- Parking requirements and design – minimum and maximum on-street parking requirements, flexible parking options such as on-street parking, shared parking and garages; landscaping and circulation requirements to address size and feel of large parking areas.

The design and development standards will direct future development within the district to ensure that development implements the Master Plan goals and is coherent across the district. Standards will be applied to both broader site planning efforts through a planned development review and to individual sites and buildings through Three Mile Lane Design Review.



Zoning Overlay

Based on the online survey, community priorities for the design and development standards included ensuring pedestrian and bicycle connections, including a multi-use path within the Highway 18 buffer, usable and vibrant public spaces throughout the development, tree canopy and generous landscaping, consistent material palettes and clear wayfinding and visibility.

A full summary of the survey results can be found in the Appendix. For the full text of the design and development standards, refer to Attachments.

Legend

- Property Lines
- Primary Streets Centerline
- /// Retail Center Zone
- ### Industrial District Zone



Shared use path with a large, planted buffer from Highway 18



Courtyards, plazas, and other public spaces along the sidewalk



Larger shade trees and shade pavilion in gathering spaces



Sidewalks and planting areas break up large parking lots



Plantings that blend with rural landscapes



Contextual architecture, building size and height

17.10.080 Master Plan Review Criteria

In the review of an application for a Master Plan, the Planning Commission and City Council considers a series of review criteria. The table below lists the review criteria and describes how the Master Plan meets and responds to the criteria. Links are provided to locations where additional detail is provided within this document.

Review Criteria	Summary	Document Reference
17.10.080(A)(1) Consistency with the framework plan, area plan, and comprehensive plan.	The plan incorporates the 40 acres of commercial use on industrial lands within the existing UGB identified in the Framework Plan and meets all relevant policies within the 3MLAP. The plan supports comprehensive plan goals and policies for commercial and industrial development, including meeting local commercial needs, providing for high-wage employment, and promoting walkability.	Vision, Plan Objectives
17.10.080(A)(2) Suitability for the area in which it is proposed.	The plan identifies uses that are complementary to neighboring uses, including the Medical Center, Airport, Evergreen Museum. It proposes amenities to support nearby residential development. It promotes context- and site-sensitive design and development.	Regional Context, Site Opportunities, Land Use Diagram, Mixed Use Areas & Commercial Areas, Site Design & Development Standards
17.10.080(A)(3) Integration with existing developed or planned areas.	The plan is coordinated with surrounding existing and planned development, including the Airport Master Plan.	Regional Context, Parks and Open Space

17.10.080(A)(4) Consistency with the City's adopted Great Neighborhood Principles.		
Natural Feature Preservation	The plan calls for protection and enhancement of natural resources.	Plan Objectives, Significant Resources Inventory, Natural Hazard Area, Parks and Open Spaces,
Scenic Views	The plan encourages site and building design to take advantage of scenic views from ground level and upper floors of buildings.	Plan Objectives, Parks and Open Spaces
Parks and Open Spaces	In addition to a neighborhood park, the plan proposes a variety of active public spaces, including the Landing Commons, southern open space, and green corridors with trails that interconnect the site.	Plan Objectives, Land Use Diagram, Parks and Open Space
Pedestrian Friendly	All aspects of the plan promote walkability and pedestrian safety, comfort, and enjoyment, including a walkable and interconnected public realm and design guidance for private development to support pedestrian activity.	Plan Objectives, Land Use Diagram, Community Connections
Bike Friendly	The plan proposes primary street and trail connections that support safe and comfortable bicycle circulation throughout the site.	Plan Objectives, Land Use Diagram, Community Connections
Connected Streets.	Streets are well-connected to existing networks. The plan encourages a grid of human-scale, walkable blocks, with primary streets aligned to calm traffic and support multiple modes.	Plan Objectives, Land Use Diagram, Community Connections
Accessibility	The plan proposes amenity-rich and pedestrian-oriented environments that promote accessibility for a variety of users. Public spaces are envisioned to be flexible, supporting diverse user groups.	Plan Objectives, Mixed-Use Areas, Commercial Areas, Parks and Open Space
Human-Scale Design	The plan promotes human-scaled design of public realm and buildings, centering the pedestrian experience and minimizing the scale and impacts of vehicular uses to the site.	Plan Objectives, Mixed-Use Areas, Commercial Areas
Mix of Activities	The plan includes a mix of commercial and employment uses that encourage interactivity and activity at different times of day.	Vision, Plan Objectives, Land Use Diagram, Mixed-Use Areas, Commercial Areas
Urban Rural Interface	The plan provides intentional buffers and transitions to rural landscapes and incorporates this landscape character into site design.	Plan Objectives, Land Use Diagram, Parks and Open Space
<i>Housing for Diverse Incomes and Generations</i>	<i>Not Applicable.</i>	<i>Not Applicable.</i>
<i>Housing Variety</i>	<i>Not Applicable.</i>	<i>Not Applicable.</i>
Unique and Integrated Design Elements	The plan encourages sustainable development, unique branding and wayfinding, public art, and vibrant streetscapes with pedestrian and bike amenities. Signature public spaces create focal points that define a district identity.	Plan Objectives, Community Connections, Parks and Open Space

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McMinnville Landing

Infrastructure Feasibility Analysis



Overview

A project of this scale and density creates an impact on existing transportation systems and infrastructure. Combined with McMinnville's other areas of growth, The Landing will generate additional traffic, and demands on stormwater, sewer, and other critical infrastructure. This chapter outlines what those impacts will be for McMinnville Landing and how the City, developers, and other stakeholder groups can prepare for the required system changes and upgrades to accommodate for this growth.



Rainwater Harvesting



Nature-based stormwater treatment

17.10.070J Transportation Analysis and Plan

The McMinnville Landing transportation network has been carefully designed to seamlessly connect to the surrounding grid, to disperse traffic and to facilitate convenient and multi-modal access to and from the site. Expected traffic increases from future development of The Landing are not expected to exceed the acceptable congestion limits established by the City and will only require minor intersection improvements.

The full Transportation Assessment Memo and findings are included in Attachments.

17.10.070K Public Facilities Analysis and Plan

The Infrastructure Assessment and Funding Plan provides a conceptual layout of proposed public facilities needed to support the Master Plan. It addresses overall capacities and gives recommendations for locations and sizing for infrastructure improvements for private development. This infrastructure is a component of a larger capital improvements plan process currently under consideration by the City.

Infrastructure components examined include:

- Streets
- Storm Sewer
- Sanitary Sewer
- Water
- Dry Utilities

The full Infrastructure Assessment and Funding Plan is included in Attachments.



Safe and multi-modal streets



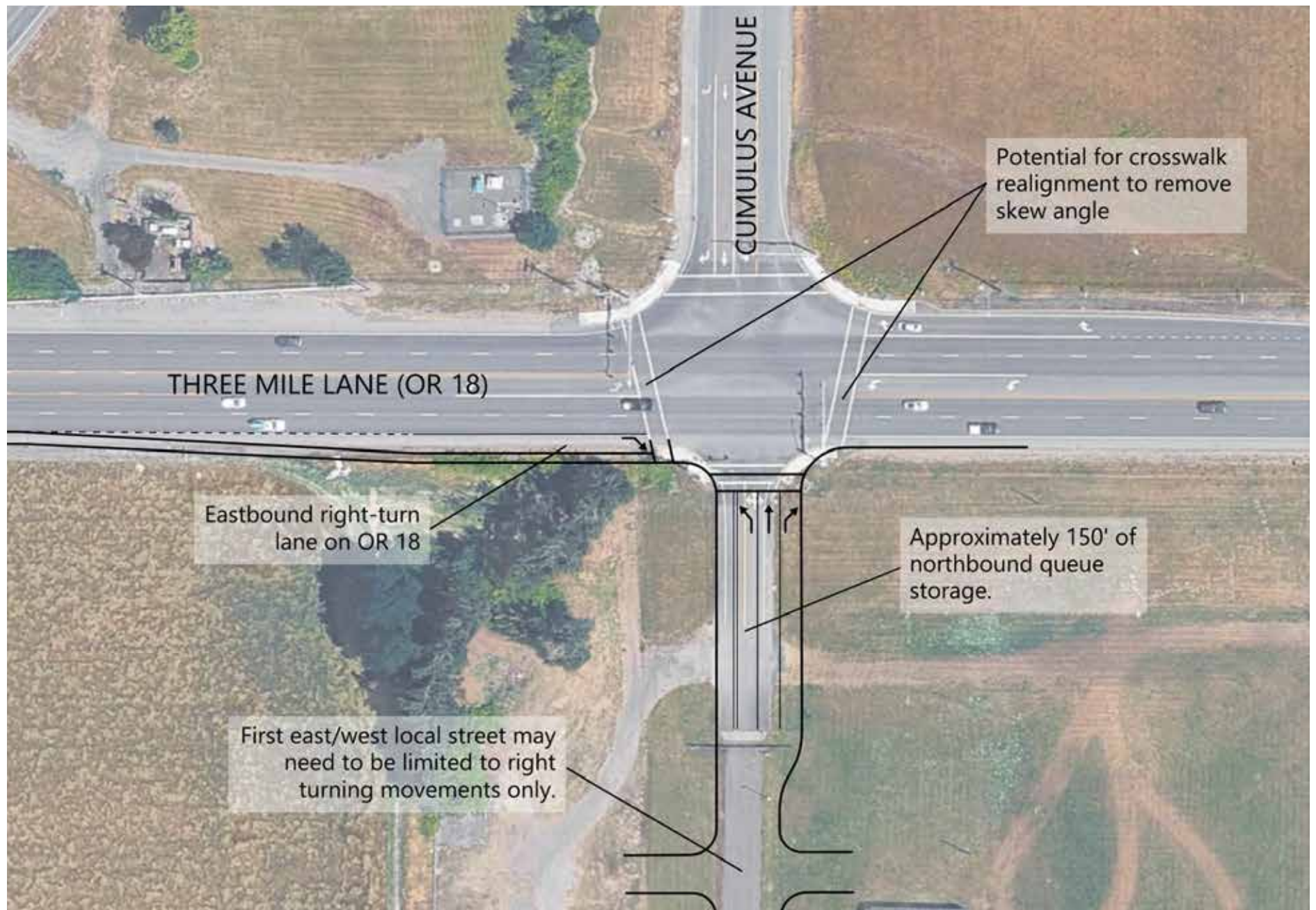
Trails along large stormwater treatment systems

17.10.070J Transportation Analysis and Plan

- The analysis for McMinnville Landing is a refinement of a previous analysis conducted as part of the adopted Three Mile Lane Area Plan and looks at the transportation impacts and necessary infrastructure needed to support development of the plan area through the planning horizon of 2041.
- Trip generation and distribution characteristics for the plan area were determined using the travel demand model for McMinnville, which is operated and maintained by ODOT. It was assumed that at build-out, the McMinnville Landing plan area would generate over 2,100 jobs.
- A complete and connected street system south of NE Three Mile Lane will enable local trips to be made south of the highway and to provide efficient access to both SE Norton Lane and SE Cumulus Avenue. The east/west connection of SE Stratus Avenue allows both signalized intersections on NE Three Mile Lane to serve the area south of the highway, balancing demand and greatly improving efficiency.
- The jughandles identified in the Three Mile Lane Area Plan as a possible improvement are not necessary within the planning horizon. Improvements to the existing at-grade signalized intersection are sufficient to maintain operation well within applicable standards for both intersection capacity and queuing.

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay(s)	V/C
1. NE Cumulus Avenue & NE Norton Lane				
2041 Three Mile Lane Area Plan	0.90	C	16	0.71
2041 w/ McMinnville Landing		C	16	0.73
2. NE Three Mile Lane (OR 18) & Norton Lane				
2041 Three Mile Lane Area Plan	0.80	C	28	0.65
2041 w/ McMinnville Landing		C	27	0.69
2041 w/ McMinnville Landing (With Optional NB & SB Right-Turn Lanes)		C	26	0.67
3. SE Stratus Avenue & SE Norton Lane				
2041 Three Mile Lane Area Plan	0.90	B	13	0.55
2041 w/ McMinnville Landing		B	12	0.56
4. NE Three Mile Lane (OR 18) & Cumulus Avenue				
2041 Three Mile Lane Area Plan	0.80	B	11	0.61
2041 w/ McMinnville Landing (With Recommended Mitigation)		C	23	0.61

Evening peak hour capacity analysis summary



Recommended improvements

17.10.070K Public Facilities Analysis and Plan

Street Infrastructure

Existing Conditions

There are currently no public streets within the Landing. SE Stratus Avenue is currently a private street that serves the Willamette Valley Medical Center and runs along the west side of the property. SE Cumulus Avenue enters the site on the north and provides private access to properties east of the Landing.



SE Cumulus Avenue



SE Stratus Avenue

Internal Street Design Considerations

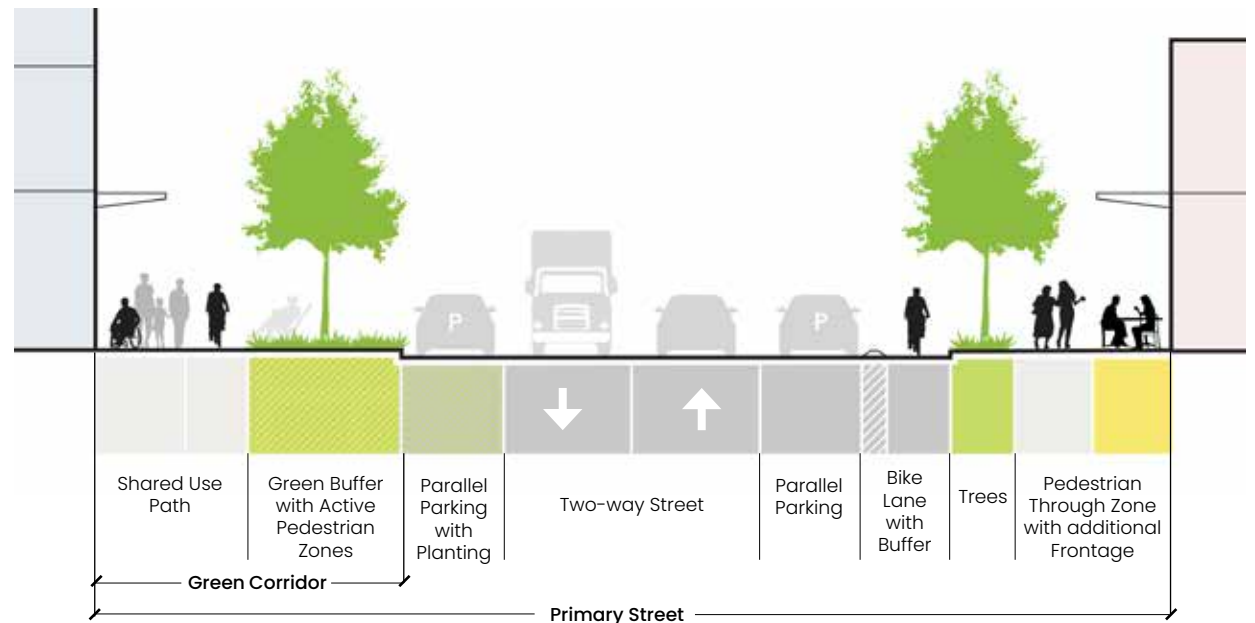
The city intends to update their 2010 Transportation System Plan (TSP) and streets within the Landing will be classified accordingly based upon the recommendations of that update.

The exact configuration at NE Three Mile Lane will be developed through coordination with ODOT. For the purposes of the primary infrastructure analysis and cost estimating a single typical section for a major collector was used for the "spine roads" which are the east/west extension of SE Stratus Ave to SE Cumulus Avenue and the southern extension of SE Cumulus Avenue. Additional streets within the campus would likely utilize a minor collector or local street typical section, to be determined in the upcoming TSP planning process.

Spine Roads - Major Collector: (East/West spine road, SE Stratus Avenue along west property line and SE Cumulus Avenue from the east/west spine road to NE Three Mile Lane)

- 44-foot curb to curb width (2'-11' travel lanes, 1'-12' median lane, five' bike lanes) per City of McMinnville Drawing No. 40.
- Concrete curb and gutter
- 10-foot sidewalks with tree wells (from face of curb)
- Right-of-Way width seventy-eight feet
- Seven-foot City utility zone behind sidewalk and eight-foot PUE behind ROW.

(Note: The dry utility placement behind the sidewalk is the desire of MWL and conflicts with the guiding principles of establishing an urban streetscape with buildings place to the Right-of-Way. This will require further discussions with providers to come to a consensus on utility placement.)



SE Stratus/SE Cumulus Avenue Concept Section

Storm Sewer System

Existing Conditions

The existing system is limited in both capacity and depth by the current infrastructure in NE Three Mile Lane (which is controlled by the Oregon Department of Transportation and therefore cannot provide service to The Landing.)

Stormwater Design Considerations

The City of McMinnville currently does not have adopted stormwater management requirements or an MS4 but follows Oregon Drainage Law in the implementation of stormwater improvements within the city. It may be some time until a DEQ MS4 permit and its requirements are adopted by the City. In absence of these regulations the City feels it prudent that stormwater be addressed as part of The Landing infrastructure analysis. McMinnville's Storm Drainage Master Plan was not adopted by the City Council but provides a published record of storm water criteria in Appendix E, Design and Construction Standards for storm drainage. Without other published data for the City, these criteria were used as the basis of analysis for The Landing storm sewer infrastructure.

The Master Plan identifies two basins within The Landing property, East End Basin K (E-K) and East End Basin L0 (E-L0.) These basins have been delineated on the Storm Drainage plan, with E-K discharging to the existing drainage to the west and E-L0 discharging to the south to the South Yamhill River. Final engineering should review if a single facility can be used for The Landing to limit downstream modifications and costs and provide a single point of discharge to the South Yamhill River without detention, rather than over existing farmland outside the Urban Growth Boundary (UGB).

The standards provide the following guidance:

Stormwater Detention:

- The stormwater manual indicates that detention is not required when discharging directly to the South Yamhill River so basin E-L0 would not be providing detention, only water quality prior to discharge.
- Stormwater detention, if required, needs to restrict the 10-year post condition to the pre-existing condition per the rational method.

Stormwater Quality:

- Grassy Swales – During design of the infrastructure, infiltration test should be conducted to assure adequate dissipation of the wet wells particularly in Basin E-L0 and potentially design a large grassy swale or mechanical treatment for water quality if infiltration rates are not sufficient.

Water Quality Flows estimated for 2-yr event:

Basin E-K – 46 Cubic Feet per Second (CFS)

Basin E-L0 – 63 CFS

- Wet Ponds – The wet ponds illustrated in the figure at right are sized to provide regional facilities for both basins. Public Works has indicated there is concern with the ability of existing soils to adequately infiltrate storms to prevent bird attraction, which would conflict with the adjacent airport.

Estimated Pond Volumes for Wet Ponds:

Basin E-K - 375,000 Cubic Feet (CF)

Basin E-L0 - 495,000 CF

Pipe Sizing:

Pipes have been conceptually sized (minimum size twelve inches/12") for projected basin discharges to allow for project cost estimating. (Flows are conceptual and final analysis conducted during final engineering.)

E-K 50-yr discharge to basin estimated at 87 CFS.

E-L0 50-yr discharge to basin estimated at 117 CFS.

Sanitary Sewer System

Existing Conditions

Sanitary sewer infrastructure is owned and operated by the City of McMinnville. There is existing gravity sewer infrastructure in both NE Three Mile Lane and NE Norton Lane. The Wastewater Master Plan (WWMP) is currently being updated by the City's consultant team and a copy of the plan was not available at the time of this report's publication. The master plan team indicated that there are upstream and downstream deficiencies with the existing system that will impact development on The Landing. A review of the Public Facilities Plan's Capital Improvement Plan (CIP) provides the following improvements required to adequately serve The Landing: (Note - will be completed when available through either an addendum to the report or as a reprint for a final issue.)

1. CIP Item	\$XXX	Year identified.
2. CIP Item	\$XXX	Year identified.
3. CIP Item	\$XXX	Year identified.

Based upon review of the gravity sewer infrastructure underneath NE Three Mile Lane it was determined that the available gravity system could not serve the entire property without a pump station within The Landing or downstream modifications to support gravity service to the entire property.

Sanitary Sewer Design Considerations

The City of McMinnville currently uses the Oregon Department of Transportation (ODOT) Standard Specification for Construction, 2021 as the basis of their construction of public sanitary sewer infrastructure. The following design parameters were used to prepare The Landing sanitary sewer infrastructure:

- Six-foot minimum depth for sanitary sewer mains.
- Eight-inch minimum size for infrastructure sanitary sewer mains with ten-inch pipes estimated for piping to the Landing pump station.
- Minimum pipe slope 0.004 ft/ft
- Per the Master Plan sanitary sewer usage is estimated to be 30 gallons per day per acre (GPD/AC) for commercial property and 24 GPD/AC for employment.
- Work is ongoing with the master plan team to determine public pump station sizing and costs but final information was not available at the time of this report.
- Using 30 GPD/employee and 24 employees per acre and 300 GPD/EDU (equivalent dwelling unit), The Landing would develop approximately 610 EDUs over the site. This results in an estimated peak hourly demand (PHD) for the pump station of approximately 350 GPM (Gallons Per Minute.) This is based on the number of employees; when you add an additional 30% for process discharge in the employment areas, a conceptual estimate for The Landing pump station would be 450 GPM.

Development Alternatives

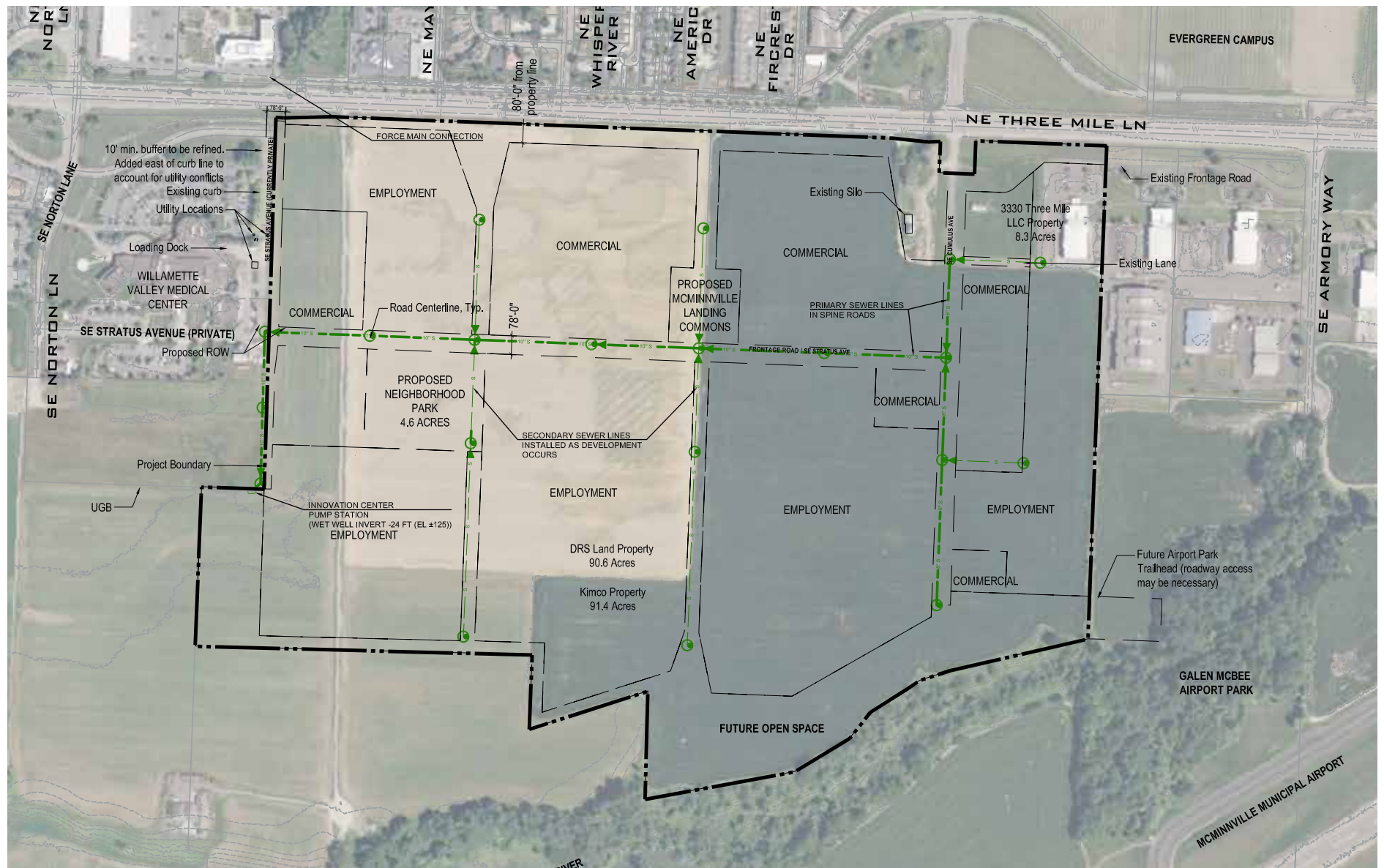
The property cannot be entirely served by the existing gravity sewer system in NE Three Mile Lane. The sanitary sewer plan on page 70 illustrates a conceptual layout within the spine roads and potential extension of the system throughout The Landing with discharge to a pump station located in the SW corner of the site and ultimate discharge to the gravity system near the NW corner of the property in NE Three Mile Lane.

The WWMP team is looking at the entire sanitary sewer collection system within the city and their analysis has indicated several deficiencies in the existing

infrastructure including gravity sewer capacity requiring upsizing/deepening and pump station upgrades. Analyzing the options for the area in and around The Landing, the WWMP team has developed three alternatives to meet the needs of The Landing and the greater system outside The Landing. The alternatives are listed below. Their final report will need to be reviewed, and the Preferred Alternative incorporated into the final infrastructure plan for The Landing.

- Alternative 1 – The Landing develops with a new gravity system within the property and a public pump station that serves only The Landing. This requires downstream upsizing and upgrade of the existing PS Three Mile Lane – 3 pump station at the intersection of NE Three Mile Lane and SE Cumulus Avenue.
- Alternative 2 – Decommission the pump station at SE Cumulus Avenue, upsize and deepen the gravity piping within The Landing to accommodate the additional off-site flow and upsize The Landing pump station and force main.
- Alternative 3 – Decommission the pump station at SE Cumulus Avenue, upsize and deepen the gravity piping within The Landing to accommodate the additional off-site flow and deepen downstream gravity piping to eliminate the need for The Landing pump station.

Any one of these alternatives would provide adequate public sanitary sewer service to The Landing. Alternatives 2 & 3 would have a significant impact on the sanitary sewer infrastructure cost for The Landing and the incremental cost would need to be identified and allocated to the City CIP rather than the cost of developing The Landing.



Sanitary Sewer Main Plan

Water System

Existing Conditions

The water system is owned and operated by McMinnville Water and Light (MWL). The existing water infrastructure adjacent to The Landing consists of a series of underground mains connected to their reservoir system that maintains a constant pressure zone of 80-100 psi (pounds per square inch.) Although the system has sufficient capacity, the consultants for the water system Master Plan which is currently in progress indicate that upstream restrictions may impact fire flow to The Landing. Fire flow demand may require upsizing mains in The Landing which is not standard policy of MWL. A review of the Master Plan and Capital Improvement Plan (CIP) with timing of improvements provide the follow improvements required to adequately serve The Landing: (Note - will be completed when available through either an addendum to the report or as a reprint for a final issue.)

- | | | |
|-------------|-------|------------------|
| 1. CIP Item | \$XXX | Year identified. |
| 2. CIP Item | \$XXX | Year identified. |
| 3. CIP Item | \$XXX | Year identified. |

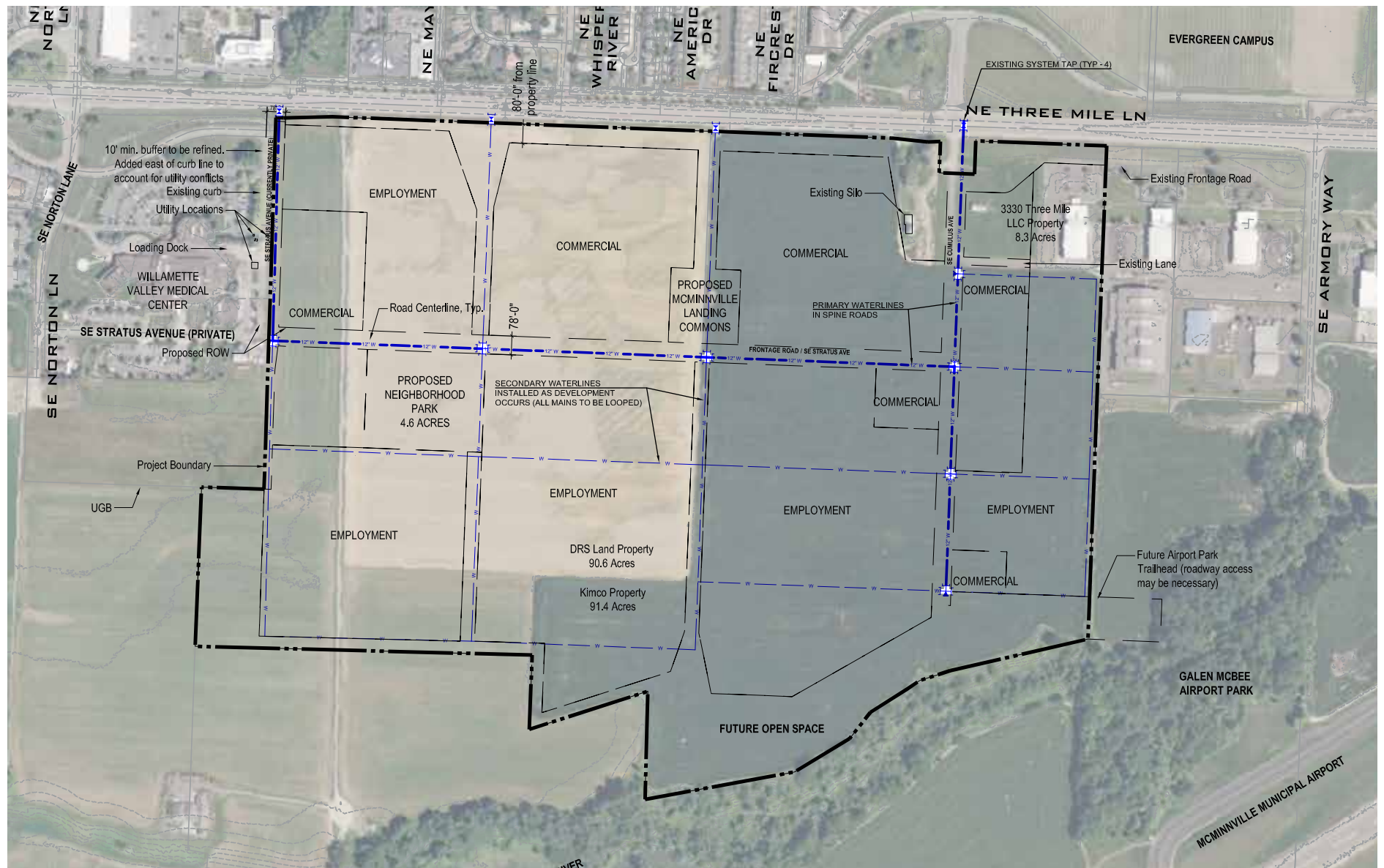
Water System Design Considerations

The Water Main Plan on page 72 provides a conceptual layout of the water system using standard sizing for fire flow without upsizing to compensate for upstream deficiencies. A review of the final water system master plan should be completed to determine if adjustments to the proposed layout is necessary.

MWL has also indicated that their long-range planning (20-30 years out) has a new water treatment plant to treat water from the Willamette River to be located just south of the Willamette Valley Medical Center. This placement could require a 36-inch raw water line to be located within the Landing street network and a 36-inch treated waterline leaving the treatment facility to be placed within the Landing street network. These have not been added to the figure on page 72 due to the long range nature and uncertainty of siting the treatment facility and routing needs. Coordination with MWL will need to be conducted during design of the Landing street network to allow for the future facilities. For purposes of the Landing infrastructure costs, these facilities are not being included since the cost of this work would be solely covered by MWL.

In developing the Landing water system layout, the following design considerations were used. (Work is ongoing with the master plan team on water demand estimates for the property.

- Mains to be minimum twelve (12") for a maximum of 8 FPS (feet per second) at fire flow demands. These were indicated on the spine roads and secondary piping will need to be evaluated for fire flow demands as the pipes are extended within the Landing.
- Hydrants will be installed at six hundred feet on-center.
- Pipe will be C52 ductile iron pipe with tyton/fastite joints.
- Butterfly valves on 12-inch pipe and gate valves on smaller pipes.



Dry Utilities

Power and Communications

The power supply system is owned and operated by McMinnville Water and Light (MWL). There is currently a distribution system (primarily overhead, with some underground) located on the north side of NE Three Mile Lane. The distribution system in this area currently does not have sufficient capacity to serve The Landing.

MWL intends to purchase land south of the Willamette Valley Medical Center (adjacent to where they intend to site a water treatment facility) and construct a new substation within the next five years to support development in this area. An overhead transmission line will be installed to supply the substation and it will come from the west along NE Three Mile Lane to the substation and extend south which may require a 50-foot power easement through The Landing to feed the substation. This easement will need to be coordinated with MWL to identify a suitable location.

Fiber communications, also controlled by MWL, will follow the power facilities, when installed, and be available to The Landing. The Dry Utilities Plan on the right provides a conceptual layout of The Landing.

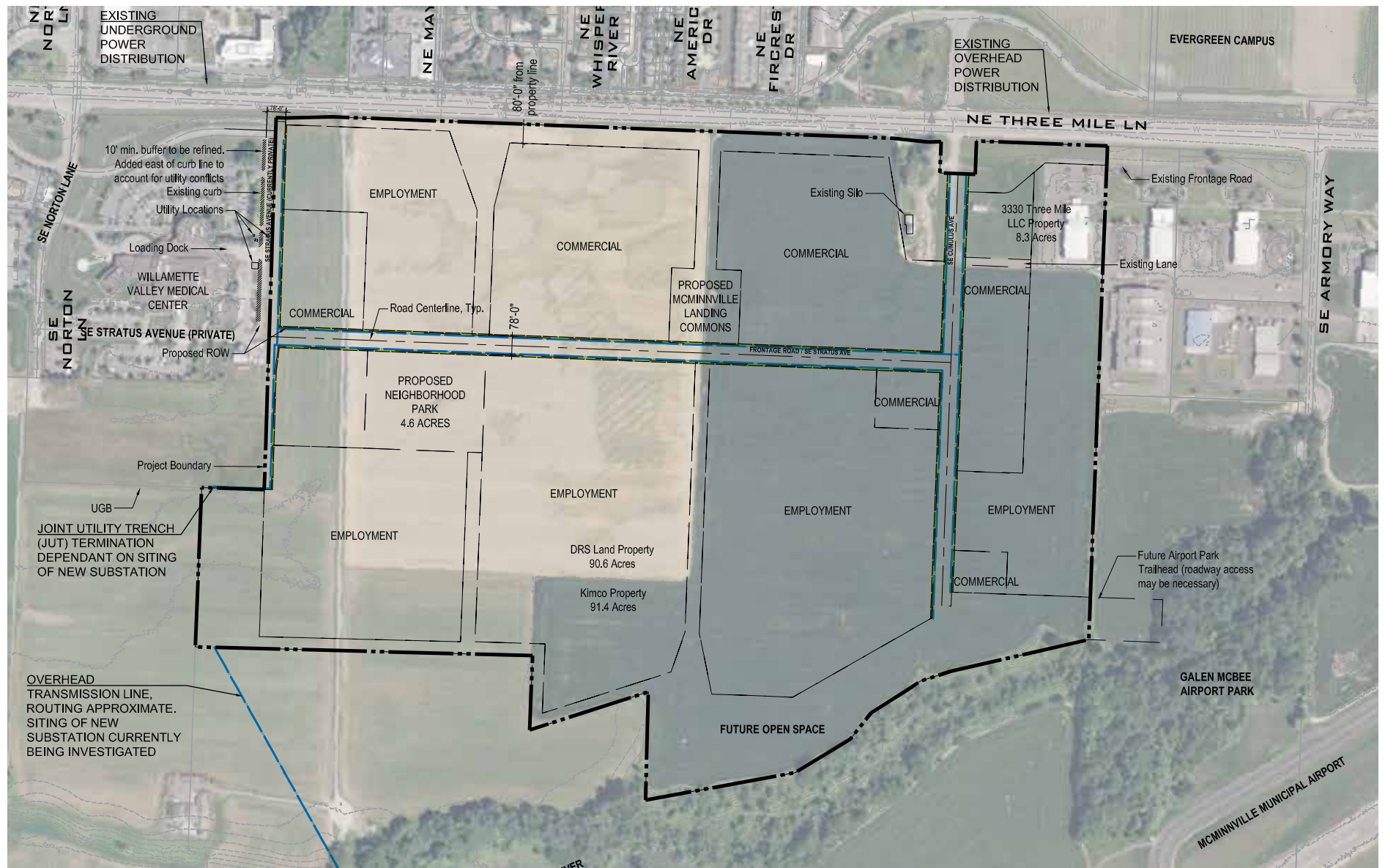
MWL has indicated that primary power/communication infrastructure should not be placed under sidewalks. This requirement conflicts with this plan's goals of establishing an urban streetscape with buildings placed adjacent to the Right-of-Way. Further discussion with providers will need to come to a consensus on utility placement.

Natural Gas

Natural gas in this area is supplied by Northwest Natural Gas Company (NWN). They currently have facilities located in NE Three Mile Lane adjacent to the property. There are 4-inch (4") and 4.5" lines in NE Three Mile Lane and a 2-inch (2") line extending to the medical center on the west side of the property. NWN has indicated that these lines have sufficient capacity to serve The Landing. MWL has indicated they do not allow gas to be in a joint trench with power, so the figure on page 74 shows the NWN line behind the ROW within a 5-foot PUE (public utility easement.) Again, this conflicts with the Master Plan's goals of establishing an urban streetscape and exact placement will need to be worked out with NWN and MWL.

Note:

The intent for The Landing's streetscape is an urban environment with buildings placed on the Right Of Way. The current layout of utilities does not reflect this intent and discussions should be coordinated with utility providers to discuss alternatives to dry utility placements as shown.



Dry Utility Plan

Legend

	Existing Gas Main Pipe		Proposed Power, Street Lighting & Communications in ROW behind sidewalk
	Existing Overhead Power Distribution		Proposed Natural Gas Line in 5' PUE behind sidewalk
	Existing Underground Power Distribution		

Cost Estimate & Capital Improvements Plan

Primary Public Infrastructure Pricing

A conceptual cost opinion has been developed for the primary public infrastructure within The Landing to provide access and utilities to facilitate development on the site. The secondary infrastructure needed to serve the site will be addressed in the City's infrastructure master plan updates (water, sewer and transportation) with a summary provided in Section 8.0.

The primary public infrastructure consists of the following elements:

- The two spine streets and development of SE Stratus Ave west of the Willamette Valley Medical Center to City street standards. (Will require cooperation with the Medical Center.)
- Storm infrastructure in the streets and to the discharge points including treatment, if required.
- Sanitary sewer in the spine streets and a pump station to serve The Landing.
- Water system within the spine streets, subs for extensions and two taps to the existing waterlines in Three Mile Lane.
- Dry utilities to include power, fiber and trenching for natural gas.
- Earthwork has not been estimated to either cut or fill the entire site as this is a high-level estimate and only nominal earthwork estimates have been included for the street infrastructure and allowances provided for the regional stormwater ponds.

The costs provided in this study are for service within The Landing and connection to infrastructure capable of supporting the proposed Master Plan development. Consideration has not been provided for upsizing facilities to support city wide improvements that could be implemented to or through The Landing.

Unit pricing has been based upon discussions with local contractors. Discussions with the water system and WWMP planning teams are on-going and unit pricing consistent with the master planning efforts was not available at the time of this report. Pricing will be updated and validated.

Description	Estimated Amount (Rounded to \$100K)
Streets	\$4,000,000
Storm Drainage	\$1,600,000
Sanitary Sewer System	\$2,300,000
Water System	\$1,100,000
Dry Utilities	\$1,600,000
Estimated Construction Costs:	\$10,600,000
Mobilization/Overhead 10%	\$1,000,000
Construction Contingency 30%	\$3,200,000
Total Estimated Construction Costs:	\$14,800,000
City Administration 10%	\$1,500,000
Engineering/Testing/Permitting 25%	\$3,700,000
Total Estimated Project Cost:	\$20,000,000

Cost Opinion

A summary of the pricing is provided in the table above. This estimate is based upon 2025 dollars and the values below represent probable cost for periods beyond 2025:

2030	\$26,700,000
2035	\$35,800,000
2040	\$47,900,000

This assumes 6% interest rate and yearly compounding.

Secondary Public Infrastructure

The City's water and wastewater master plan updates will be completed by November 30, 2025. The City's Transportation System Plan update has been delayed and a special Three Mile Lane Area Plan will be identified in the Transportation System Plan update scope of work to detail the needs in the entire Three Mile Lane Area. This is not anticipated to be completed until December 31, 2025.

Funding Sources

Funding public infrastructure to open new areas to development requires forethought and a concerted strategy. It may require a phased approach to stimulate initial development which will ultimately fund further investment in The Landing. A phased approach could be to construct the access on SE Cumulus Ave extended to the southern boundary of The Landing and along the east/west spine road to a temporary cul-de-sac at the McMinnville Landing Commons which would open up a large area of the site to development. A CIP for this phased approach could be something in the order of these Improvements:

SE Cumulus Ave to Southern Boundary of the Landing	\$10,300,000
East/West Spine Road to McMinnville Landing Commons	\$2,900,000
Completion of the East/West Spine Road	\$4,000,000
Stratus Avenue adjacent to Willamette Valley Medical Center	\$1,100,000
	\$18,300,000

Note: SE Cumulus Avenue extension to the southern boundary of The Landing includes the sanitary sewer pump station and associated piping throughout, which overloads this first item. There may be an opportunity to serve some of the properties in this first phase by gravity and reduce the cost of the first item in the CIP.

The following provides several options that may be useful to the city working outside the general fund:

- Establish a Local Improvement District (LID):** Local Improvement Districts (LIDs) are a means of financing capital improvements that will primarily benefit property owners within a specific area. LIDs are formed by a city, town, county, or other local government with the approval of the property owners but are not self-governing special purpose districts. Capital improvements are then financed and paid for over time through special assessments on the benefiting properties. A LID must be approved both by a local government and the benefited property owners.
- Reimbursement of Advanced Funding of Public Improvements (RAFPI) :** The McMinnville Municipal Code, Chapter 3.14, provides a process where an advanced financing agreement between a developer and the city, which is authorized by the council and executed by the City Manager, provides for the installation of, and payment for advanced financed public improvements. The city or a developer could be the applicant for such an agreement. This agreement is like an LID but does not carry the same number of steps and may prove a streamlined alternative to an LID.
- Regionally Significant Industrial Sites program (RSIS):** A performance-based economic development program that reimburses RSIS project sponsors for approved site improvement expenditures such as land assembly, site preparation, utility and transportation improvements, environmental remediation and mitigation, and financing costs.
- Special Public Works Fund (SPWF):** Provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation. Loan funding is available for financing small to large projects with favorable interest rates and terms up to 30 years or the useful life of the project, whichever is less, for most projects. Limited grant funding is available for technical assistance and emergency projects based on financial analysis.
- Soil Banking:** Preparing a "mass grading" plan for The Landing would be a means of providing an area where excess soil from local construction sites could be placed. The placement would need to be completed under the supervision of a testing agency so that the resulting fill could be certified as structural fill. This would allow a revenue source while offsite infrastructure improvements are being completed. A challenge to this option is that the city does not control the land and would require cooperation of the landowners and it would need to be sufficiently lucrative to offset loss of crop revenue. Although McMinnville may be fairly remote from major projects with excess material, it would be worthwhile to review the development needs with local contractors to see if this is a viable alternative.

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Implementing the Vision



Implementation and Action Items

After establishing a clear vision and Master Plan for McMinnville Landing, the City is now moving into the next phase: taking concrete steps to bring this project to life. This includes close collaboration with property owners and partners, as well as seeking new opportunities that advance The Landing toward development.

In addition, the City will build strategic partnerships, prioritize the City’s Capital Improvement Plan, and apply for grant funds when available and appropriate.

Marketing and promotion will also play a vital role. The City, McMinnville Economic Development Partnership, and property owners will work to build momentum, attract investment, and inspire businesses and developers to be part of this transformative project.

The table on the right presents a list of of key action items.

	Action Items	Group Responsible
Planned Development Overlay Adoption	Notice DLCD and Public regarding legislative initiative to adopt the Planned Development Overlay with the Master Plan and Site and Design Standards per MMC 17.72	City of McMinnville Planning
	Host public hearing and consider recommendation to City Council regarding the Planned Development Overlay with the Master Plan and Site and Design Standards	Planning Commission
	Consider adoption of the Planned Development Overlay with Master Plan and Site and Design Standards	City of McMinnville Planning Commission and City Council
Planned Development Application Review and Process	Plan and apply for planned development per MMC 17.51 for all areas within the Planned Development Overlay, detailing proposed site development for a minimum of 5 acres (commercial) or 10 acres (industrial), consistent with master plan and site and design standards.	Property Owners
	Review planned development application based on MMC 17.51.030 and request approval of planned development under the review process described in MMC 17.72.10 public hearings	Planning Commission
Building Permit Submittals	Submit civil engineering plans for site improvements review	City Engineer or Designee
	Building permit approval for vertical development consistent with approved Planned Development for the site and Three Mile Lane Planned Development Overlay standards	Planning Director or Designee, Building Official or Designee
Project Development	Maintain McMinnville Landing website until June 30, 2026	City of McMinnville
	Support PAC members as champions of McMinnville Landing	
	Engage in legislative initiatives to support the project	
	Market and reinforce the project as a great opportunity for McMinnville's growth	City of McMinnville, MEDP, Property Owners
Infrastructure	Complete Wastewater, Water and Transportation Master Plan Updates	City of McMinnville
	Seek funding to support public infrastructure improvements, CIP and explore opportunities for possible partnerships	
	Acquire easements and or property for citywide and site infrastructure improvements	Property Owners
	Build initial site infrastructure in conjunction with site development	
Feasibility and Partnerships	Position McMinnville Landing as a priority with the City Council and the Economic Vitality Leadership Council	City of McMinnville
	Support partners such as MEDP, MIP, Business Oregon responsible for recruitment efforts	
Business Development and Recruitment	Develop marketing materials to promote the site for potential businesses.	MEDP, Business Oregon, City of McMinnville
	Work with property owners to support development efforts and business recruitment.	

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Attachments

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Appendix



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Portland, OR 97205
503.248.0313
lancastermobley.com

Memorandum

To: Heather Richards, City of McMinnville
Copy: Ken Pirie, Walker Macy
From: Todd E. Mobley, PE
Ken Kim, PE
Date: October 8, 2025
Subject: McMinnville Landing – Master Plan Transportation Analysis



EXPIRES: 06/30/27

Introduction

This memorandum is written to document the transportation analysis that has been performed for the McMinnville Landing site south of Highway 18 in McMinnville, Oregon. The analysis is a refinement of a previous analysis conducted as part of the adopted Three Mile Lane Area Plan and looks at the transportation impacts and necessary infrastructure needed to support development of the plan area through the planning horizon of 2041. In addition, this memorandum serves as the transportation analysis required by section 17.10.065 of the McMinnville Municipal Code for a Master Plan.

The McMinnville Landing site is approximately 190 acres in size and is being master planned for a mix of retail, services, advanced industrial uses that bring employment to the area, and access to parks, greenspaces, and trails. The Three Mile Lane Area Plan identified a vision for a retail center and innovation campus on this site, and the current planning effort represents a refinement of that vision and a detailed analysis of the related transportation demand and infrastructure needs.

Preferred Alternative

A draft preferred develop concept has been developed and serves as the basis for the transportation analysis. Figure 1 to the right shows a snippet of the plan, and a full-size version is attached to this memorandum. The plan represents general areas for commercial/retail uses, employment uses, and parks and open space.

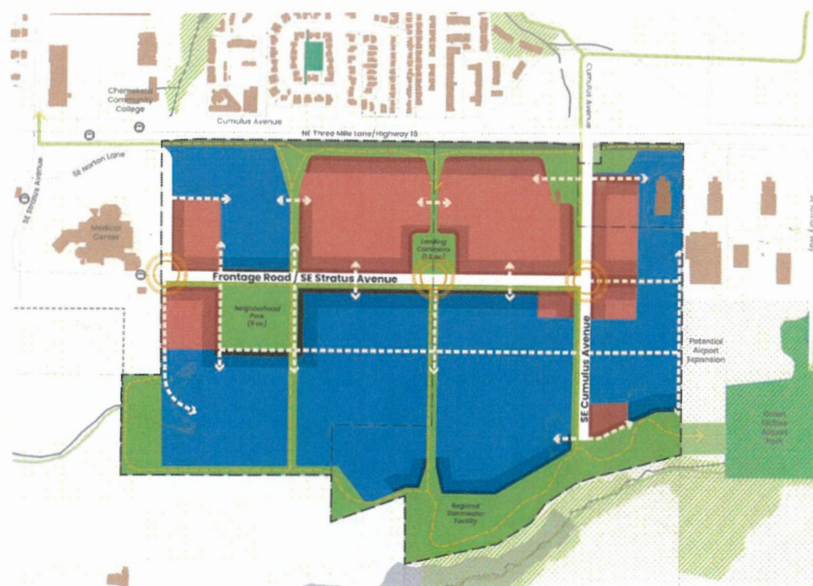


Figure 1: Preferred Alternative, June 2025

Street Network

The existing street system north of Highway 18 employs a frontage road system, with NE Cumulus Avenue providing east/west connectivity north of the highway, except for the missing segment east of NE Norton Lane. On the south side of the highway, SE Stratus Avenue has the same frontage road function but it is incomplete, with a street stub into the northwest corner of the McMinnville Landing site. The preferred alternative connects this stub to a proposed system of streets but moves the primary east/west street alignment to the south, providing for more efficient development patterns between the highway and the SE Stratus Avenue extension.

This east/west street connection would serve as the “spine” of the plan area, bringing trips to and from the west to SE Norton Lane, or to and from the east to SE Cumulus Avenue. It would be classified as a Major Collector, as identified in the City of McMinnville’s Transportation System Plan¹ (TSP).

Beyond this framework of primary street connections, it is expected that local streets will be constructed as appropriate to meet connectivity and block length standards. A network of these local streets is illustrated diagrammatically in the preferred alternative, to show likely locations and alignments. Still, the local street configuration is not binding and intended to allow flexibility based on specific development proposals within the plan area.

Land Use

A priority for McMinnville Landing is to encourage thoughtful development that brings significant employment to the area. In considering development of the site, Lancaster Mobley coordinated closely with the Oregon Department of Transportation (ODOT) regarding employment assumptions in the travel demand model. Chris Melson, Alex Bettinardi, and Zohora Sultana from ODOT’s Transportation Planning and Analysis Unit (TPAU) were instrumental in preparing refinements to the travel demand model for use in this analysis. The commercial/retail portions of the plan area were assumed to have an employment density of 23 jobs per acre, and the employment areas were assumed to have 11 jobs per acre. Across the entire plan area, this represents over 2,100 jobs by the time the plan area is built out.

Operational Analysis

As a refinement of the currently adopted transportation plan, this analysis picks up where the Three Mile Lane Area Plan left off. As mentioned above, refinements to the travel demand model were coordinated with ODOT and new traffic count data was used at specific intersections, but this effort employs the same planning horizon year of 2041 and does not change any of the underlying assumptions and planning, except within the discrete bounds of the McMinnville Landing plan area. The details of the operational analysis are explained in the following sections.

Trip Generation

To estimate the trip generation for McMinnville Landing at build out, the travel demand model for McMinnville, maintained by ODOT, was used. As explained previously, the employment assumptions for the plan area were updated in the model based on a job density of 23 jobs per acre for retail/commercial areas and 11 jobs per acre for employment areas.

¹ City of McMinnville Transportation System Plan, May 2010



This equates to over 2,100 jobs within the plan area. It is noted that this build out will occur over time, but this analysis, consistent with the Three Mile Lane Area Plan and the TSP, examines conditions at the planning horizon year, which is 2041.

The travel demand model accounts for trip origins and destinations in McMinnville and the surrounding areas and quantifies the number of peak hour trips that are expected into and out of the plan area. The model divides the area into many Transportation Analysis Zones (TAZs). In our case, TAZs 155 and 156 encompass the McMinnville Landing Plan area.

Table 1: Evening Peak Hour Trip Generation

Direction	TAZ 155	TAZ 156	Total
Entering	148	152	300
Exiting	227	233	460
Total	375	385	760

Trip Distribution

Similar to trip generation, the travel demand model looks at trip origins and destinations throughout the area and routes trips on the transportation system accordingly. To be sure that trips from the McMinnville Landing plan area were adequately represented, trips in the model from the Three Mile Lane Area Plan were deducted from the system, and then the total trips from the new employment forecasts for McMinnville Landing were added to the system. Trips were assigned between SE Norton Lane and SE Cumulus Avenue based primarily on the concentration of commercial/retail and employment areas within the site and the shortest travel time to and from Highway 18.

Intersection Capacity Analysis

A capacity analysis was conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)², as well as the signalized intersection analysis methodology detailed in ODOT's Analysis Procedures Manual (APM) Section 13. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

According to the McMinnville TSP, the mobility standard for all local agency (City) intersections and streets shall be a volume/capacity (v/c) ratio of 0.90. Intersections along Highway 18 are under ODOT jurisdiction and subject to operational standards set forth in the *Oregon Highway Plan*³ (OHP), which require a maximum allowable v/c ratio of 0.80.

² Transportation Research Board, *Highway Capacity Manual* 6th Edition, 2016.

³ Oregon Department of Transportation, *1999 Oregon Highway Plan*: Including amendments November 1999 through May 2015, 1999



The LOS, delay, and v/c results of the capacity analysis are shown in Table 2 for the evening peak hour. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

Table 2: Evening Peak Hour Capacity Analysis Summary

Intersection & Condition	Mobility Target	PM Peak Hour		
		LOS	Delay (s)	V/C
1. NE Cumulus Avenue & NE Norton Lane				
2041 Three Mile Area Plan	0.90	C	16	0.71
2041 w/ McMinnville Landing		C	16	0.73
2. NE Three Mile Lane (OR 18) & Norton Lane				
2041 Three Mile Area Plan	0.80	C	28	0.65
2041 w/ McMinnville Landing		C	27	0.69
2041 w/ McMinnville Landing (With Optional NB & SB Right-Turn Lanes)		C	26	0.67
3. SE Stratus Avenue & SE Norton Lane				
2041 Three Mile Area Plan	0.90	B	13	0.55
2041 w/ McMinnville Landing		B	12	0.56
4. NE Three Mile Lane (OR 18) & Cumulus Avenue				
2041 Three Mile Area Plan	0.80	B	11	0.61
2041 w/ McMinnville Landing (With Recommended Mitigation)		C	23	0.61

As shown in the table above, the operation of the study area intersections will operate well within applicable performance standards during the evening peak hour in 2041 at full build out of McMinnville Landing. Noted improvements at Norton Lane and at Cumulus Avenue are addressed below.

Three Mile Lane at Norton Lane

As shown in the following section, queuing on Norton Lane between Three Mile Lane and Cumulus Avenue, and Three Mile Lane and Stratus Avenue is expected to be accommodated within each of these short block segments. However, in each case, the queueing is expected to use all available storage. Since this is a planning-level, long range analysis, a separate scenario was examined that included the addition of a northbound and southbound right-turn lane to better accommodate queuing.

Three Mile Lane at Cumulus Avenue

Recommended mitigation at this intersection includes an eastbound right-turn lane and separate northbound left, through, and right-turn lanes. These improvements are discussed in detail and illustrated later in this report.

Queueing Analysis

In accordance with the ODOT Analysis Procedures Manual (APM), an analysis of projected queuing was conducted for the study intersections. The 95th percentile queue lengths were determined using the Synchro/SimTraffic software. The 95th percentile queue is a statistical measurement which indicates there is a five percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.



The 95th percentile queue lengths reported in the simulation are presented in Table 3 for the morning and evening peak hours. Reported queue lengths were rounded up to the nearest 25 feet, equivalent to an average vehicle headway, which includes the length of the vehicle and the space between two vehicles in a standing queue. Detailed queuing analysis reports are included in the attached appendix.

Table 3: 95th Percentile Queueing Analysis Summary

Intersection & Movement	Available Storage (ft)	2041 Three Mile Lane Area Plan	2041 with McMinnville Landing
1. NE Cumulus Avenue & NE Norton Lane			
EB Approach	550	75	100
NB Approach	150	100	100
SB Approach	230	75	75
2. NE Three Mile Lane (OR 18) & Norton Lane			
EB Approach (w/ NB & SB RT)	>1,000	350	350 (325)
WB Approach (w/ NB & SB RT)	>1,000	350	375 (325)
NB Approach (w/ NB & SB RT)	200	200	200 (175)
SB Approach (w/ NB & SB RT)	150	125	150 (125)
3. SE Stratus Avenue & NE Three Mile Lane			
EB Approach	450	75	75
WB Approach	350	100	75
NB Approach	630	75	125
SB Approach	200	75	50
4. NE Three Mile Lane (OR 18) & Cumulus Avenue			
EB Approach	>1,000	250	350
WB Approach	>1,000	300	325
NB Approach	700	25	150
SB Approach	350	125	100

Note: Simulations are based on random arrival patterns; thus, calculated delays may fluctuate up or down slightly for each scenario.

Based on the intersection queuing analysis, all applicable approaches at the study intersections have adequate storage space to accommodate projected 95th percentile queues. As noted previously, a separate scenario was examined that includes the addition of northbound and southbound right-turn lanes on Norton Lane at Three Mile Lane. This scenario shows a small improvement in queuing.



Recommended Infrastructure

The following infrastructure improvements are recommended to ensure the transportation system can adequately support development of the McMinnville Landing plan area.

SE Three Mile Lane/Highway 18 at SE Cumulus Avenue

1. Addition of an eastbound right-turn lane (vehicle storage of approximately 100 feet)
2. Separate northbound left, through, and right-turn lanes (vehicle storage of approximately 150 feet).
3. Revision of traffic signal phasing to provide protected northbound and southbound left turns. Installation of a right-turn overlap for northbound right turns to run concurrently with westbound left turns is possible and could improve efficiency.
4. The first on-site east/west local street may need to be limited to right turning movements only, depending on the exact location of the street and the eventual development patterns in the vicinity.
5. It is noted that this analysis demonstrates that the jughandles identified in the Three Mile Lane Area Plan as a possible improvement are not necessary within the planning horizon. Improvements to the existing at-grade signalized intersection are sufficient to maintain operation well within applicable standards for both intersection capacity and queuing.

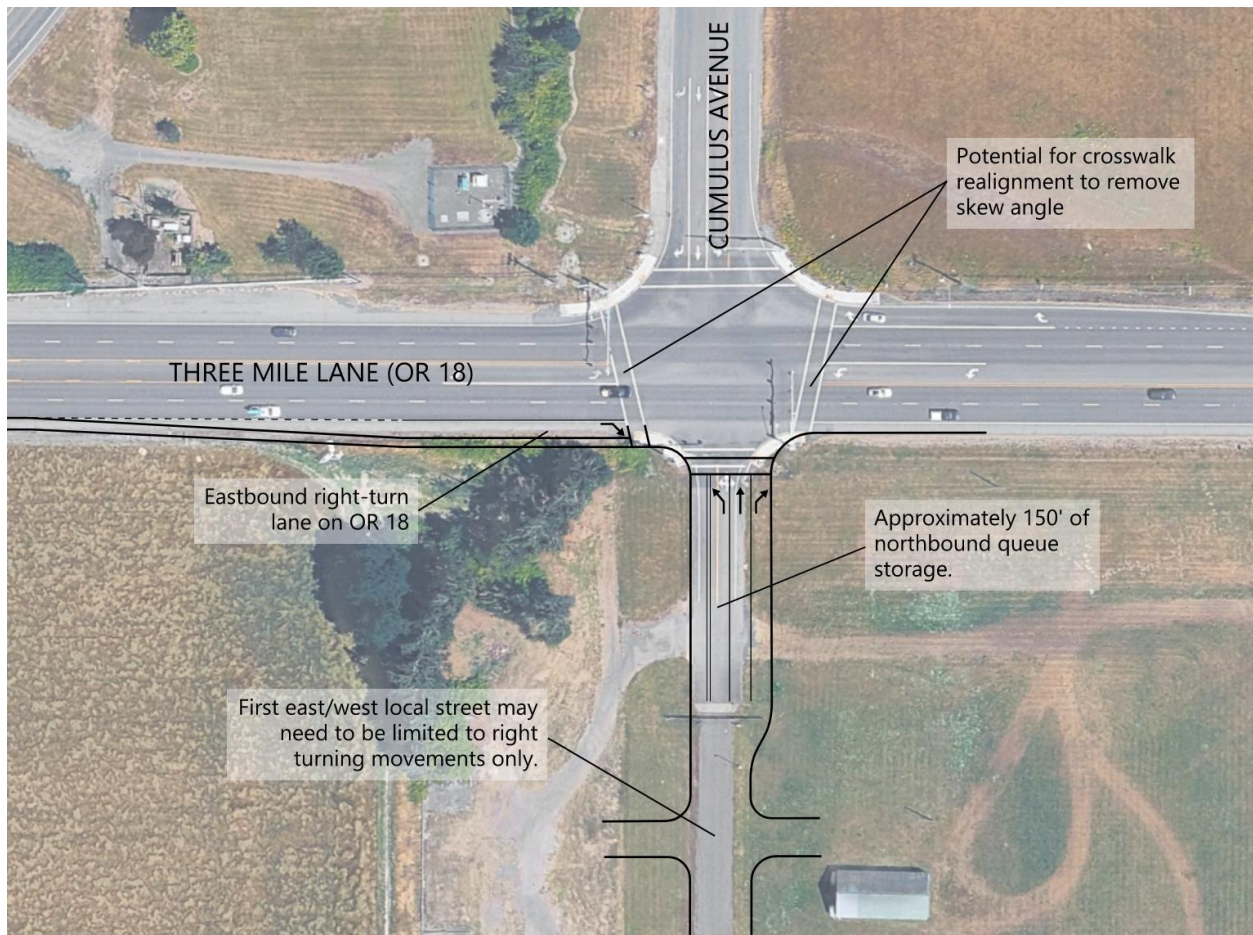


Figure 2: Recommended Improvements



Optional Infrastructure

Queuing on Norton Lane at the signalized intersection with Three Mile Lane is a key component to ensuring a functional transportation system. The queuing analysis shows that anticipated queues will fit within the available storage for both the northbound and southbound approaches to the intersection, but all storage would be used and there would not be any remaining capacity. Since this is a long-range planning-level analysis, the potential need for dedicated northbound and southbound right-turn lanes were examined.

These turn lanes would offer a slight improvement to intersection capacity and queuing, as demonstrated above in Tables 2 and 3. These additional right turn lanes are not included in the recommended infrastructure improvements for McMinnville Landing, but they are included here for future consideration. The City of McMinnville will soon be updating the TSP, and the potential need could be examined as part of that process.

Master Plan

Section 17.10.070.J of the City of McMinnville Municipal Code contains the following requirements for a Transportation Analysis associated with a Master Plan:

Transportation Analysis and Plan. Prepare a traffic impact analysis and local street plan that is consistent with street spacing and connectivity guidelines in the McMinnville Transportation System Plan (TSP). The street plan shall show the proposed classification for all streets, proposed bicycle routes, and proposed pedestrian facilities. The street plan shall show how streets, bike routes, and pedestrian facilities will connect with adjacent urban areas that are already existing and also how those facilities will be extended to adjacent UGB expansion areas that have not yet gone through the Master Planning process.

The analysis in this memo serves as a traffic impact analysis for McMinnville Landing, including identifying necessary infrastructure improvements to support development of the plan area.

Functional Classification

With regard to the planned streets, SE Stratus Avenue and SE Cumulus Avenue through the site will be designed as Major Collectors, which is consistent with the primary east/west and north/south routes through the plan area shown in the TSP Street Functional Classification map, Exhibit 2-3. Major Collectors are typically a three-lane cross section with a single through lane in each direction and a center turn lane. These streets also have bike lanes in both directions and sidewalks on both sides of the street.

The exact location of local streets in the plan area are not specified, but suggested locations for streets and street connections are shown in the preferred alternative. The details of these streets will be determined at the time of development, but local streets will also have sidewalks and will have shared space for bicycles on the roadway, as is customary for local streets. The new streets will provide safe access for all modes of travel within the plan area and also to proposed parks as well as the proposed trail along the southern boundary.

Connectivity

Streets will connect to the existing system in the proximity of Willamette Valley Medical Center to the west of the plan area. Streets will also connect to the east, to the extent feasible, to existing development near the airport, including potential airport expansion areas adjacent to McMinnville Landing.

Potentially, the most beneficial element of the plan is a complete and connected street system south of Three



Mile Lane, enabling local trips to be made south of the highway and to provide efficient access to both SE Norton Lane and SE Cumulus Avenue. The east/west connection of SE Stratus Avenue allows both signalized intersections on Three Mile Lane to serve the area south of the highway, balancing demand and greatly improving efficiency.

Figure 3 on the follow page shows the preferred alternative and how it connects with adjacent streets and land uses.

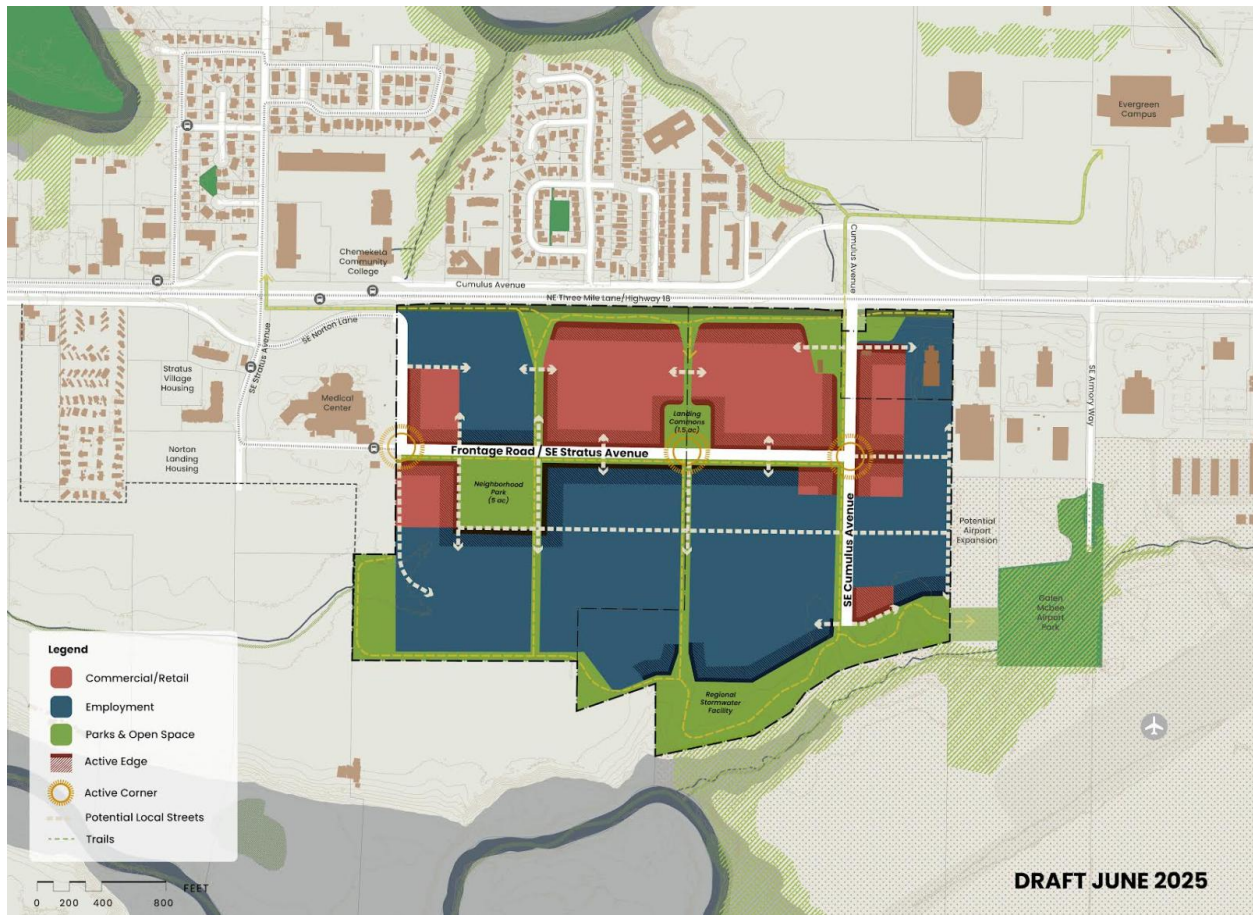
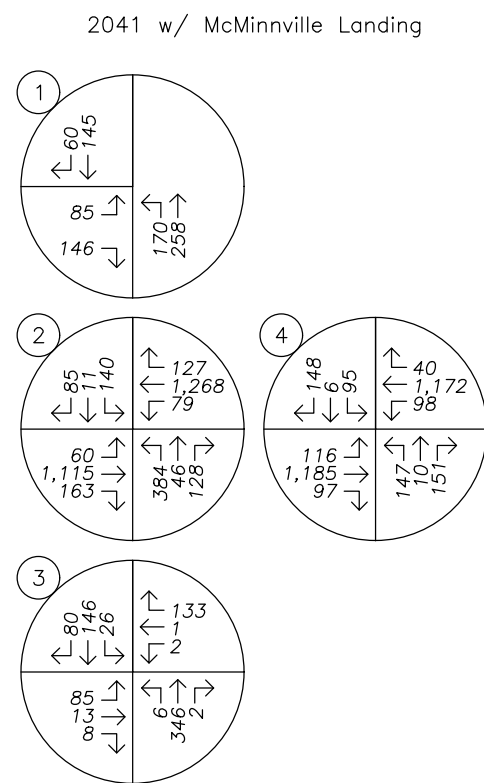
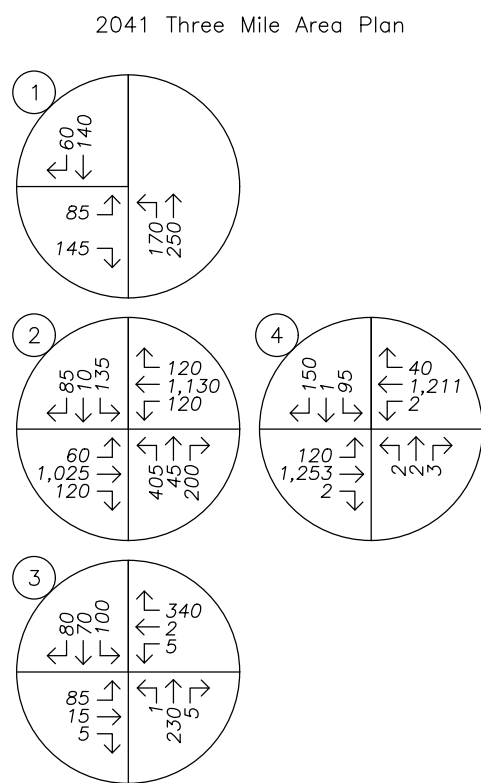
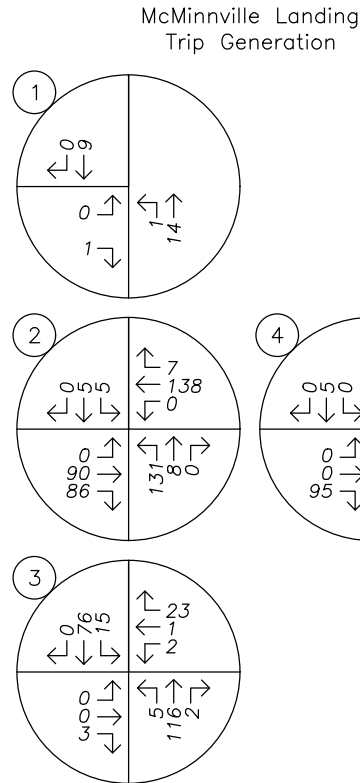
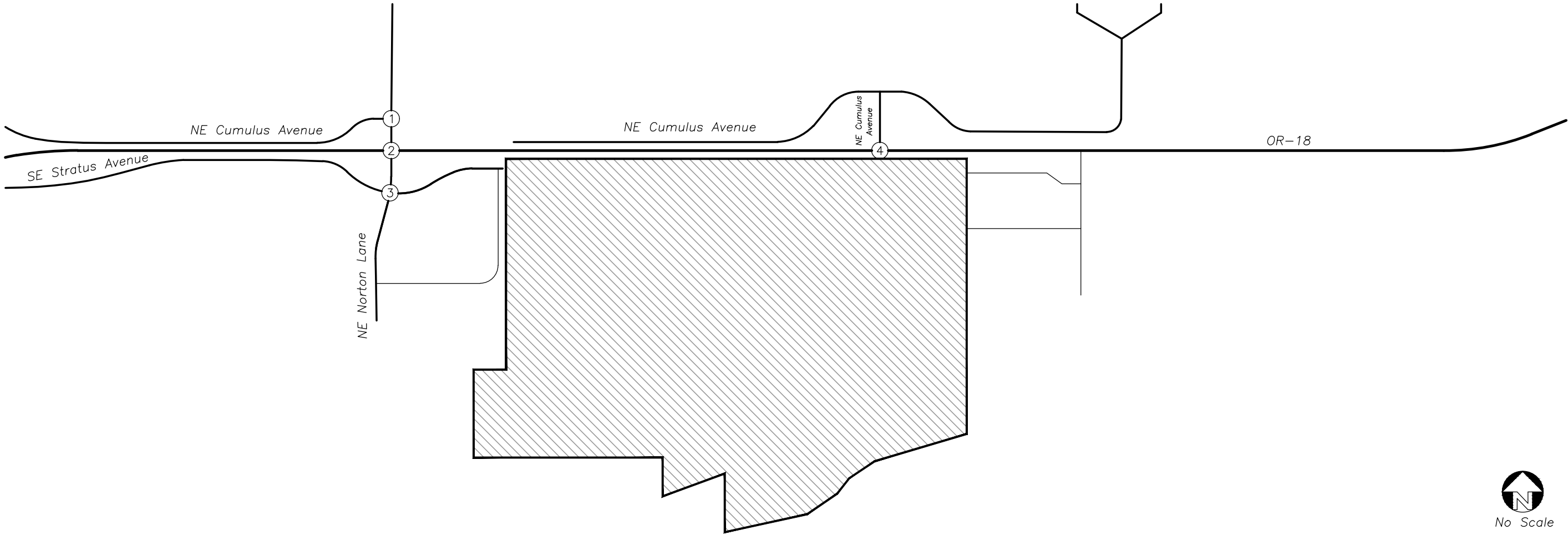


Figure 3: Preferred Alternative





HCM Unsignalized Intersection Capacity Analysis

1: SE Norton Lane & NE Cumulus Avenue

08/28/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	85	145	170	250	140	60
Future Volume (vph)	85	145	170	250	140	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	100	171	200	294	165	71
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	271	494	236			
Volume Left (vph)	100	200	0			
Volume Right (vph)	171	0	71			
Hadj (s)	-0.30	0.15	-0.15			
Departure Headway (s)	5.5	5.2	5.3			
Degree Utilization, x	0.41	0.71	0.35			
Capacity (veh/h)	606	672	645			
Control Delay (s/veh)	12.2	20.1	11.0			
Approach Delay (s/veh)	12.2	20.1	11.0			
Approach LOS	B	C	B			
Intersection Summary						
Delay			15.8			
Level of Service			C			
Intersection Capacity Utilization			61.3%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM 7th Signalized Intersection Summary

2: SE Norton Lane & NE Three Mile Lane (OR 18)

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1025	120	120	1130	120	405	45	200	135	10	85
Future Volume (veh/h)	60	1025	120	120	1130	120	405	45	200	135	10	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1695	1709	1682	1709	1709	1668	1736	1682	1695	1723	1750	1723
Adj Flow Rate, veh/h	62	1068	51	125	1177	58	422	47	73	141	10	8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	5	3	3	6	1	5	4	2	0	2
Cap, veh/h	120	1570	688	167	1660	721	537	86	133	185	81	65
Arrive On Green	0.07	0.48	0.48	0.10	0.51	0.51	0.17	0.14	0.14	0.11	0.09	0.08
Sat Flow, veh/h	1615	3247	1422	1628	3247	1411	3208	592	919	1641	899	719
Grp Volume(v), veh/h	62	1068	51	125	1177	58	422	0	120	141	0	18
Grp Sat Flow(s),veh/h/ln	1615	1624	1422	1628	1624	1411	1604	0	1511	1641	0	1617
Q Serve(g_s), s	3.8	25.9	2.0	7.6	28.4	2.1	12.9	0.0	7.6	8.5	0.0	1.1
Cycle Q Clear(g_c), s	3.8	25.9	2.0	7.6	28.4	2.1	12.9	0.0	7.6	8.5	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.61	1.00		0.44
Lane Grp Cap(c), veh/h	120	1570	688	167	1660	721	537	0	219	185	0	146
V/C Ratio(X)	0.52	0.68	0.07	0.75	0.71	0.08	0.79	0.00	0.55	0.76	0.00	0.12
Avail Cap(c_a), veh/h	142	1618	709	238	1808	786	721	0	310	272	0	237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	20.3	14.2	44.7	19.2	12.7	40.9	0.0	40.9	44.1	0.0	43.0
Incr Delay (d2), s/veh	2.5	1.0	0.0	6.2	1.1	0.0	3.6	0.0	1.6	5.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	9.1	0.6	3.2	9.4	0.7	5.4	0.0	2.9	3.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	21.4	14.2	50.8	20.3	12.8	44.4	0.0	42.5	49.7	0.0	43.3
LnGrp LOS	D	C	B	D	C	B	D		D	D		D
Approach Vol, veh/h	1181		1360				542		159			
Approach Delay, s/veh	22.5		22.7				44.0		48.9			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	53.5	21.1	13.3	11.6	56.3	15.6	18.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	14.0	50.0	22.0	14.0	8.0	56.0	16.0	20.0				
Max Q Clear Time (g_c+I1), s	9.6	27.9	14.9	3.1	5.8	30.4	10.5	9.6				
Green Ext Time (p_c), s	0.1	11.6	1.2	0.0	0.0	20.9	0.2	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh				27.5								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Yield	
Traffic Volume (vph)	85	15	5	5	2	340	1	230	5	100	70	80
Future Volume (vph)	85	15	5	5	2	340	1	230	5	100	70	80
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
Hourly flow rate (vph)	94	17	6	6	2	378	1	256	6	111	78	89
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	117	386	263	278								
Volume Left (vph)	94	6	1	111								
Volume Right (vph)	6	378	6	89								
Hadj (s)	0.18	-0.57	0.02	-0.06								
Departure Headway (s)	6.4	5.2	5.9	5.8								
Degree Utilization, x	0.21	0.55	0.43	0.44								
Capacity (veh/h)	473	651	558	572								
Control Delay (s/veh)	11.1	14.3	13.2	13.3								
Approach Delay (s/veh)	11.1	14.3	13.2	13.3								
Approach LOS	B	B	B	B								
Intersection Summary												
Delay				13.4								
Level of Service				B								
Intersection Capacity Utilization				71.8%	ICU Level of Service	C						
Analysis Period (min)				15								

HCM 7th Signalized Intersection Summary 4: Cumulus Avenue & NE Three Mile Lane (OR 18)

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1253	2	2	1211	40	2	2	3	95	1	150
Future Volume (veh/h)	120	1253	2	2	1211	40	2	2	3	95	1	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1668	1709	1750	1750	1709	1750	1750	1750	1750	1709	1750	1695
Adj Flow Rate, veh/h	125	1305	2	2	1261	24	2	2	0	99	1	115
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	3	0	0	3	0	0	0	0	3	0	4
Cap, veh/h	171	2466	4	26	2107	963	124	106	0	235	193	313
Arrive On Green	0.11	0.74	0.73	0.02	0.65	0.65	0.10	0.11	0.00	0.11	0.11	0.11
Sat Flow, veh/h	1589	3327	5	1667	3247	1483	585	960	0	1404	1750	1437
Grp Volume(v), veh/h	125	637	670	2	1261	24	4	0	0	99	1	115
Grp Sat Flow(s),veh/h/ln	1589	1624	1708	1667	1624	1483	1545	0	0	1404	1750	1437
Q Serve(g_s), s	6.9	15.0	15.0	0.1	20.1	0.5	0.0	0.0	0.0	5.9	0.0	6.1
Cycle Q Clear(g_c), s	6.9	15.0	15.0	0.1	20.1	0.5	0.2	0.0	0.0	6.0	0.0	6.1
Prop In Lane	1.00		0.00	1.00		1.00	0.50		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	171	1203	1266	26	2107	963	213	0	0	235	193	313
V/C Ratio(X)	0.73	0.53	0.53	0.08	0.60	0.02	0.02	0.00	0.00	0.42	0.01	0.37
Avail Cap(c_a), veh/h	353	1443	1518	167	2489	1137	363	0	0	377	369	458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	5.0	5.0	43.7	9.1	5.6	35.9	0.0	0.0	38.3	35.7	29.9
Incr Delay (d2), s/veh	4.4	0.3	0.3	0.9	0.2	0.0	0.0	0.0	0.0	0.9	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.7	2.8	0.0	5.0	0.1	0.1	0.0	0.0	2.1	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.3	5.2	5.2	44.6	9.3	5.6	36.0	0.0	0.0	39.2	35.7	30.5
LnGrp LOS	D	A	A	D	A	A	D			D	D	C
Approach Vol, veh/h	1432			1287			4			215		
Approach Delay, s/veh	8.6			9.3			36.0			34.5		
Approach LOS	A			A			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	70.7		13.9	13.7	62.4		13.9				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	79.0		18.0	19.0	68.0		18.0				
Max Q Clear Time (g_c+I1), s	2.1	17.0		8.1	8.9	22.1		2.2				
Green Ext Time (p_c), s	0.0	45.5		0.8	0.2	35.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	10.8											
HCM 7th LOS	B											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM Unsignalized Intersection Capacity Analysis

1: SE Norton Lane & NE Cumulus Avenue

08/28/2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Yield	Stop	
Traffic Volume (vph)	85	146	170	258	145	60
Future Volume (vph)	85	146	170	258	145	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	100	172	200	304	171	71
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total (vph)	272	504	242			
Volume Left (vph)	100	200	0			
Volume Right (vph)	172	0	71			
Hadj (s)	-0.24	0.10	-0.18			
Departure Headway (s)	5.6	5.2	5.3			
Degree Utilization, x	0.42	0.73	0.35			
Capacity (veh/h)	596	675	641			
Control Delay (s/veh)	12.5	20.6	11.1			
Approach Delay (s/veh)	12.5	20.6	11.1			
Approach LOS	B	C	B			
Intersection Summary						
Delay			16.2			
Level of Service			C			
Intersection Capacity Utilization			62.1%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM 7th Signalized Intersection Summary

2: SE Norton Lane & NE Three Mile Lane (OR 18)

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1115	163	79	1268	127	384	46	128	140	11	85
Future Volume (veh/h)	60	1115	163	79	1268	127	384	46	128	140	11	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1695	1709	1682	1709	1709	1668	1736	1682	1695	1723	1750	1723
Adj Flow Rate, veh/h	62	1161	112	82	1321	64	400	48	52	146	11	7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	5	3	3	6	1	5	4	2	0	2
Cap, veh/h	115	1751	767	124	1768	768	499	91	99	188	83	53
Arrive On Green	0.07	0.54	0.54	0.08	0.54	0.54	0.16	0.12	0.12	0.11	0.08	0.07
Sat Flow, veh/h	1615	3247	1423	1628	3247	1411	3208	736	797	1641	998	635
Grp Volume(v), veh/h	62	1161	112	82	1321	64	400	0	100	146	0	18
Grp Sat Flow(s),veh/h/ln	1615	1624	1423	1628	1624	1411	1604	0	1533	1641	0	1633
Q Serve(g_s), s	4.1	28.1	4.3	5.4	34.2	2.4	13.2	0.0	6.7	9.5	0.0	1.1
Cycle Q Clear(g_c), s	4.1	28.1	4.3	5.4	34.2	2.4	13.2	0.0	6.7	9.5	0.0	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.52	1.00		0.39
Lane Grp Cap(c), veh/h	115	1751	767	124	1768	768	499	0	190	188	0	135
V/C Ratio(X)	0.54	0.66	0.15	0.66	0.75	0.08	0.80	0.00	0.53	0.78	0.00	0.13
Avail Cap(c_a), veh/h	133	1751	767	193	1866	811	615	0	210	254	0	164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.2	18.1	12.6	49.3	19.2	11.9	44.6	0.0	45.2	47.2	0.0	46.8
Incr Delay (d2), s/veh	2.9	0.9	0.1	4.4	1.5	0.0	5.6	0.0	1.7	8.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.6	1.4	2.2	11.4	0.8	5.7	0.0	2.7	4.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.1	19.0	12.7	53.7	20.7	11.9	50.3	0.0	46.9	56.0	0.0	47.1
LnGrp LOS	D	B	B	D	C	B	D		D	E		D
Approach Vol, veh/h	1335			1467			500			164		
Approach Delay, s/veh	20.0			22.2			49.6			55.0		
Approach LOS	B			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	63.1	21.1	13.1	11.8	63.7	16.5	17.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	58.0	20.0	10.0	8.0	62.0	16.0	14.0				
Max Q Clear Time (g_c+I1), s	7.4	30.1	15.2	3.1	6.1	36.2	11.5	8.7				
Green Ext Time (p_c), s	0.1	15.1	0.9	0.0	0.0	22.4	0.2	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	26.8											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM Unsignalized Intersection Capacity Analysis

3: SE Norton Lane & SE Stratus Avenue

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Yield		
Traffic Volume (vph)	85	13	8	2	1	133	6	346	2	26	146	80
Future Volume (vph)	85	13	8	2	1	133	6	346	2	26	146	80
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
Hourly flow rate (vph)	94	14	9	2	1	148	7	384	2	29	162	89
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	117	151	393	280								
Volume Left (vph)	94	2	7	29								
Volume Right (vph)	9	148	2	89								
Hadj (s)	0.17	-0.57	0.03	-0.08								
Departure Headway (s)	6.1	5.3	5.1	5.2								
Degree Utilization, x	0.20	0.22	0.56	0.40								
Capacity (veh/h)	514	588	665	651								
Control Delay (s/veh)	10.6	9.8	14.5	11.7								
Approach Delay (s/veh)	10.6	9.8	14.5	11.7								
Approach LOS	B	A	B	B								
Intersection Summary												
Delay				12.4								
Level of Service				B								
Intersection Capacity Utilization				56.1%	ICU Level of Service	B						
Analysis Period (min)				15								

HCM 7th Signalized Intersection Summary

4: Cumulus Avenue & NE Three Mile Lane (OR 18)

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1185	97	98	1172	40	147	10	151	95	6	148
Future Volume (veh/h)	116	1185	97	98	1172	40	147	10	151	95	6	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1668	1709	1750	1750	1709	1750	1750	1750	1750	1709	1750	1695
Adj Flow Rate, veh/h	121	1234	49	102	1221	19	153	10	20	99	6	65
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	6	3	0	0	3	0	0	0	0	3	0	4
Cap, veh/h	162	1779	798	143	1726	788	185	155	117	197	154	273
Arrive On Green	0.10	0.55	0.54	0.09	0.53	0.53	0.11	0.09	0.08	0.12	0.09	0.09
Sat Flow, veh/h	1589	3247	1483	1667	3247	1483	1667	1750	1483	1628	1750	1437
Grp Volume(v), veh/h	121	1234	49	102	1221	19	153	10	20	99	6	65
Grp Sat Flow(s),veh/h/ln	1589	1624	1483	1667	1624	1483	1667	1750	1483	1628	1750	1437
Q Serve(g_s), s	7.5	28.2	0.9	6.1	28.7	0.3	9.1	0.5	1.0	5.8	0.3	2.7
Cycle Q Clear(g_c), s	7.5	28.2	0.9	6.1	28.7	0.3	9.1	0.5	1.0	5.8	0.3	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	1779	798	143	1726	788	185	155	117	197	154	273
V/C Ratio(X)	0.75	0.69	0.06	0.72	0.71	0.02	0.83	0.06	0.17	0.50	0.04	0.24
Avail Cap(c_a), veh/h	266	1949	875	230	1853	846	312	258	204	224	155	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.4	16.8	3.4	45.3	17.9	3.2	44.2	42.5	28.8	41.8	42.4	18.0
Incr Delay (d2), s/veh	5.0	0.9	0.0	4.9	1.1	0.0	6.8	0.1	0.5	1.5	0.1	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	8.9	0.5	2.6	9.3	0.2	4.1	0.2	0.5	2.4	0.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.4	17.6	3.4	50.2	19.0	3.2	51.0	42.6	29.3	43.3	42.5	18.3
LnGrp LOS	D	B	A	D	B	A	D	D	C	D	D	B
Approach Vol, veh/h	1404		1342				183		170			
Approach Delay, s/veh	19.9		21.1				48.2		33.7			
Approach LOS	B		C				D		C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	59.7	16.3	13.0	14.4	58.0	16.3	13.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	13.0	60.0	19.0	8.0	16.0	57.0	13.0	14.0				
Max Q Clear Time (g_c+l1), s	8.1	30.2	11.1	4.7	9.5	30.7	7.8	3.0				
Green Ext Time (p_c), s	0.1	24.5	0.3	0.1	0.2	21.8	0.1	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	22.8											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 7th Signalized Intersection Summary

2: SE Norton Lane & NE Three Mile Lane (OR 18)

08/28/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 				 	
Traffic Volume (veh/h)	60	1115	163	79	1268	127	384	46	128	140	11	85
Future Volume (veh/h)	60	1115	163	79	1268	127	384	46	128	140	11	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1695	1709	1682	1709	1709	1668	1736	1682	1695	1723	1750	1723
Adj Flow Rate, veh/h	62	1161	113	82	1321	64	400	48	17	146	11	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	3	5	3	3	6	1	5	4	2	0	2
Cap, veh/h	115	1741	763	125	1758	764	504	210	166	189	145	107
Arrive On Green	0.07	0.54	0.54	0.08	0.54	0.54	0.16	0.13	0.12	0.12	0.08	0.07
Sat Flow, veh/h	1615	3247	1423	1628	3247	1411	3208	1682	1429	1641	1750	1454
Grp Volume(v), veh/h	62	1161	113	82	1321	64	400	48	17	146	11	5
Grp Sat Flow(s),veh/h/ln	1615	1624	1423	1628	1624	1411	1604	1682	1429	1641	1750	1454
Q Serve(g_s), s	4.0	28.1	4.4	5.3	34.2	2.4	13.1	2.8	1.2	9.4	0.6	0.3
Cycle Q Clear(g_c), s	4.0	28.1	4.4	5.3	34.2	2.4	13.1	2.8	1.2	9.4	0.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	1741	763	125	1758	764	504	210	166	189	145	107
V/C Ratio(X)	0.54	0.67	0.15	0.66	0.75	0.08	0.79	0.23	0.10	0.77	0.08	0.05
Avail Cap(c_a), veh/h	148	1761	772	195	1851	804	649	210	166	287	161	120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	18.2	12.7	48.8	19.3	12.0	44.1	42.9	43.0	46.7	46.0	46.8
Incr Delay (d2), s/veh	2.9	0.9	0.1	4.3	1.6	0.0	4.7	0.4	0.2	5.4	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.7	1.4	2.2	11.3	0.8	5.5	1.2	0.4	4.1	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.6	19.1	12.8	53.2	20.9	12.0	48.8	43.3	43.2	52.2	46.2	46.9
LnGrp LOS	D	B	B	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h	1336		1467				465		162			
Approach Delay, s/veh	20.1		22.3				48.0		51.6			
Approach LOS	C		C				D		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	62.3	21.1	13.0	11.8	62.9	16.5	17.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	58.0	21.0	9.0	9.0	61.0	18.0	12.0				
Max Q Clear Time (g_c+I1), s	7.3	30.1	15.1	2.6	6.0	36.2	11.4	4.8				
Green Ext Time (p_c), s	0.1	15.1	1.0	0.0	0.0	21.7	0.3	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

2. NE Three Mile Lane (OR 18) & SE Norton Lane

APM Section 13.4.4: Critical Intersection v/c ratio

- Method:
- Determine Critical Movements in HCM 2000 reports
 - HCM 6th reports, determine adjusted and sat flow rates
 - Adjust Flow/Sat Flow
 - Sum up Crit Movement Flow Rates
 - Xc of intersection = sum(crit.move. Flow rates*(C/(C-L))

PM Peak Hour																				
	Adjust Flow				Saturated Flow				Adj/Sat Flows					C	L	Xc				
	Critical Movement	EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL	EBL	WBT	NBT	SBL				Sum			
2025 Existing										#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	120	16	#DIV/0!			
2041 HZBG	EBL	WBT	NBT	SBL	62	1177	120	141	1615	3247	1511	1641	0.03839	0.362488	0.079418	0.085923	0.566219	120	16	0.653
2041 HZBO					62	1321	100	146	1615	3247	1533	1641	0.03839	0.406837	0.065232	0.08897	0.599429	120	16	0.692
2041 HZBO - Mit	EBL	WBT	NBL	SBT	62	1321	400	11	1615	3247	3208	1750	0.03839	0.406837	0.124688	0.006286	0.576201	120	16	0.665

4. NE Three Mile Lane (OR 18) & Cumulus Avenue

APM Section 13.4.4: Critical Intersection v/c ratio

- Method:
- Determine Critical Movements in HCM 2000 reports
 - HCM 6th reports, determine adjusted and sat flow rates
 - Adjust Flow/Sat Flow
 - Sum up Crit Movement Flow Rates
 - Xc of intersection = sum(crit.move. Flow rates*(C/(C-L)))

PM Peak Hour																				
	Critical Movement				Adjust Flow				Saturated Flow				Adj/Sat Flows				Sum	C	L	Xc
	EBL	WBT	NBL	SBT	EBL	WBT	NBL	SBT	EBL	WBT	NBL	SBT								
2025 Existing																				
2041 HZBG	EBL	WBT	NBL	SBT	125	1261	115		1589	3247	1437	1	0.078666	0.388358	0.080028	0	0.547052	120	12	0.608
2041 HZBO					121	1221	153	6	1589	3247	1667	1750	0.076149	0.376039	0.091782	0.003429	0.547398	120	12	0.608

Intersection: 1: SE Norton Lane & NE Cumulus Avenue

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	90	115	92
Average Queue (ft)	45	32	47
95th Queue (ft)	71	82	75
Link Distance (ft)	1049	169	409
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	L	TR	L
Maximum Queue (ft)	213	401	384	220	227	353	366	85	198	211	214	154
Average Queue (ft)	57	243	204	51	90	186	198	33	106	121	106	74
95th Queue (ft)	131	347	318	146	171	318	334	67	169	187	197	129
Link Distance (ft)		939	939			3572	3572		213	213	213	
Upstream Blk Time (%)									0	0	1	0
Queuing Penalty (veh)									0	1	2	0
Storage Bay Dist (ft)	250			120	250			350				100
Storage Blk Time (%)		7	21			3	0					5
Queuing Penalty (veh)		4	25			4	0					5

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	SB
Directions Served	TR
Maximum Queue (ft)	160
Average Queue (ft)	52
95th Queue (ft)	122
Link Distance (ft)	169
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	2
Queuing Penalty (veh)	3

Intersection: 3: SE Norton Lane & SE Stratus Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	116	94	85
Average Queue (ft)	35	59	51	20
95th Queue (ft)	55	94	79	57
Link Distance (ft)	306	241	772	213
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Cumulus Avenue & NE Three Mile Lane (OR 18)

Movement	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	T	R	LTR	L	T	R
Maximum Queue (ft)	149	253	273	27	343	326	36	39	127	4	110
Average Queue (ft)	69	86	100	1	175	156	14	5	58	0	43
95th Queue (ft)	124	210	231	11	297	290	38	23	108	5	88
Link Distance (ft)		3572	3572		1580	1580		830		552	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	270			400			250		150		150
Storage Blk Time (%)		0			0	2			0		0
Queuing Penalty (veh)		0			0	1			0		0

Network Summary

Network wide Queuing Penalty: 46

Intersection: 1: SE Norton Lane & NE Cumulus Avenue

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	94	116	90
Average Queue (ft)	50	33	50
95th Queue (ft)	81	82	77
Link Distance (ft)	1049	169	424
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	L	TR	L
Maximum Queue (ft)	175	388	367	219	267	401	408	150	197	198	206	156
Average Queue (ft)	48	231	201	62	73	206	216	32	113	110	93	85
95th Queue (ft)	96	336	322	174	166	364	378	99	175	173	181	142
Link Distance (ft)		939	939			3572	3572		213	213	213	
Upstream Blk Time (%)									0	0	2	0
Queuing Penalty (veh)									0	0	3	0
Storage Bay Dist (ft)	250			120	250			350				100
Storage Blk Time (%)		5	19			5	1					8
Queuing Penalty (veh)		3	30			4	1					8

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	SB
Directions Served	TR
Maximum Queue (ft)	173
Average Queue (ft)	62
95th Queue (ft)	136
Link Distance (ft)	169
Upstream Blk Time (%)	1
Queuing Penalty (veh)	3
Storage Bay Dist (ft)	
Storage Blk Time (%)	3
Queuing Penalty (veh)	4

Intersection: 3: SE Norton Lane & SE Stratus Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	88	63	139	56
Average Queue (ft)	36	33	64	12
95th Queue (ft)	64	58	113	41
Link Distance (ft)	306	241	772	213
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Cumulus Avenue & NE Three Mile Lane (OR 18)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	222	407	420	288	128	383	360	73	166	81	142	119
Average Queue (ft)	84	160	168	28	62	194	182	11	84	9	59	58
95th Queue (ft)	160	330	335	130	113	315	307	51	144	44	118	104
Link Distance (ft)		3572	3572			1568	1568			817		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	270			250	400			250	150		150	150
Storage Blk Time (%)		2	4			0	3		1	0	0	0
Queuing Penalty (veh)		3	4			0	1		2	0	1	0

Intersection: 4: Cumulus Avenue & NE Three Mile Lane (OR 18)

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	48	115
Average Queue (ft)	6	47
95th Queue (ft)	29	95
Link Distance (ft)	552	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 68

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	T	R	L	L	T	R
Maximum Queue (ft)	209	368	342	220	143	367	380	66	182	185	98	101
Average Queue (ft)	47	200	168	44	53	171	179	21	97	103	38	44
95th Queue (ft)	135	315	294	140	109	312	321	50	158	162	80	79
Link Distance (ft)		927	927			3559	3559		210	210	210	
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (ft)	250			120	250			350				100
Storage Blk Time (%)		3	12	0		2	0				0	0
Queuing Penalty (veh)		2	20	0		2	1				1	0

Intersection: 2: SE Norton Lane & NE Three Mile Lane (OR 18)

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	141	163	103
Average Queue (ft)	74	22	38
95th Queue (ft)	122	81	77
Link Distance (ft)		169	
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (ft)	100		100
Storage Blk Time (%)	4	0	1
Queuing Penalty (veh)	4	0	1



MCMINNVILLE LANDING INNOVATION DISTRICT

Infrastructure Assessment and Funding Plan

McMinnville, Oregon

Job No. 24001418

Prepared for:

City of McMinnville

231 NE Fifth Street

McMinnville, Oregon 97218

Prepared by:

Atwell, LLC

9755 SW Barnes Road, Suite 150

Portland, OR 97725

October 10, 2025

MCMINNVILLE LANDING INNOVATION DISTRICT

Infrastructure Assessment and Funding Plan

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1.0 INTRODUCTION

The McMinnville Landing Innovation District (The Landing) is an approximately 190 Acre development within the City of McMinnville city limits. The purpose of the master plan was to develop a development framework from which development would meet the primary landholder and city objectives of providing a vibrant development to spur economic development within the city. The framework divided the property into three land blocks: Commercial (44 Ac), Employment (101 AC), Parks/Open Space (36 AC) and Right of Way (9 AC).

The purpose of this report was to review existing information on the infrastructure available to support the development, the condition of that infrastructure, and conceptualize the public improvements necessary to foster individual parcel development proposals within The Landing.

The following analysis provides information on the existing conditions, design considerations and conceptual pricing/funding strategies for the initial public improvements within The Landing property boundary. There are external infrastructure needs necessary to adequately serve The Landing, but those costs are identified as Capital Improvement Program (CIP) elements withing the ongoing master plan efforts that are required to serve properties within the City of McMinnville city limits. Ongoing studies include:

- Sanitary Sewer Master Plan
- Water System Master Plan
- Transportation System Plan
- Airport Master Plan

Each of these plans, once completed, will provide specific recommendations on city wide infrastructure improvements necessary to serve the area with which The Landing property resides. At the time of this report these discrete recommendations were not available and sections have been provided within this report to include those recommendations when they are published to complete the final report and provide documentation on how The Landing fits within the city-wide infrastructure development.

2.0 STORM DRAINAGE

2.1 EXISTING CONDITIONS

The existing system is limited in both capacity and depth by the current infrastructure in NE Three Mile Lane (which is controlled by the Oregon Department of Transportation) and therefore cannot provide service to The Landing.

2.2 STORMWATER DESIGN CONSIDERATIONS

The City of McMinnville currently does not have adopted stormwater management requirements or an MS4 but follow Oregon Drainage Law in the implementation of

stormwater improvements within the city. It may be some time until a DEQ MS4 permit, and its requirements are adopted by the City. In absence of these regulations the City feels it prudent that stormwater be addressed as part of The Landing infrastructure analysis. McMinnville's Storm Drainage Master Plan was not adopted by the City Council but provides a published record of storm water criteria in Appendix E, Design and Construction Standards for storm drainage. Without other published data for the city, these criteria were used as the basis of analysis for The Landing storm sewer infrastructure. The Master Plan identifies two basins within The Landing property, East End Basin K (E-K) and East End Basin L0 (E-L0). These basins have been delineated on the Storm Drainage plan, Figure 1 (Appendix A), with E-K discharging to the existing drainage to the west and E-L0 discharging to the south to the South Yamhill River. Final engineering should review if a single facility can be used for The Landing to limit downstream modifications and costs and provide a single point of discharge to the South Yamhill River without detention rather than over existing farmland outside the Urban Growth Boundary (UGB).

The standards provide the following guidance:

- Stormwater Detention:
 - The stormwater manual indicates that detention is not required when discharging directly to the South Yamhill River so basin E-L0 would be providing no detention, only water quality prior to discharge.
 - Stormwater detention, if required, needs to restrict the 10-yr post condition to the pre-existing condition per the rational method.
- Stormwater Quality:
 - Grassy Swales – During design of the infrastructure, infiltration test should be conducted to assure adequate dissipation of the wet wells particularly basin EL-0 and potentially design a large grassy swale or mechanical treatment for water quality if infiltration rates are not sufficient.
 - Water Quality Flows estimated for 2-yr event:
Basin E-K – 46 Cubic Feet per Second (CFS)
Basin E-L0 – 63 CFS
 - Wet Ponds – The wet ponds illustrated on Figure 1 are sized to provide regional facilities for both basins. City public works has indicated there is concern with the ability of existing soils to adequately infiltrate storms to prevent bird attraction and therefore conflict with the adjacent airport.
 - Estimated Pond Volumes for Wet Ponds:
Basin E-K - 375,000 Cubic Feet (CF)
Basin E-L0 - 495,000 CF

- Pipe Sizing: Pipes have been conceptually sized (minimum size twelve”) for the projected discharges for the basins to allow for project cost estimating: (Flows are conceptual and final analysis conducted during final engineering)
 - E-K 50-yr discharge to basin estimated at 87 CFS.
 - E-L0 50-yr discharge to basin estimated at 117 CFS.

3.0 SANITARY SEWER

3.1 EXISTING CONDITIONS

Sanitary sewer infrastructure is owned and operated by the City of McMinnville. There is existing gravity sewer infrastructure in both NE Three Mile Lane and NE Norton Lane. The wastewater master plan (WWMP) is currently being updated by the City’s consultant team and a copy of the plan was not available at the time of this report’s publication. The master plan team indicated that there are upstream and downstream deficiencies with the existing system that will impact development on The Landing. A review of the Public Facilities Plan’s Capital Improvement Plan (CIP) provides the following improvements required to adequately serve The Landing: (Note - will be completed when available through either an addendum to the report or as a reprint for a final issue)

1. CIP Item	\$XXX	Year identified.
2. CIP Item	\$XXX	Year identified.
3. CIP Item	\$XXX	Year identified.

Based upon review of the gravity sewer infrastructure within NE Three Mile Lane Area it was determined that the available gravity system could not serve the entire property without pump station within The Landing or downstream modifications to support gravity service to the entire property.

3.2 SANITARY SEWER DESIGN CONSIDERATIONS

The City of McMinnville currently uses the Oregon Department of Transportation (ODOT) Standard Specification for Construction, 2021 as the basis of their construction of public sanitary sewer infrastructure. The following design parameters were used to prepare The Landing sanitary sewer infrastructure:

- Six-foot minimum depth for sanitary sewer mains.
- Eight-inch minimum size for infrastructure sanitary sewer mains with ten-inch pipes estimated for piping to The Landing pump station.
- Minimum pipe slope 0.004 ft/ft
- Per the master plan sanitary sewer usage is estimated to be 30 gallons per day per acre (GPD/AC) for commercial property and 24 GPD/AC for employment.
- Work is ongoing with the master plan team to determine public pump station

sizing and costs but have not been provided final information at the time of this report.

- Using 30 GPD/employee and 24 employees per acre and 300 GPD/EDU The Landing would develop approximately 610 EDUs over the site. This results in an estimated peak hourly demand (PHD) for the pump station of approximately 350 GPM. This is based on the number of employees when you add an additional 30% for process discharge in the employment areas a conceptual estimate for The Landing pump station would be 450 GPM.

3.3 DEVELOPMENT ALTERNATIVES

The property cannot be entirely served by the existing gravity sewer system in NE Three Mile Lane. The sanitary sewer plan, Figure 2 (Appendix A), illustrates a conceptual layout within the spine roads and potential extension of the system throughout The Landing with discharge to a pump station located in the SW corner of the site and ultimate discharge to the gravity system near the NW corner of the property in NE Three Mile Lane.

The master plan team is looking at the entire sanitary sewer collection system within the city and their analysis has indicated several deficiencies in the existing infrastructure including gravity sewer capacity requiring upsizing/deepening and pump station upgrades. Analyzing the options for the area in and around The Landing, the WWMP team has developed three alternatives to meet the needs of The Landing and the greater system outside The Landing. The alternatives are listed below. Their final report will need to be reviewed, and the Preferred Alternative incorporated into the final infrastructure plan for The Landing.

- Alternative 1 – Innovation campus develops with new gravity system within the property and a public pump station that serves only The Landing. This requires downstream upsizing and upgrade of the existing PS Three Mile Lane – 3 pump station at the intersection of NE Three Mile Lane and SE Cumulus Avenue.
- Alternative 2 – Decommission the pump station at SE Cumulus Avenue, upsize and deepen the gravity piping within The Landing to accommodate the additional off-site flow and upsize The Landing pump station and force main.
- Alternative 3 – Decommission the pump station at SE Cumulus Avenue, upsize and deepen the gravity piping within The Landing to accommodate the additional off-site flow and deepen downstream gravity piping to eliminate the need for The Landing pump station.

Any one of these alternatives would provide adequate public sanitary sewer service to The Landing. Alternatives 2 & 3 would have a significant impact on the sanitary

sewer infrastructure cost for The Landing and the incremental cost would need to be identified and allocated to the City CIP rather than the cost of developing The Landing.

4.0 WATER

4.1 EXISTING CONDITIONS

The water system is owned and operated by McMinnville Water and Light (MWL). The existing water infrastructure adjacent to the Innovation Center consists of a series of underground mains connected to their reservoir system that maintains a constant pressure zone of 80-100 Punds per Square Inch (psi). Although the system has sufficient capacity, the consultants for the water system masterplan which is currently under way indicates that upstream restrictions may impact fire flow to The Landing. Fire flow demand may require upsizing mains in The Landing which is not standard policy of MWL. A review of the masterplan and capital improvement plan (CIP) with timing of improvements provide the follow improvements required to adequately serve The Landing: (Note - will be completed when available through either an addendum to the report or as a reprint for a final issue)

- | | | |
|-------------|-------|------------------|
| 1. CIP Item | \$XXX | Year identified. |
| 2. CIP Item | \$XXX | Year identified. |
| 3. CIP Item | \$XXX | Year identified. |

4.2 WATER SYSTEM DESIGN CONSIDERATIONS

The Water Main Plan, Figure 3 (Appendix A), provides a conceptual layout of the water mains using standard sizing for fire flow without upsizing to compensate for upstream deficiencies. A review of the final water system master plan should be completed to determine if adjustments to the proposed layout is necessary.

MWL has also indicated that their long-range planning (20-30 years out) has a new water treatment plant to treat water from the Willamette River to be located just south of the Willamette Valley Medical Center. This placement could require a 36-inch raw water line to be located within The Landing Street network and a 36-inch treated waterline leaving the treatment facility to be placed within The Landing Street network. These have not been added to Figure 2 due to the long-range nature and uncertainty of siting the treatment facility and routing needs. Coordination with MWL will need to be conducted during design of The Landing Street network to allow for the future facilities. For purposes of The Landing infrastructure costs, these facilities are not being included since the cost of this work would be solely covered by MWL.

In developing The Landing water system layout, the following design considerations were used: (Work is ongoing with the masterplan team on water demand estimates for the property)

- Mains to be minimum twelve (12") for a maximum of 8 FPS at fire flow demands. These were indicated on the spine roads and secondary piping will need to be evaluated for fire flow demands as the pipes are extended within The Landing.
- Hydrants will be installed at six hundred feet on-center.
- Pipe will be C52 D.I. pipe with tyton/fastite joints.
- Butterfly valves on 12-inch pipes and Gate Valves on smaller pipes.

5.0 DRY UTILITIES

5.1 POWER AND COMMUNICATIONS

The power supply system is owned and operated by McMinnville Water and Light (MWL). There is currently a distribution system (primarily overhead, with some underground) located on the north side of NE Three Mile Lane. The distribution system in this area currently does not have sufficient capacity to serve The Landing.

MWL intends to purchase land south of the Willamette Medical Center (adjacent to where they intend to site a water treatment facility) and construct a new substation within the next five years to support development in this area. An over-head transmission line will be installed to supply the substation, and it will come from the west along NE Three Mile Lane to the substation and extend south which may require a 50-foot power easement through the Innovation Center to feed the substation. This easement will need to be coordinated with MWL and the master plan team to identify a suitable location.

Fiber communications, also controlled by MWL, will follow the power facilities, when installed, and be available to The Landing. The Dry Utilities Plan, Figure 4 (Appendix A) provides a conceptual layout of The Landing.

MWL has indicated that placement of primary power/communication infrastructure should not be placed under sidewalks. This requirement conflicts with the guiding principles of establishing an urban streetscape with buildings placed adjacent to the Right-of-Way. Further discussion with providers will need to come to a consensus on utility placement. During development, the team will need to coordinate closely with MWL to determine placement of vaults, sectionalization cabinets and equipment within easements that can be integrated into the fabric of the development while meeting the standards of MWL.

5.2 NATURAL GAS

Natural gas in this area is supplied by Northwest Natural Gas Company (NWN). They currently have facilities located in NE Three Mile Lane adjacent to the property. There are four-inch (4") and 4.5" lines in NE Three Mile Lane and a two-inch (2") line extending to the Medical Center on the west side of the property. NWN has indicated that these lines have sufficient capacity to serve The Landing. MWL has indicated they do not allow gas to be in a joint trench with power, so Figure 4 shows the NWN line behind the ROW within a 5-foot Public Utility Easement (PUE). Again, this goes against the guiding principles of establishing an urban streetscape and exact placement will need to be worked out with NWN and MWL.

6.0 STREET INFRASTRUCTURE

6.1 EXISTING CONDITIONS

There are currently no public streets within The Landing. SE Stratus Avenue is currently a private street serving the Willamette Valley Medical Center and runs along the west edge of the property. SE Cumulus Avenue enters the site on the north and provides private access to properties east of The Landing as well as access the McMinnville Airport west terminal area.

6.2 INTERNAL STREET DESIGN CONSIDERATIONS

The city intends to update their 2010 Transportation System Plan (TSP) and streets within The Landing will be classified accordingly based upon the recommendations of that update. Rights-of-Way indicated on the

The exact configuration at NE Three Mile Lane will be developed through coordination with ODOT. For the purposes of the primary infrastructure analysis and cost estimating a single typical section for a major collector was used for the “spine roads” which are the east/west extension of SE Stratus Ave to SE Cumulus Avenue and the southern extension of SE Cumulus Avenue. Additional streets within the campus would likely utilize a minor collector or local street typical section, to be determined in the upcoming TSP planning process.

Spine Roads - Major Collector: (East/West spine road, SE Stratus Avenue along west property line and SE Cumulus Avenue from the east/west spine road to NE Three Mile Lane)

- 44-foot curb to curb width (2'-11' travel lanes, 1-12' median lane, five' bike lanes) per City of McMinnville Drawing No. 40.
- Concrete Curb and Gutter
- 10-foot sidewalks with tree wells (from face of curb)
- Right-of-Way width seventy-eight feet
- Seven-foot City utility zone behind sidewalk and eight-foot PUE behind ROW. (Note: The “dry utility placement behind the sidewalk is the desire of MWL and conflicts with the guiding principles of establishing an urban streetscape with buildings place to the Right-of-Way. This will require further discussions with providers to come to a consensus on utility placement)

The current Airport Master Planning effort indicates that Cumulus Avenue will provide public access to the west terminal area as well as a planned park on airport property. Coordination will be necessary during final design of the eastly properties to provide adequate public infrastructure access to the west terminal area and any cross-fence integration with the airport.

7.0 PRIMARY PUBLIC INFRASTRUCTURE PRICING

A conceptual cost opinion has been developed for the primary public infrastructure within The Landing to provide access and utilities to facilitate development on the site. The secondary infrastructure needed to serve the site will be addressed in the City's infrastructure master plan updates (water, sewer and transportation) with a summary provided in Section 8.0.

The primary public infrastructure consists of the following elements:

1. The two spine roads and development of SE Stratus Ave west of the Willamette Valley Medical Center to City street standards. (Will require cooperation with the Medical Center)
2. Storm infrastructure in the streets and to the discharge points including treatment, if required.
3. Sanitary Sewer in the spine streets and a pump station to serve The Landing.
4. Water System within the spine streets, subs for extensions and two taps to the existing waterlines in Three Mile Lane.
5. Dry utilities to include power, fiber and trenching for natural gas.
6. Earthwork has not been estimated to either cut or fill the entire site as this is a high-level estimate and only nominal earthwork estimates have been included for the street infrastructure and allowances provided for the regional stormwater ponds.

The costs provided in this study are for service within The Landing and connection to infrastructure capable of supporting the proposed masterplan development. Consideration has not been provided for upsizing facilities to support city wide improvements that could be implemented to or through The Landing.

Unit pricing has been based upon discussions with local contractors. Discussions with the master planning teams are on-going and unit pricing consistent with the master planning efforts was not available at the time of this report. Pricing will be updated and validated with a summary of the pricing provided below with a detailed estimate in Appendix B:

Table 6.1 – Cost Opinion

Description	Estimated Amount (Rounded to \$100K)
Streets	\$4,000,000
Storm Drainage	\$1,600,000
Sanitary Sewer System	\$2,300,000
Water System	\$1,100,000

Description	Estimated Amount (Rounded to \$100K)
Dry Utilities	\$1,600,000
Estimated Construction Costs:	\$10,600,000
Mobilization/Overhead 10%	\$1,000,000
Construction Contingency 30%	\$3,200,000
Total Estimated Construction Costs:	\$14,800,000
City Administration 10%	\$1,500,000
Engineering/Testing/Permitting 25%	\$3,700,000
Total Estimated Project Cost	\$20,000,000

This estimate is based upon 2025 dollars and the values below represent probable cost for periods beyond 2025:

2030	\$26,700,000
2035	\$35,800,000
2040	\$47,900,000

This assumes a 6% interest rate and yearly compounding.

8.0 SECONDARY PUBLIC INFRASTRUCTURE

The City's water and wastewater master plan updates will be completed by November 30, 2025. The City's Transportation System Plan update has been delayed and a special Three Mile Lane Area Plan will be identified in the Transportation System Plan update scope of work to detail the needs in the entire Three Mile Lane Area. This is not anticipated to be completed until December 31, 2028.

9.0 FUNDING STRATEGIES

Funding public infrastructure to open new areas to development requires forethought and a concerted strategy to make this happen. It may require a phased approach to stimulate initial development which will fund further investment in The Landing. A phased approach would be to construct the access on SE Cumulus Ave. extended to the southerly boundary of The Landing and along the east/west spine road to a temporary cul-de-sac at the McMinnville Landing Commons which would open a large area of the site to development. A CIP for this phased approach could be something in the order of these Improvements:

• SE Cumulus Lane to Southern Boundary of The Landing	\$10,300,000
• East/West Spine Road to McMinnville Landing Commons	\$2,900,000
• Completion of the East/West Spine Road	\$4,000,000
• SE Stratus Avenue adjacent to Willamette Valley Medical Center	<u>\$1,100,000</u>
	\$18,300,000

Note: SE Cumulus Lane to southern boundary of The Landing includes the sanitary sewer pump station and associated piping throughout so overloads this first item. There may be an opportunity to serve some of the properties in this first phase by gravity and reduce the cost of the first item in the CIP.

The following provides several options that may be useful to the city working outside the general fund:

Establish a Local Improvement District (LID): Local Improvement Districts (LIDs) are a means of financing capital improvements that will primarily benefit property owners within a specific area. LIDs are formed by a city, town, county, or other local government with the approval of the property owners but are not self-governing special purpose districts. Capital improvements are then financed and paid for over time through special assessments on the benefiting properties. A LID must be approved both by a local government and the benefited property owners.

Reimbursement of Advanced Funding of Public Improvements (RAFPI) The McMinnville Municipal Code, Chapter 3.14, provides a process where an advanced financing agreement between a developer and the city, which is authorized by the council and executed by the City Manager, provides for the installation of, and payment for advanced financed public improvements. The city or a developer could be the applicant for such an agreement. This agreement is like an LID but does not carry the same number of steps and may prove a streamlined alternative to an LID.

Regionally Significant Industrial Sites program (RSIS) is a performance-based economic development program that reimburses RSIS project sponsors for approved site improvement expenditures such as land assembly, site preparation, utility and transportation improvements, environmental remediation and mitigation, and financing costs.

Special Public Works Fund (SPWF), that provides low-cost financing to eligible municipalities for planning, design, and construction of utilities and facilities essential to industrial growth, commercial enterprise, and job creation. Loan funding is available for financing small to large projects with favorable interest rates and terms up to 30 years or the useful life of the project, whichever is less, for most projects. Limited grant funding is available for technical assistance and emergency projects based on financial analysis.

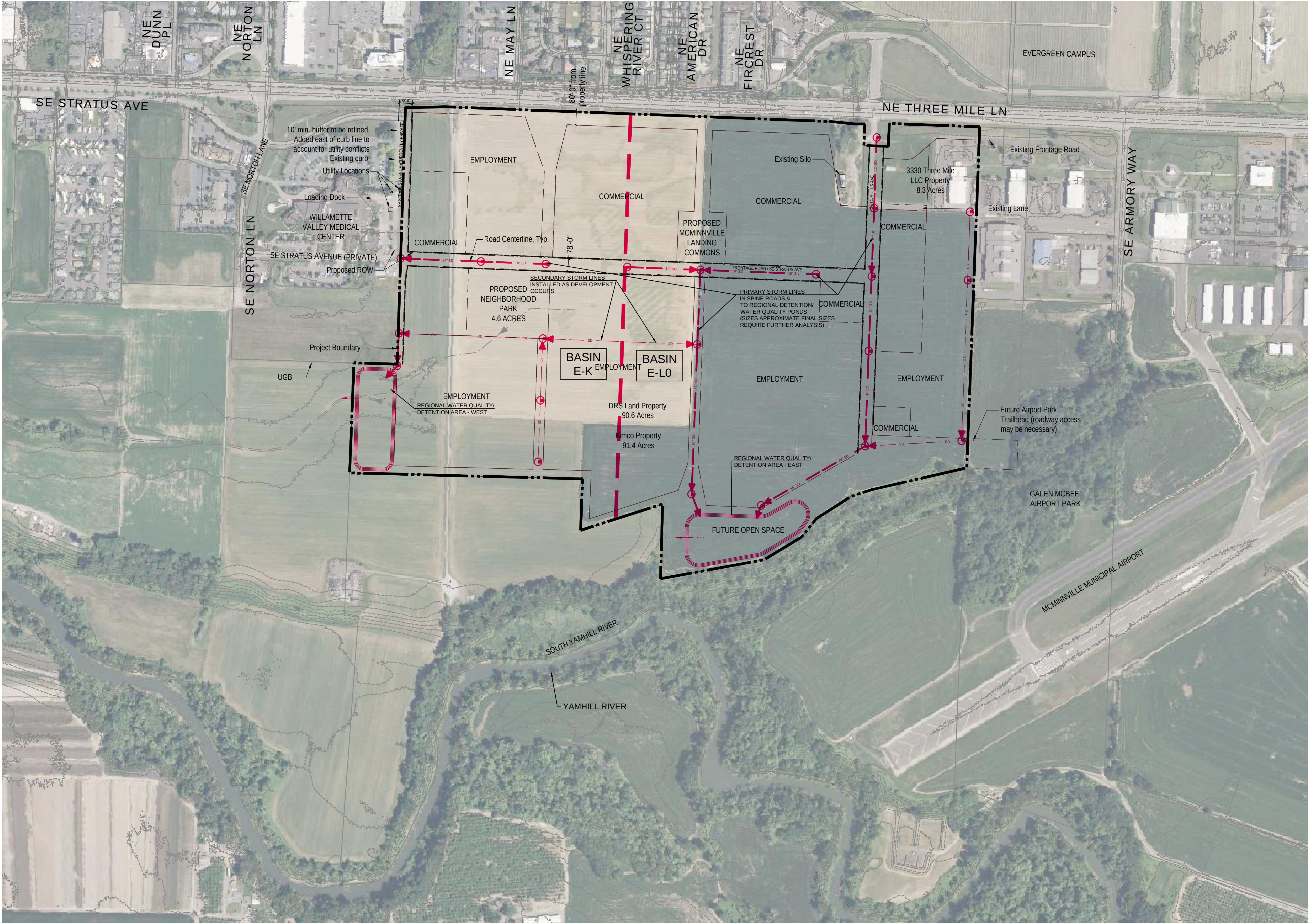
Soil Banking, Preparing a “mass grading” plan for The Landing would be a means of providing an area where excess soil from local construction sites could be placed. The placement would need to be completed under the supervision of testing agency so that the resulting fill could be certified as structural fill. This would allow a revenue source while offsite infrastructure improvements are being completed. A challenge to this option is that the city does not control the land and would require cooperation of the landowners and be sufficiently lucrative to offset loss of crop revenue. Although McMinnville may be fairly remote from major projects with excess material, it would be worth while to review the development needs with local contractors to see if this is a viable alternative.

APPENDIX A

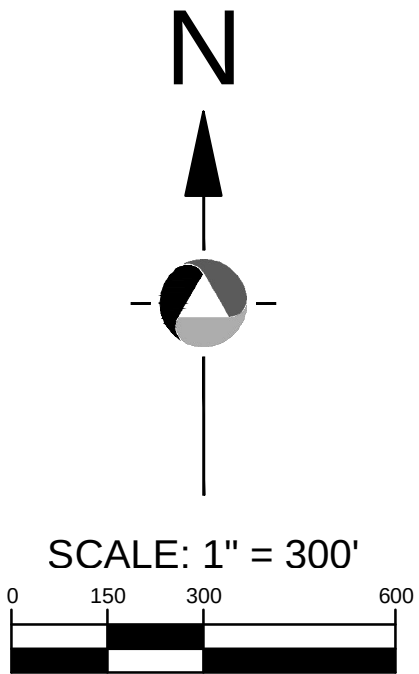
Figures:

- Figure 1 – Storm Drainage Plan
- Figure 2 – Sanitary Sewer Main Plan
- Figure 3 – Water System Plan
- Figure 4 – Dry Utilities Plan

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- EXISTING STORM DRAIN PIPE, MANHOLES & CATCH BASINS
- SD --- PROPOSED STORM DRAIN PIPE & MANHOLES



SCALE: AS NOTED

PROJECT MANAGER:
BRADY BERRY, PE

PROJECT ENGINEER:
BRADY BERRY, PE

DESIGNER:
BRIAN DENNEY

ISSUE DATE:
08/27/25

REVISIONS			
NO	DATE	BY	

STORM DRAINAGE PLAN

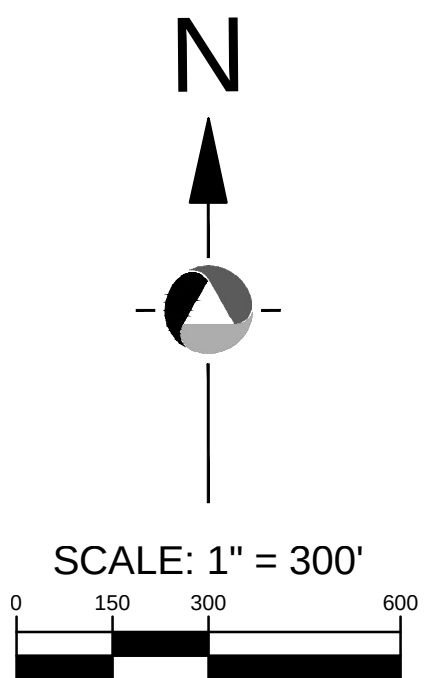
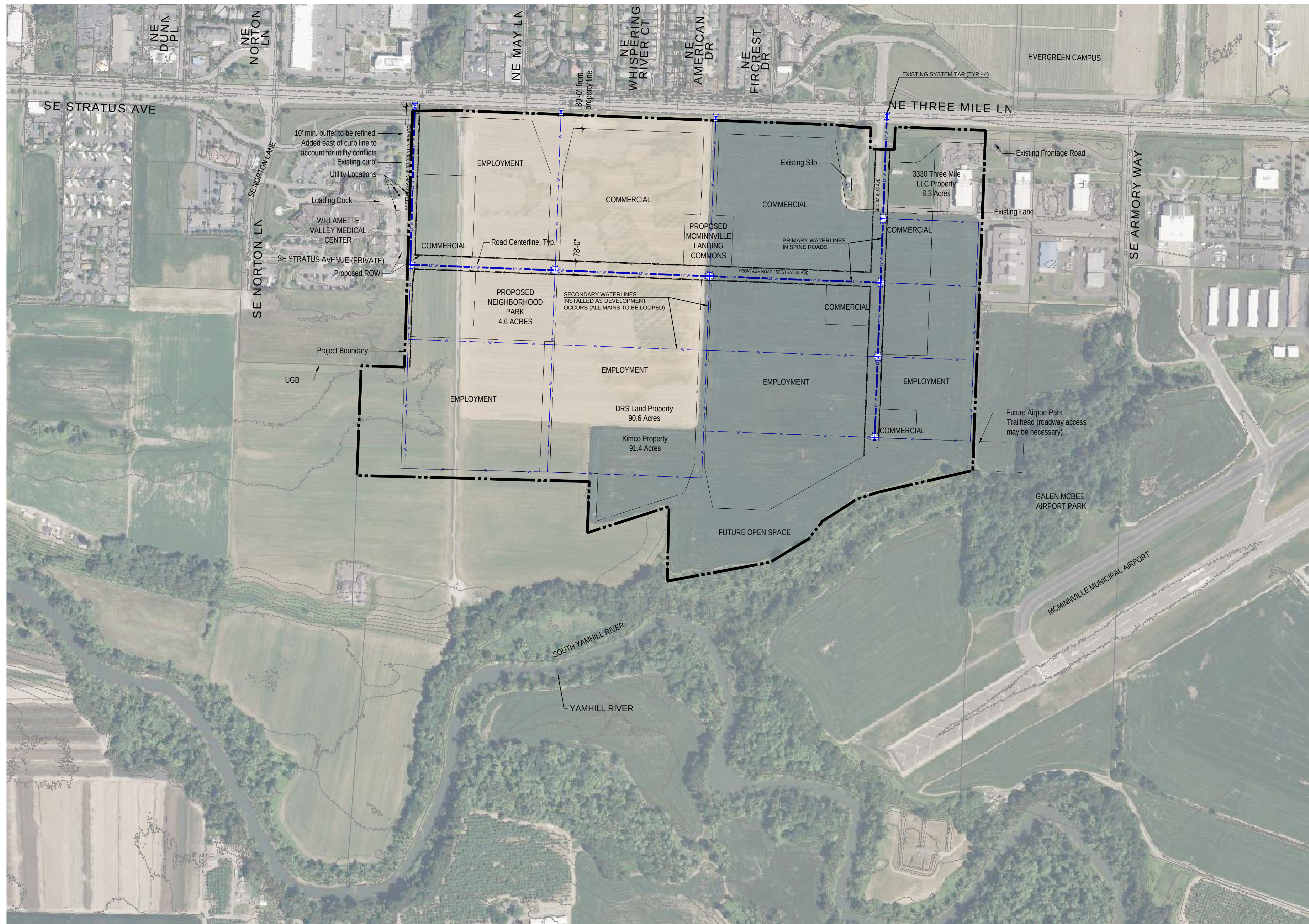
McMINVILLE LANDING
INNOVATION DISTRICT
CONCEPTUAL DESIGN

CITY OF McMINVILLE OREGON

JOB NUMBER:
24001418

SHEET NAME:
STRM

SHT 1 OF 4



SCALE:
AS NOTED

PROJECT MANAGER:
BRADY BERRY, PE

PROJECT ENGINEER:
BRADY BERRY, PE

DESIGNER:
BRIAN DENNEY

ISSUE DATE:
08/27/25

[illegible]

WATER MAIN PLAN

McMINNVILLE LANDING
INNOVATION DISTRICT

CONCEPTUAL DESIGN

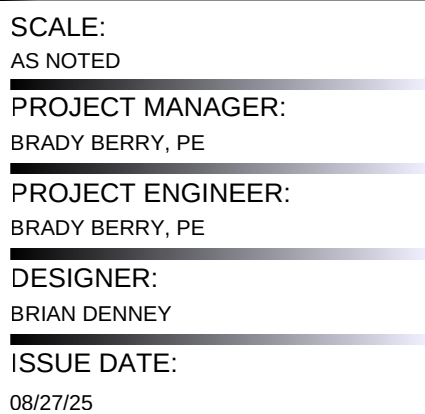
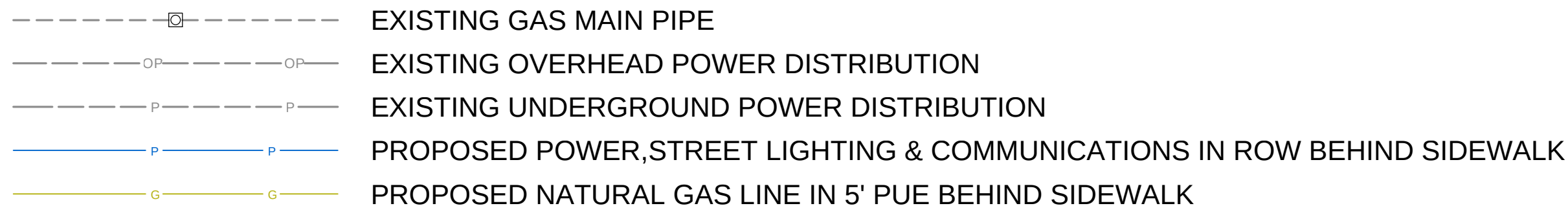
CITY OF McMinnville

OREGON

JOB NUMBER:
24001418

SHEET NAME:
WATR

SHT 3 OF 4



DRY UTILITY PLAN

McMINNVILLE LANDING
INNOVATION DISTRICT

CONCEPTUAL DESIGN

CITY OF McMINNVILLE OREGON

JOB NUMBER:
24001418

SHEET NAME:
UTIL

SHT 4 OF 4

APPENDIX B

Cost Estimate



McMinnville Landing Innovation District - Primary Infrastructure Engineer's Cost Opinion

No.	Item	Quantity	Unit	Unit Price	Estimated Cost	Section Total
	Streets:					\$ 3,990,000
1	Major Collector ¹	5700	LF	\$ 700	\$ 3,990,000	
	Storm Drain:					\$ 1,630,250
1	12" SD (50 LF/350 LF of Road)	800	LF	\$ 95	\$ 76,000	
2	18" SD	1950	LF	\$ 110	\$ 214,500	
3	24" SD	1850	LF	\$ 175	\$ 323,750	
4	36" SD	1600	LF	\$ 225	\$ 360,000	
5	48" SD	1100	LF	\$ 350	\$ 385,000	
6	48" SD Manholes (Up to 36" Pipes @ 450 o.c.)	12	EA	\$ 5,000	\$ 60,000	
7	72" SD Manholes (48" Pipes @ 450" o.c.)	3	EA	\$ 12,000	\$ 36,000	
8	West Stormwater Water Quality/Detention Pond	1	Allowance	\$ 75,000	\$ 75,000	
9	South Stormwater Quality Pond/Swale	1	Allowance	\$ 100,000	\$ 100,000	
	Sanitary Sewer:					\$ 2,298,500
1	10" SS Main - 0-10' Deep	3500	LF	\$ 115	\$ 402,500	
2	Depth Greater than 10'	1500	LF	\$ 200	\$ 300,000	
3	SS Manholes	12	EA	\$ 8,000	\$ 96,000	
4	SS Pump Station - Smaller station for Innovation Campus Only	1	EA	\$ 1,500,000	\$ 1,500,000	
	Water Sytem:					\$ 1,078,900
1	12" D.I. CL 52 Water Main	5770	LF	\$ 150	\$ 865,500	
2	12" Butterfly Valves (Est. one at 600' o.c. of main and 2-4 at intersections)	18	EA	\$ 3,500	\$ 63,000	
3	8" Gate Valves (Assumes all extensions beyond primary are 8")	11	EA	\$ 2,400	\$ 26,400	
4	Fire Hydrants (500' spacing of main)	12	EA	\$ 8,000	\$ 96,000	
5	12" Tap	2	EA	\$ 14,000	\$ 28,000	
	Dry Utilities:					\$ 1,639,500
1	Utility Trench (4'x5') - Power/Communications	10800	LF	\$ 50	\$ 540,000	
2	Utility Trench (2'x4') - Gas	10500	LF	\$ 35	\$ 367,500	
3	2 - 6" Power Conduit	10800	EA	\$ 24	\$ 259,200	
4	2 - 4" Utility Conduit	10800	EA	\$ 16	\$ 172,800	
5	5106 Power Vaults (Per 1000 LF of Trench one for each power and comm.)	20	EA	\$ 15,000	\$ 300,000	

Total Construction Cost Estimate	\$	10,637,150
Mobilization	10%	\$ 1,063,715
Contingency	30%	\$ 3,191,145
Total Cost Opinion	\$	14,892,010
City Administration	10%	\$ 1,489,201
Engineering/Testing/Fees	25%	\$ 3,723,002
Estimated Total Cost	\$	20,104,213

Footnotes:

- 1 Major collector per Drawing No. 40 - 44' curb to curb width; 12' S/W w/Tree Wells 25' o.c., pcc curb and gutter, 42' pavement (5" AC on 2" 3/4"-0 on 10" 1.5"-0 aggregate base) and street lights each side at 125' o.c. with 1" conduit each side and Jct. box at each light.



STAFF REPORT

DATE: October 22, 2025
TO: Adam Garvin, Interim City Manager
FROM: Geoff Hunsaker, Public Works Director
SUBJECT: McMinnville Landing – Public Sewer Infrastructure Report

Report in Brief:

Development of the McMinnville Landing (Innovation Campus) will require significant public sewer infrastructure upgrades along the Three Mile Lane (TML) corridor and downstream system. While the needs are substantial, they are manageable. With deliberate scheduling, phasing, funding diversification, and strategic partnerships, the City can deliver the required improvements in step with private development and broader capital priorities.

Background:

Recent utility evaluation and staff coordination identified capacity constraints in key TML conveyance elements and downstream facilities that must be addressed to reliably serve McMinnville Landing and surrounding basins during peak wet-weather conditions. This memo consolidates the findings into a clear capital delivery pathway—showing not only what is needed, but how the City can prepare, fund, and phase work to keep pace with development.

Needs and Constraints:

- **TML corridor capacity is tight in wet weather.** Major components are operating at or near capacity during design storm events, with downstream bottlenecks also present.
- **McMinnville Landing will add meaningful peak flows.** Without targeted projects, additional inflow would exacerbate surcharge/backwater conditions.
- **Planning preference: gravity first.** A gravity-led solution minimizes long-term O&M, reduces system complexity, and supports lifecycle cost control.
- **Uncertainty remains at Pump Station TML-1.** Additional monitoring, operational tuning (SCADA), and surge analysis are prudent to refine sizing and staging.

Recommended Public Projects:

- **Regional Gravity Trunk Through McMinnville Landing** – Establish a gravity backbone (final sizes per design) that routes basin flows toward TML-1 and reduces reliance on multiple local lift stations.
- **Pump Station TML-1 Capacity & Reliability Upgrades** – Increase firm capacity, modernize mechanical/electrical systems, optimize controls, and evaluate surge mitigation to support re-routed basin flows and growth.
- **Decommission Pump Station TML-3 (via gravity re-routing)** – Simplify operations and eliminate an under-capacity asset by shifting flows to the new gravity system.

- **Targeted Gravity Relief (Upstream/Downstream of the Campus) –** Upsize/rehabilitate select segments to relieve known bottlenecks and maintain freeboard during design storms.
- **Downstream Coordination (e.g., Raw Sewage Pump Station & Conveyance) –** Align timing and sizing of downstream improvements so end-to-end service capacity keeps pace with development.
- **Inflow & Infiltration (I/I) Reduction & System Monitoring –** Execute targeted I/I rehabilitation in priority sub-basins; continue/expand flow monitoring and SCADA optimization to refine performance and staging.

Potential Delivery Strategy:

Principle: Build the right projects at the right time—sequencing work to match growth, leverage funding windows, and coordinate with partner agencies and developers.

Phasing & Triggers

- **Phase 1 – Downstream Readiness:** Advance design and implement near-term downstream capacity projects (e.g., RSPS upgrades) to establish receiving capacity.
- **Phase 2 – Early Site Serviceability:** Construct initial segments of the regional gravity trunk and critical tie-ins needed for first occupancies; begin localized gravity relief.
- **Phase 3 – Pump Station/Gravity Milestones:** Complete TML-1 capacity upgrades and surge measures; formally decommission TML-3; extend trunk to full reach.
- **Phase 4 – Programmatic Finish:** Complete remaining gravity replacements and prioritized I/I reductions identified through the City's CIP process.

This sequencing allows the City to match investments with development pace, manage construction windows, coordinate staff resources, and maintain continuous service.

Funding and Partnerships:

- **System Development Charges (SDCs):** Apply growth-eligible costs to SDCs per methodology.
- **Developer Contributions / Reimbursement Agreements / SDC Credits: Use** front-ending and reimbursement tools to align private schedules with public backbone construction.
- **Utility Capital Funds & Rate-Supported Debt:** Fund renewal/level-of-service components that are not SDC-eligible.
- **External Financing & Grants:** Pursue DEQ Clean Water State Revolving Fund (CWSRF), potential WIFIA, Business Oregon Special Public Works Fund (SPWF) and Regionally Significant Industrial Site Fund (RSIS), Congressional Directed Spending, and resilience/wet-weather capacity funding where applicable.
- **Agency Partnerships:** Coordinate with Yamhill County (corridor interfaces), Oregon Dept. of Transportation (where crossings/ROW interactions exist), and adjacent landowners for easements and staging.

Together, these tools create a flexible capital program that can be tailored to each phase and timed with market conditions.

Risk Management:

- **Readiness at TML-1:** Mitigate with early design, flow monitoring, control-logic tuning, and surge analysis.

- **Downstream Bottlenecks:** Lock schedule coordination so receiving capacity is online ahead of major site connections.
- **Construction Market Volatility:** Package/phasing to capture favorable bid climates; consider additive alternates.
- **Permitting/ROW:** Initiate early to protect schedule and reduce change risk.

Fiscal Impact:

Planning-level cost ranges will be refined through the Wastewater Master Plans and project-level design. A rate study and updated SDC methodology will be developed in parallel with the Wastewater Master Plans. The council can expect policy decisions in early 2026 around rate and SDC changes to support growth in McMinnville Landing and other parts of the City. Phasing of a capital program is intended to help align SDC revenues and developer participation with construction timing, cash flow, and leveraged external financing to potentially minimize rate impacts.

Next Steps:

Staff and Consultant to determine recommended long-term approach along with finalization of the Wastewater Master Plans. Staff will return with refined scopes, schedules, and funding strategies for Council consideration as part of the Wastewater Master Plans adoption and the CIP Prioritization Process.

17.66 McMinnville Landing Overlay Zone

Final Draft October 10, 2025

Section 1 Definitions. In addition to the definitions found in Chapter 17.06 of the McMinnville Zoning Ordinance, the following shall also apply to the McMinnville Landing Overlay zone:

Data Center – An establishment engaging in the storage, management, processing, and/or transmission of digital data, and housing computer and/or network equipment, systems, servers, appliances, and other associated components related to digital data operations.

Section 2 Purpose.

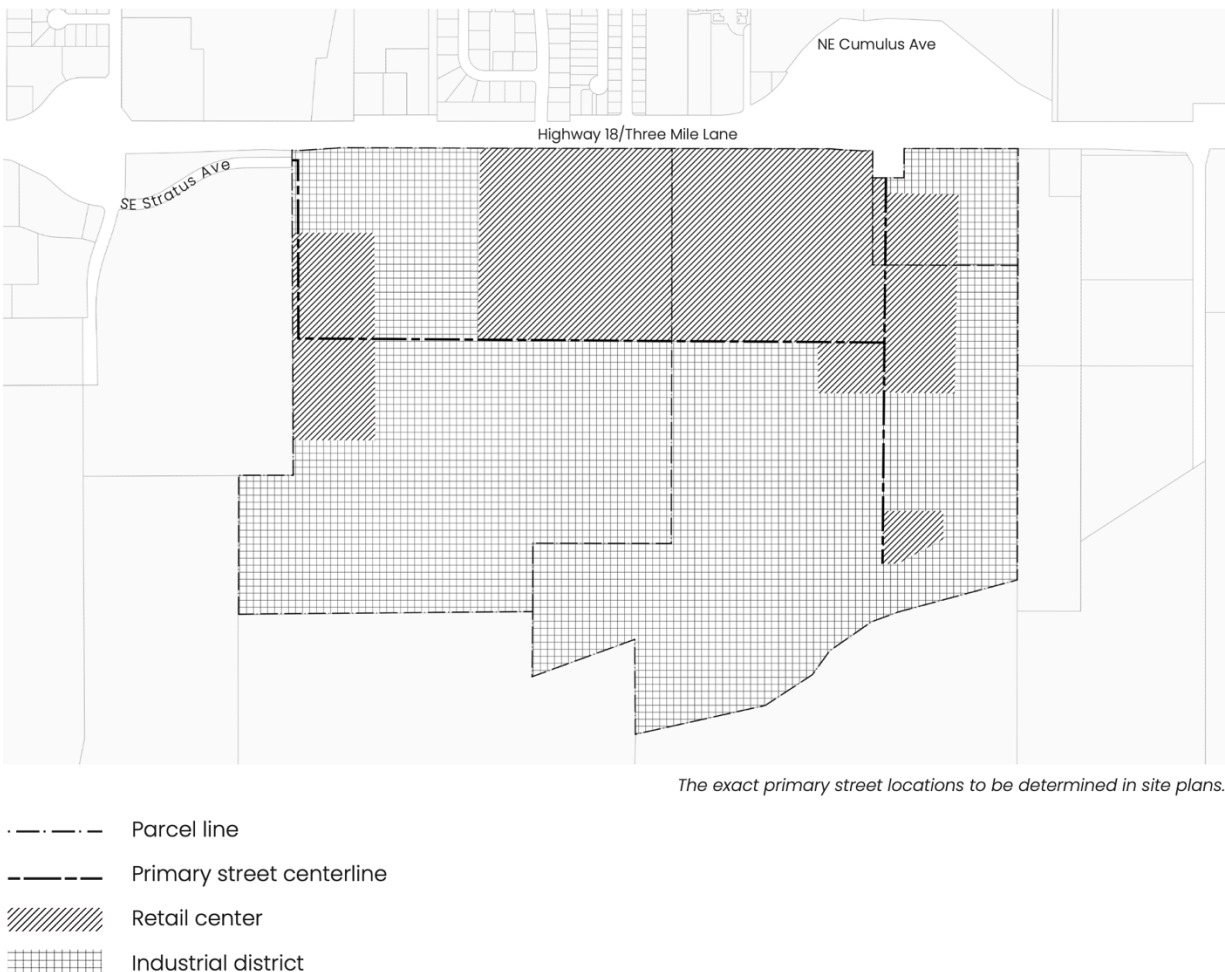
The McMinnville Landing Overlay zone is intended to implement the Three Mile Lane Area Plan and the McMinnville Landing Master Plan by creating a vibrant commercial, retail and employment district. It envisions a thoughtfully planned campus that integrates retail, innovative job opportunities with a focus on high-wage employment, and a mix of complementary uses, all connected by multimodal transportation options and community gathering spaces that encourage connection and collaboration. McMinnville Landing is intended to create opportunities for new green spaces, multiuse pathways, common gathering spaces, and open space, with enhanced connections to existing trails and open space and careful transitions to adjacent agricultural uses.

Section 3 Applicability. The provisions within the McMinnville Landing Overlay zone apply to an approximately 190-acre area located generally south of Three Mile Lane/Highway 18, east of SE Stratus Avenue, north of the South Yamhill River, and west of the McMinnville Municipal Airport, and as depicted in Figure 1. The subject area is further divided into two zones (refer to Figure 1), described as follows:

- A. Retail Center (RC) zone: This purpose of this zone is to support a diverse mix of commercial uses that serve both area residents and visitors within a human-scale, walkable environment. Development is intended to feature high-quality architecture and open spaces that create a welcoming atmosphere and establish a visible, engaging interface with Three Mile Lane as a gateway into the site.
- B. Industrial District (ID) zone: This purpose of this zone is to create a mixed-use employment center in a campus-like setting connected with multimodal transportation, open space and trail connections, and engaging architectural design.
- C. The regulations within this Chapter apply to all new development within the area identified in Figure 1, including the following:

1. New construction.
 2. Any expansion of an existing development or structure involving the addition of 15 percent or more of the existing square footage of the building.
 3. New signage.
 4. Parking lot design.
 5. New roofing.
 6. Changes to façade material (re-siding).
 7. Window replacement/modification.
 8. New landscaping.
- D. The following are not subject to the regulations within this Chapter:
1. Property line adjustments.
 2. Partitions.
 3. Interior remodels (tenant improvement).
 4. Painting.
 5. Other routine maintenance.

Figure 1: McMinnvile Landing Zones



Section 4 Relationship to Other Regulations. Regulations in this Chapter and standards in the McMinnville Zoning Ordinance apply to development within the McMinnville Landing Overlay zone, modified as follows:

- A. All base zoning district standards are superseded by the provisions in this Chapter.
- B. Chapter 17.56 (Large Format Commercial Development) does not apply.
- C. Chapters 17.57 (Landscaping) and 17.58 (Trees) apply, as supplemented and modified by standards in Section 13 of this chapter.
- D. Chapter 17.60 (Off-Street Parking and Loading) applies, as supplemented and modified by standards in Section 14 of this chapter.
- E. Chapter 17.61 (Solid Waste & Recycling Enclosure Plan) applies.
- F. In the event of any other conflict, the regulations in this Chapter shall control.

Section 5 Review Required. All development subject to this Chapter shall be subject to review to ensure that the proposed development is consistent with adopted plans and ordinances.

- A. A Planned Development final plan subject to Chapter 17.51 (Planned Development Overlay) must be submitted and approved prior to issuance of any Design Review or other development permits, or development of any kind. The planned development application may be submitted simultaneously with Design Review as concurrent applications.
 - 1. A Planned Development final plan shall address compliance with the standards in this Chapter, other relevant standards in the Zoning Ordinance, compliance with the adopted Master Plan, and approval criteria for Planned Developments.
 - 2. A Planned Development final plan shall be reviewed and approved, approved with conditions or denied by the Planning Commission after a public hearing with the proper noticing requirements as outlined in Section 17.72 of the McMinnville Zoning Ordinance.
 - 3. The minimum size for a Planned Development final plan shall be 5 acres in the RC zone and 10 acres in the ID zone.
 - 4. A Planned Development final plan application may include Alternative Design Waiver requests.
 - 5. A Planned Development final plan may include a proposed phasing plan that demonstrates how requirements of this Chapter, the Master Plan, and the Zoning Ordinance will be met. A phasing plan must address:
 - a. Proposed site improvements including but not limited to open space and landscaping and proposed infrastructure specific to each phase that are sequential, that serve the needs of development proposed with each phase, and that are roughly proportional to the development proposed in each phase relative to the overall development.
 - b. A timeline for each phase.
 - 6. A Planned Development final plan may be amended subject to Section 17.74.070 (Planned Development Amendment – Review Criteria). A

Planned Development Amendment will be reviewed and approved, approved with conditions or denied by the Planning Commission after a public hearing with the proper noticing requirements as outlined in Section 17.72 of the McMinnville Zoning Ordinance.

- B. Three Mile Lane Design Review is required subject to Ordinances No. 4131 and 4572 and Section 17.72.110 (Applications – Director’s Review with Notification) for any development action listed in Section 3(C) above that meets the standards of this chapter.
- C. Alternative Design Waivers may be requested by the applicant for an alternative design approach in lieu of compliance with the design standards of this Chapter in Section 12. A waiver request application is subject to the requirements and notification process outlined in Section 17.72.120 (Applications – Public Hearings) of the Zoning Ordinance. The Planning Commission shall base a decision to approve, approve with conditions, or deny a design waiver based on whether there is demonstrable evidence that the alternative design shall meet the stated intent of the design standard to be waived in a manner that is equal to or superior to compliance with the design standard.
- D. Modification of all other standards of this chapter requires a Planned Development amendment subject to Section 17.74.070 (Planned Development Amendment – Review Criteria).
- E. Land division requests (partition, subdivision) shall be processed under the requirements of Chapter 17.53 of the Zoning Ordinance, and shall meet the applicable standards of this Chapter, including but not limited to Section 8 (Street Connectivity) and Section 10 (Parks and Open Space).
- F. Amendments to this chapter shall be processed under procedures set out in Chapter 17.51 (Planned Development Overlay) of the McMinnville Zoning Ordinance.

Section 6 Permitted and Conditionally Permitted Uses.

- A. Table 6.1 lists the uses permitted or conditionally permitted within the McMinnville Landing Overlay zone, either individually or as a mix of uses.
- B. If a use is not listed in Table 6.1 as either permitted or conditionally permitted, or is explicitly prohibited, it should be considered a prohibited use.
- C. The procedure for determining the permissibility of a particular use that is not listed as a permitted or conditionally permitted is stated in Section 17.54.010 (Classification of an Unlisted Use).
- D. In total, the amount of site area devoted to uses not permitted or conditionally permitted within the respective base zone, ML or M-2, shall not exceed 25 percent as measured for the overall McMinnville Landing Overlay zone. The Planning Director shall maintain a list of uses developed within the McMinnville Landing Overlay zone for purposes of administering this standard.

Table 6.1

Use P – Permitted C – Conditionally Permitted X – Not Permitted	RC Zone	ID Zone
Group Living		
Assisted Living Facility/Nursing Home	P	C
Commercial		
Animal Grooming	P	X
Automobile Service Station – including electric vehicle charging stations	C	X
Club/Lodge	P	X
Commercial Recreation Center – movie theater, arcade	P	X
Commercial self-storage or mini-storage	X	X
Conference Center	P	P
Drive-Through Facility	P – See development standards in Section 6(E)(2)	X
Financial Services	P	X
Food and Beverage Establishment	P	X
Laundry Services	P	P – Non-retail
Lodging: Hotel/Motel – including extended stay	P	X
Medical or Dental Facility including Office, Laboratory or Hospital	P	P
Parking Lot – Public or Private	P	P
Personal Services – including gym, spa, barber shop	P	X
Professional Office	P	P – Limited to engineers, architects, landscape architects, surveyors, and those engaged in the practice of designing, drafting, or graphics

Use P – Permitted C – Conditionally Permitted X – Not Permitted	RC Zone	ID Zone
Retail Sales (general) – non-auto • No more than 25% of site area utilized for outdoor sales and storage	P	P – As accessory to on-site manufacturing use, up to 25% of floor area
Repair/Service – non-auto • No more than 25% of site area utilized for outdoor sales and storage	P	P
Studio, including music, dancing, art, photography or health which may include lessons offered to the public	P	X
Veterinary Office, Kennel or Animal Hospital, provided there are no outdoor animal areas and no noise is audible beyond the property line	P	P
Industrial		
Aerospace and Aeronautics Industries, including light sheet metal composite manufacturing, and their accessory uses	X	P
Business and Trade School or College	X	P
Data Center	X	X
Food/Beverage Manufacturing	P – As accessory to a food and beverage establishment, up to 50% of floor area	P – May include tasting areas up to 25% of floor area
Laboratory for experiment, research, or testing	X	P
Light Industry – Manufacturing, assembly or repair of goods carried out without off-site impacts	X	P

Use P – Permitted C – Conditionally Permitted X – Not Permitted	RC Zone	ID Zone
related to noise, vibration, small, fumes, smoke, soot, ash, dust or grit		
Professional, business, and administrative office uses that: • Are associated with the production or development of products or services on site and/or • Serve as the corporate or regional headquarters for products that are manufactured off-site.	P	P
Warehousing	X	P – As accessory to on- site manufacturing use, less than 50% of floor area
Wholesale distribution and sales facility	X	X
Civic		
Child Care Center	P	P
Church	C	X
College/University	C	P
Day Care Facility (Adult)	P	P
Government Building	P	P
Museum or Library	P	P
Parks and Open Space	P	P
School – Public or Private	C	C
Utilities and Transportation Facilities	P	P
Wireless Communications Facility – Subject to provisions of Chapter 17.55	P	P
Farming	P	P

E. Additional Use Standards.

1. Size limit. Within the RC zone, there shall be a maximum of two anchor stores which have a gross floor area exceeding 135,000 square feet.
2. Drive-through uses.

- a. Within the RC zone, the number of drive-through uses shall not exceed four.
- b. Stand-alone drive-throughs without an indoor service area are not permitted.
- c. Vehicle Service Areas and Stacking Lanes.
 - 1) All driveway entrances, including stacking lane entrances, must be at least 50 feet from any street intersection and at least 400 feet from Three Mile Lane/Highway 18, as measured from the edge of the right-of-way. If a drive-through facility has frontage on two streets, the drive-through facility must receive access from the street with the lower classification.
 - 2) Service areas and stacking lanes must not be located between the building and a street lot line.
 - 3) Service areas and stacking lanes may not abut the building on more than two sides, to avoid wrapping around and isolating the building.
 - 4) Stacking lanes must be designed so that they do not prevent access to parking stalls, nor block the public right-of-way. The length of stacking lanes must be a minimum of 150 feet for a single stacking lane or a minimum of 75 feet per lane when there is more than one stacking lane, as measured between the lane entrance and the service area.

Section 7 Development Standards.

- A. The development standards in Table 7.1 shall apply to development within the McMinnville Landing Overlay zone.

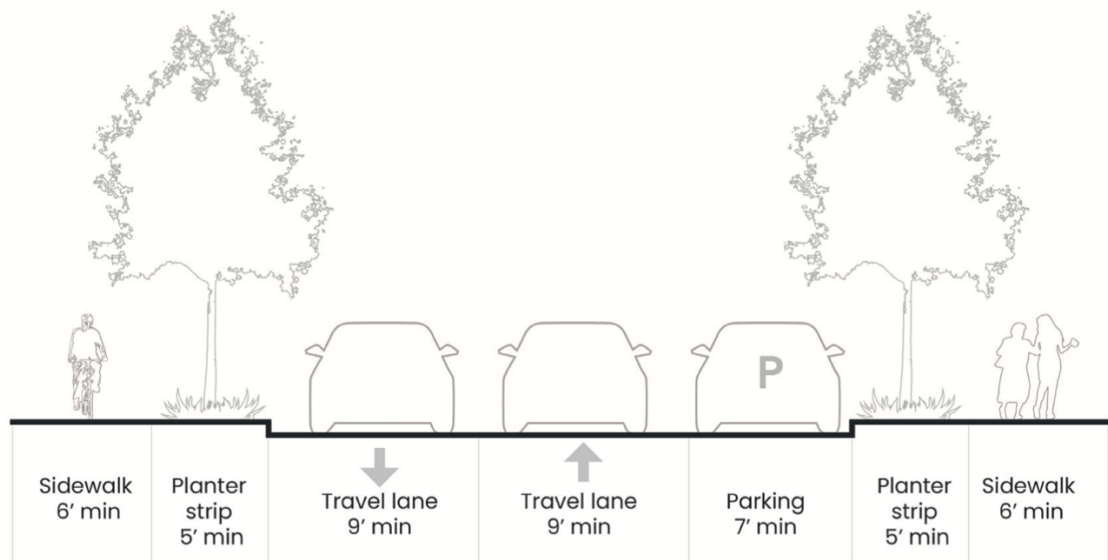
Table 7.1

Standard	RC Zone	ID Zone
Minimum Lot Size	None	None
Minimum Lot Width	None	None
Minimum Setback from Three Mile Lane/Highway 18 Centerline	140 feet	120 feet
Minimum Setbacks	None except: • Gateway setback from Cumulus Avenue at Three Mile Lane/Highway 18; see Section 11(B) • 25 feet abutting land zoned Exclusive Farm Use outside the UGB	
Maximum Street Setbacks	10 feet, except 160 feet from Three Mile Lane/Highway 18 centerline	20 feet
Maximum Building Height	45 feet	60 feet

Section 8 Street Connectivity. Multimodal transportation connection standards are intended to provide for interconnected streets that provide safe travel route options, increased connectivity between places and destinations, and easy pedestrian and bike use.

- A. **Required Streets.** The site shall be configured to include all streets required by the Transportation System Plan and additional streets as needed to comply with a maximum block length of 400 feet and the block spacing standards of Section 17.53.103. All streets shall comply with the Complete Streets Design Standards in Section 17.53.101. The approved block layout shall be binding on all future phases of the development, if any.
- B. **Enhanced Drive Aisles.** The site may incorporate enhanced drive aisles in place of local streets to meet the block spacing standards. Enhanced drive aisles may not be substituted for arterial or collector streets. Enhanced drive aisles shall meet the minimum standards as shown in the cross-section in Figure 2, with the option to add a second parking lane if desired. Public access easements shall be granted for enhanced drive aisles.

Figure 2: Enhanced Drive Aisle Cross-Section



Section 9 Pedestrian Connectivity. On-site pedestrian connection standards are intended to connect all portions of the site by a direct, convenient, attractive, safe, and comfortable system of pedestrian facilities.

- A. Pedestrian walkways shall connect the street right-of-way to all primary building entrances, and shall connect all primary building entrances to one another, including pedestrian crossings where required by Section 9(F).
- B. Pedestrian walkways within a site with multiple structures shall be located and aligned to directly and continuously connect all buildings and shall not be located and aligned solely based on the outline of a parking lot configuration.

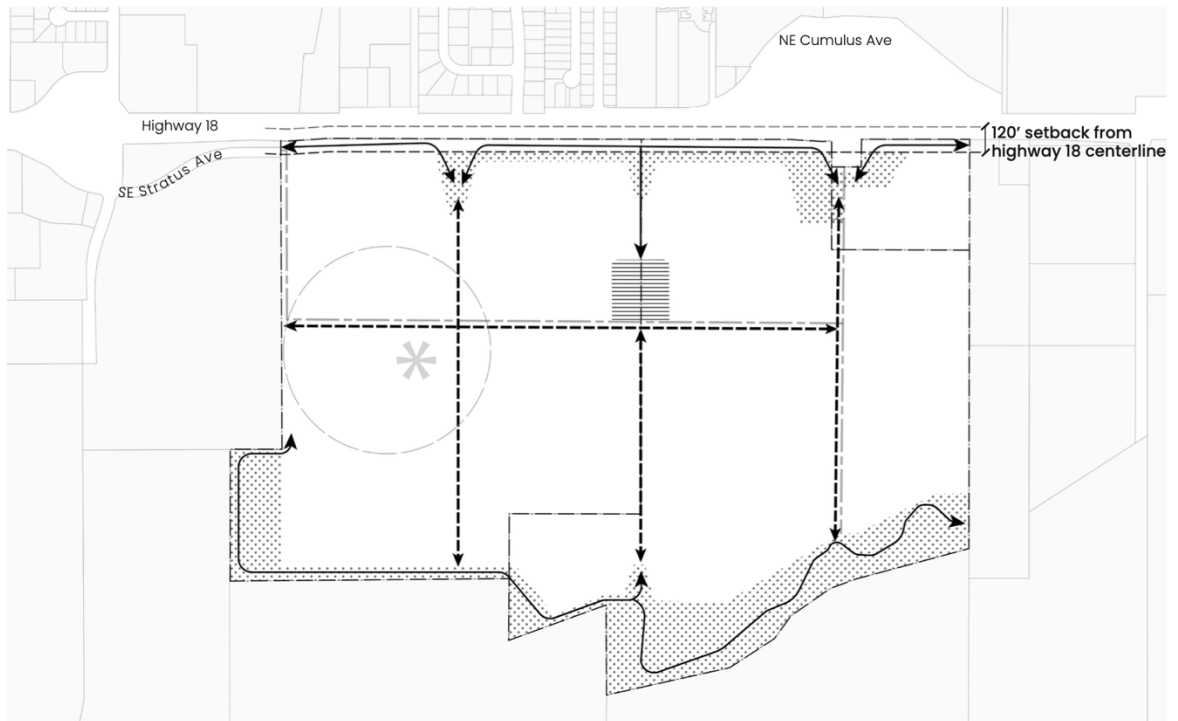
- C. Pedestrian walkways shall connect through parking areas and connect parking areas to all primary building entrances. Pedestrian walkways shall be spaced no more than 250 feet apart throughout parking areas.
- D. Pedestrian walkways shall be a minimum of six (6) feet wide and shall be constructed of durable, low-maintenance materials such as pavers, bricks, scored or dyed concrete, or like materials that are distinguishable from driving surfaces.
- E. Pedestrian walkways within parking lots shall be raised at least four (4) inches above adjacent parking areas or enhanced with a paved surface not less than six (6) feet in width.
- F. Where it is necessary for pedestrian walkways to cross drive aisles, the pedestrian crossing shall emphasize and place priority on pedestrian access and safety. The material and layout of the pedestrian walkway shall be continuous as it crosses the driveway, with a break in the continuity of the driveway paving and not in the pedestrian access way. The pedestrian crossings must be well-marked using pavement treatments, signs, striping, signals, lighting, traffic calming techniques, median refuge islands, or other design elements.

Section 10 Parks and Open Space. Parks and open space standards are intended to assure opportunities for community interaction among site visitors and employees. These standards are intended to ensure that required parks and open space are functional in terms of location, area, and level of improvement and that it remains functional and an asset to the surrounding properties and to the larger community.

- A. Parks and Open Space. The site shall be configured to include the following parks and open spaces, at the locations shown in Figure 3:
 - a. McMinnville Landing Commons. The Commons shall be a minimum of 1.5 acres with no dimension less than 200 feet. The Commons shall be publicly accessible and improved with:
 - i. A minimum of three pedestrian amenities, which may include, but are not limited to, the following:
 1. Hardscaped courtyards;
 2. Water features;
 3. Public art or sculpture;
 4. Weather canopies or sunshades;
 5. Seating areas;
 6. Drinking fountains;
 7. Free-standing planters and/or raised planting beds;
 8. Play structures; or
 9. Other pedestrian-friendly features as approved by the Planning Director.
 - ii. Not more than 75 percent of the commons shall be developed as impervious surface.

- b. Neighborhood park(s) or other identified facility in appropriate location(s) consistent with the policies in the McMinnville Parks, Recreation, and Open Space Master Plan.
- c. South Open Space. The South Open Space shall be located as shown in Figure 3 and publicly accessible and improved with:
 - i. A minimum of 25 percent landscaping meeting the standards of Section 13. Landscaping should incorporate native and climate adaptive plants, plantings that evoke the local agricultural heritage, and trees. Existing plants may be incorporated into the proposed landscaping.
 - ii. A multiuse trail, developed consistent with the cross-section in Figure 4, which may be hard or soft-surfaced. The trail shall connect to, or allow a future connection to, existing or planned trails, streets, greenways or other pedestrian connections on adjacent properties.
 - iii. Pedestrian amenities like lighting, benches and garbage receptacles.
- d. South Buffer. The South Buffer shall be located as shown in Figure 3 and publicly accessible and improved with a multiuse trail, developed consistent with the cross-section in Figure 4, which may be hard or soft-surfaced. The trail shall connect to, or allow a future connection to, existing or planned trails, streets, greenways or other pedestrian connections on adjacent properties.
- e. Greenway Connections. Greenways shall connect to trails as shown in Figure 3. Greenways may be provided as multiuse trails developed consistent with the cross-section in Figure 4 for segments where motor vehicle access is not desired.

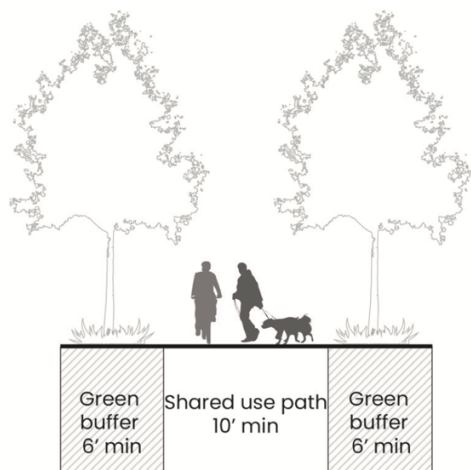
Figure 3: Parks and Open Space



The exact locations for greenways and trails to be determined in site plans.

- Property line
- Primary street centerline
- Buffers and open space
- ▨ Commons
- ⊛ Potential neighborhood park location
- ←---→ Greenways
- ←→ Trails

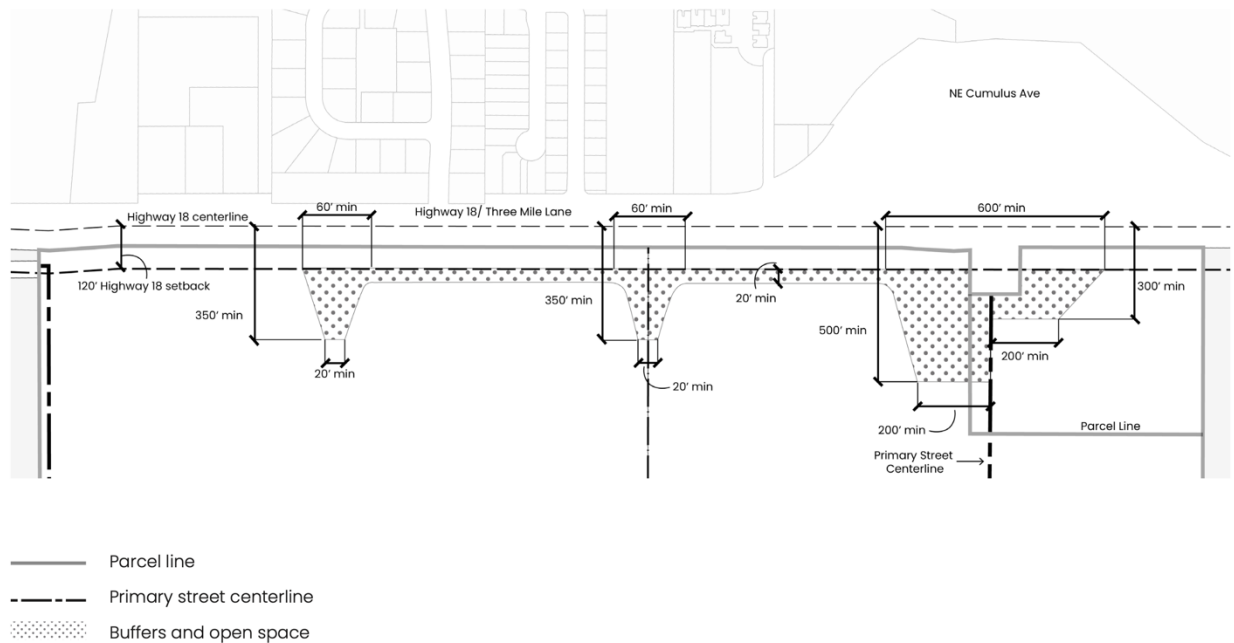
Figure 4: Multiuse Trail Cross-Section



Section 11 Perimeter Transitions.

- A. Three Mile Lane/Highway 18 Transition. The frontage along Three Mile Lane/Highway 18 shall provide for a visually engaging and welcoming arrangement of landscaping and building design.
1. The required minimum setback from Three Mile Lane/Highway 18 shall include a combination of landscape features which include native and climate-adaptive trees and landscape materials, and intentionally-designed working landscape features related to the agricultural and viticultural characteristics of the area. Any landscaping located within the ODOT right-of-way is subject to an agreement with ODOT.
 2. A minimum 10-foot-wide hard surfaced multiuse trail, consistent with Figure 4, shall be located within the setback, connecting to, or allowing connection to, existing or planned trails, streets, greenways or other pedestrian connections on adjacent properties.
 3. Building façades facing Three Mile Lane/Highway 18 shall comply with the applicable design standards in Section 12 regarding building presence, windows, façade articulation, building materials, and roof forms to create an interesting and engaging streetscape.
 4. Building placement shall create view corridors into the site at regular intervals. View corridors shall be established at intervals no greater than 800 feet apart at approximately the locations shown in Figure 5. No buildings shall be placed within the view corridors identified in Figure 5, measuring a minimum of 60 feet wide at the Three Mile Lane/Highway 18 minimum setback, tapering to a minimum of 20 feet at a point 230 feet farther south.
 5. Off street parking and loading areas, solid waste and recycling enclosures, and outdoor storage areas shall be located internal to the site and away from the Three Mile Lane/Highway 18 frontage, or at a minimum, fenced and screened by landscaping at least 6 feet tall that is integrated into the open space landscaping or screened by walls at least 6 feet tall constructed of building materials listed in Section 12(G).

Figure 5: View Corridors and Setbacks



B. Cumulus Gateway Transition. The intersection at Cumulus Avenue and Three Mile Lane/Highway 18 shall serve as a welcoming gateway to the site.

1. Building setbacks shall create a view corridor into the site. In addition to the setbacks from Three Mile Lane/Highway 18, no buildings shall be placed within the gateway setbacks as shown in Figure 5. Landscaping, gateway features, and signage may be located within the gateway setbacks.
2. The gateway setbacks shall be developed and maintained as open space with a combination of landscape features which include native and climate-adaptive trees and landscape materials, and intentionally-designed working landscape features related to the agricultural and viticultural characteristics of the area.
3. The gateway design shall integrate features that reflect the site's agricultural and aviation connections, such as thematic landscaping plantings, public art, and/or accessory structures such as a grain silo, barn, or other structures that incorporate similar features.
4. All signage shall comply with Section 16.

C. South Open Space Transition. The site shall transition to a lower scale fronting onto the South Open Space.

1. Building height shall step down approaching the South Open Space. Buildings shall not exceed 45 feet tall within 25 feet of the open space.
2. Building façades facing the South Open Space shall meet the applicable design standards in Section 12 for building presence, windows, façade articulation, building materials, and roof forms to create an interesting and engaging building presence.
3. Off street parking and loading areas, solid waste and recycling enclosures, and outdoor storage areas shall be located internal to the site and away

from the open space boundary, or at a minimum, fenced and screened by landscaping at least six (6) feet tall that is integrated into the open space landscaping.

- D. South Buffer Transition. The site shall provide a minimum 25-foot setback adjacent to properties zoned Exclusive Farm Use outside of the City's Urban Growth Boundary to create an agricultural buffer. The buffer shall be developed and maintained as open space with a mix of native and climate-adaptive plants, including trees. Existing plants may be incorporated into the buffer.

Section 12 Design Standards.

A. Applicability.

1. The standards in this section apply to all development in the RC zone and development in the ID zone fronting Tier 1 streets (see Figure 6), Three Mile Lane/Highway 18, and parks and open spaces.
2. The following selected standards in this section apply to all other developments in the ID zone: building articulation (Section F), materials (Section G) and roof forms (Section H).
3. Applicants may propose to meet the design standards for each design element or propose to meet the intent for the applicable design element through the Alternative Design Waiver option (see Section 5(C)).

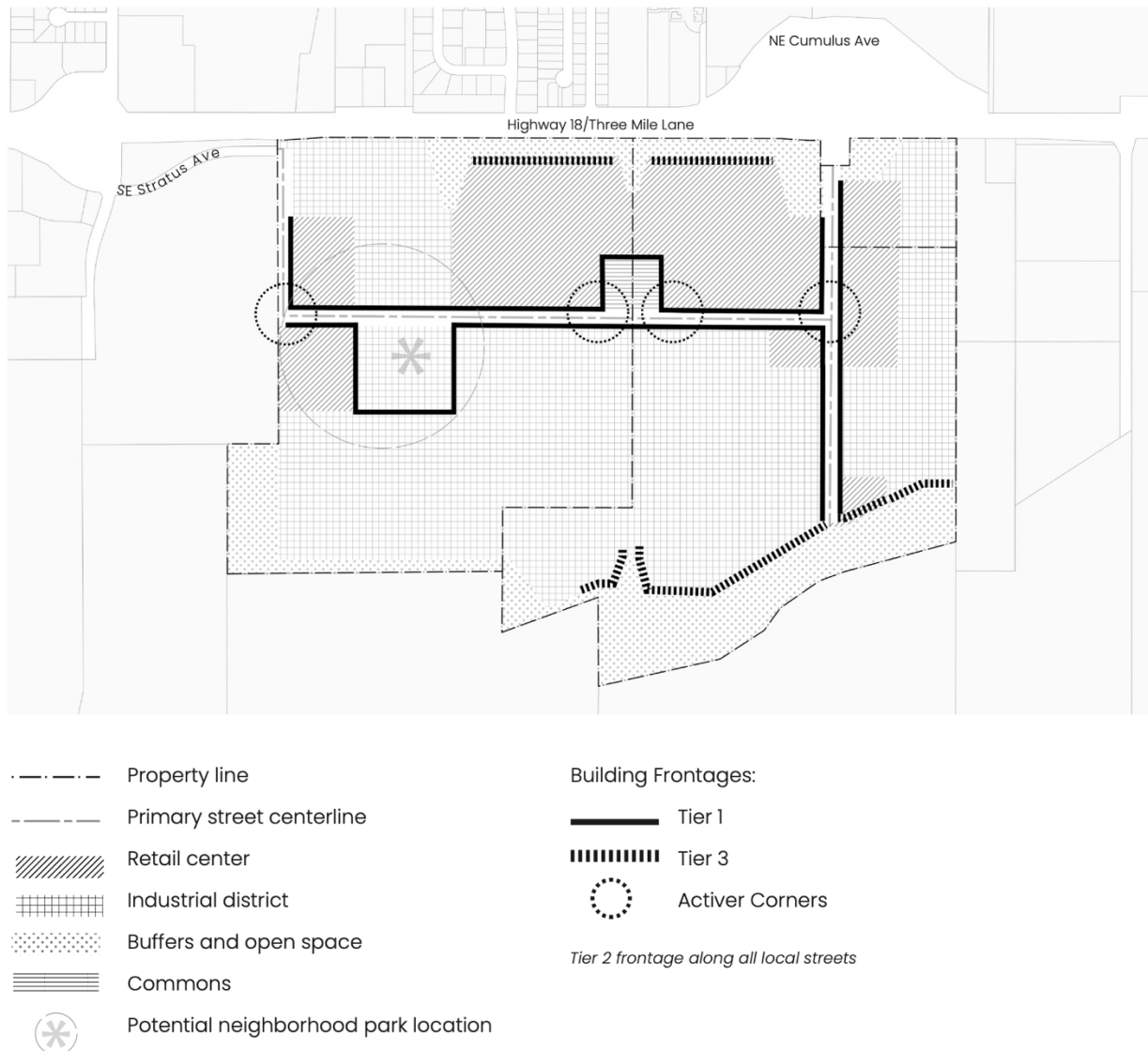
B. Building Presence.

1. Intent. Buildings should be sited in a manner that engages the public realm and supports a pedestrian-friendly environment. Buildings should be oriented towards the street and located at the street edge to create significant storefront presence. Additional features that engage pedestrians, such as plazas, outdoor café seating, or vertical elements like green walls, public art or ornamental screening walls, may be used to supplement buildings as needed to create a significant presence. Any setback areas between buildings and the sidewalk should be designed as extensions of the sidewalk, offering public plazas for people to sit and gather, space for outdoor café seating, or other similar pedestrian-oriented spaces.
2. Standards. Building shall be oriented towards the street and placed to engage with the abutting street frontage as follows:
 - a. A minimum percentage of the lot frontage shall be occupied by buildings placed within the maximum setbacks as follows:
 - 1) Tier 1 frontages: Lots fronting both sides of Stratus and Cumulus Avenues and as shown in Figure 6 shall be occupied with buildings along a minimum of 60 percent of the lot frontage.
 - 2) Tier 2 frontages: Lots fronting all other public streets or enhanced drive aisles within areas zoned RC and as shown in Figure 6 shall be occupied with buildings along a minimum of 50 percent of the lot frontage.
 - 3) Tier 3 frontages: Lots fronting the Three Mile Lane/Highway 18 frontage within areas zoned RC and lots fronting the South Open Space and as shown in Figure 6 shall be occupied with buildings along a minimum of 50 percent of the lot frontage. Total lot frontage

shall be measured exclusive of view corridors required in Section 11(A).

- 4) On corner lots with multiple frontages, buildings shall meet the requirements for both frontages and shall locate the building as close to the corner as practicable.

Figure 6: Key Frontages and Corners



- b. The Planning Director, through Design Review, may reduce or waive the building frontage requirement in situations where:
 - 1) The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed within the maximum setback.

- 2) The applicant proposes placing a vertical element such as a screening wall, public art, green wall or other similar feature within the maximum setback to continue the building frontage.
 - 3) A significant tree or other environmental feature precludes strict adherence to the standards and will be retained and incorporated in the design of the project.
 - 4) A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance impracticable. In this case, the building shall instead be placed as close to the street as possible and/or for as much of the lot frontage as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area) shall be provided within the maximum setback in said location.
 - c. Off street parking, trash storage facilities, and ground-level utilities (i.e., utility vaults), and similar obstructions shall not be placed between the building and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.
- C. Primary entrances.
1. Intent. Primary entrances should face the street or otherwise physically and visually connect to the street and provide a clear, comfortable, safe and direct means of access for pedestrians. Primary entrances should not be oriented towards parking areas. Entrances should include features that make them easily identifiable while reflecting the architectural character of the building.
 2. Standards.
 - a. All buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street, or enhanced drive aisle if there is no public street frontage, oriented within 45 degrees of the street property line.
 - b. Primary entrances shall not face onto parking areas, but an additional entrance may be provided from a parking area.
 - c. For corner properties, primary entrances may be oriented to either frontage or may be located at the corner, generally oriented at a 45-degree angle to the corner.
 - d. Where a development contains multiple buildings and tenant entrances around a plaza, courtyard, or similar pedestrian space, the primary entrance may orient to that space. When oriented this way, the primary entrance(s), plaza or courtyard shall be connected to the street by a pedestrian walkway.
 - e. Primary entrances for all development shall be clearly visible from the street, welcoming to pedestrians and shall incorporate changes in appearance to emphasize the entrance. Architectural features used at the primary entrance shall complement the architectural style of the building. A primary entrance shall incorporate at least one of the following elements into the design:

- 1) The entrance includes a structural projection from the face of the building and is identified with a canopy, portico, porch, or similar feature.
- 2) The entrance is identified by a recessed entry.
- 3) The entrance incorporates an architectural element such as a cornice or gable extending along the width of the entrance. In the case where only a cornice is used to signify a primary entrance, the material immediately surrounding the entrance shall differ in texture and color from the materials used on the primary building façade.

D. Windows.

1. Intent. Buildings should incorporate transparent windows and entrances into the ground level building façade along street frontages. The windows should provide an active and interesting streetscape; allow views of interior spaces and merchandise; enhance the safety of public spaces by providing direct visibility to the street; and create a more inviting environment for pedestrians.
2. Standards.
 - a. Windows and the glazed portion of doors shall comprise a minimum percentage of the ground-floor, street-facing wall area of all buildings, defined as the area from sidewalk grade to the finished ceiling height of the first floor or 15 feet above sidewalk grade, whichever is less, as follows:
 - 1) Along Tier 1 frontages, as identified in Figure 6: 50 percent of the ground-floor, street-facing wall area and 50 percent of the façade length. Sites zoned ID may locate an equivalent amount of window area anywhere on the façade, not restricted to the ground-floor wall area.
 - 2) Along Tier 2 frontages, as identified in Figure 6: 40 percent of the ground-floor, street-facing wall area and 50 percent of the façade length.
 - 3) Along Tier 3 frontages, as identified in Figure 6: Equivalent of 30 percent of the ground-floor, street-facing wall area (which may be located anywhere on the façade) and 40 percent of the façade length.
 - b. Window Design.
 - 1) Opaque, reflective or mirrored glazing is prohibited, except where opaque glazing is needed for privacy, such as for bathrooms.
 - 2) At a minimum, windows shall contain trim, reveals, recesses or similar detailing of not less than two and one-quarter (2 1/4) inches in width or depth as applicable, as measured from the exterior most window pane and the adjacent finish building plane, to create a shadow line that highlights materials and the thickness of the wall.

E. Pedestrian Shelter Coverage.

1. Intent. Pedestrian shelters should be arranged along the façade with special attention to entrances and window openings to provide weather protection for pedestrians and to create a welcoming sidewalk realm. Shelters should

be integrated into the façade and scaled to provide adequate coverage and vertical clearance for the site.

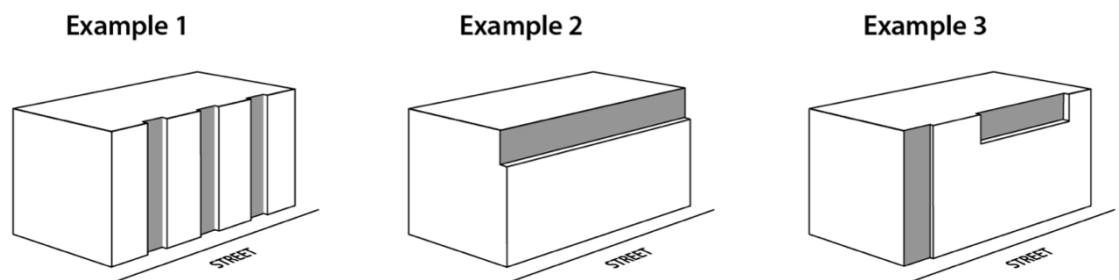
2. Standards.

- a. Permanent awnings, canopies, arcades, colonnades, recesses, or similar pedestrian shelters shall be provided along a minimum of 50 percent of the ground floor elevation(s) of building façades facing public streets or enhanced drive aisles.
- b. Pedestrian shelters shall be placed over all building entrances and window openings or other similar locations. Shelter location shall be integrated with other entryway design features and shall not obscure any transom windows.
- c. Pedestrian shelters used to meet this standard shall extend at least 5 feet from the building façade and provide at least 10 feet minimum vertical clearance from the sidewalk.

F. Façade Articulation.

1. Intent. Building façades should incorporate modulations and/or articulation to reduce the apparent size of buildings, break up long blank walls, add visual interest. Articulation should be scaled to the size of the building and create a cohesive design.
2. Standards.
 - a. All sides of buildings visible from a street (including Three Mile Lane/Highway 18) or open space shall be articulated consistent with the standards of this section.
 - b. For building façades longer than 100 feet, at least 25 percent of the façade area must be divided into façade planes that are off-set by at least two (2) feet in depth from the rest of the façade. Façade area used to meet the façade articulation standard may be recessed behind or project out from the primary facade plane.
 - c. Articulations shall be emphasized with changes in materials, color, window patterns, and/or roofline variations.

Figure 7: Articulation Examples



G. Building Materials.

1. Intent. High-quality materials should be used as an integral part of the building design to create an attractive appearance. Material variation should

be used to create visual appeal and eliminate monotony of façades, and arranged in a coherent design with primary and accent materials.

2. Standards.

- a. All sides of buildings visible from a street, parking area, or open space shall be finished with materials meeting the standards of this section.
- b. Primary materials are the predominant building material(s) that cover a minimum of 60 percent of the building's exterior walls. Primary materials shall include:
 - 1) Brick or veneer
 - 2) Natural stone or veneer
 - 3) Wood or heavy timber
 - 4) Glass
 - 5) Stucco
 - 6) Architectural concrete or precast panels
 - 7) Metal panels
 - 8) High-pressure laminate (HPL) panels or architectural fiber cement panels
- c. Secondary materials may be used to cover up to 40 percent of the building's exterior walls, and shall include:
 - 1) Architectural fiber cement siding
 - 2) Concrete block with integral color
 - 3) Corrugated metal
- d. Prohibited materials include:
 - 1) Mirrored glass
 - 2) Vinyl siding
 - 3) Plain concrete block or plain concrete
 - 4) Plywood
 - 5) Sheet pressboard

H. Roof forms.

- 1. Intent. Roof forms should promote architectural diversity and interest, and should reflect the industrial, aviation and agricultural industries within the area. Flat roofs are discouraged but where proposed, should be articulated to make large buildings more compatible with the area. Roofs and parapets should be designed to screen mechanical equipment from public view. Roofline variation should be incorporated to avoid the effect of a single, long roofline and to create a variety to the massing.
- 2. Standards.
 - a. Sloped roofs may be permitted if the pitch is no steeper than 12/12, and no flatter than 4/12. Roof forms that reflect the industrial, aviation and agricultural industries within the area are encouraged.
 - b. Flat roofs with a slope of less than 4/12 may be permitted if they incorporate a cornice or parapet that is harmonious with the selected building and trim materials, with a minimum projection of 6 inches and minimum height of 1 foot for buildings up to 20 feet tall or 2 feet for buildings over 20 feet tall. Parapets shall not appear as flat or false extensions of building wall sections, but rather appear as distinct

building masses and extend a minimum of 10 feet into the depth of the building.

- c. Roofline variations shall be incorporated for rooflines over 100 feet long facing or visible from a public street or enhanced drive aisle shall be provided at intervals of 50 feet or less. These variations may be achieved through combination of the following techniques:
 - 1) Vertical Offset. Change in the height of the eave by at least 3 feet.
 - 2) Horizontal Offset. Change in the horizontal position of the eave of at least 3 feet.
 - 3) Varying use of parapet and applied pitch roof edges.
 - 4) Attached or Applied Shed, Gable, or Hip. Building elements that are attached to a building's façade and covered with a shed roof, a gabled roof, or a hipped roof may be used to articulate the roofscape and break up the perceived façade length. Those building elements can be used in combination with parapets or applied pitches and may include covered walkways or porches, vestibules or covered entrances, bays projecting from the building façade, tower elements projecting above the primary roof line.

I. Corners.

- 1. Intent. Building design should highlight and reinforce key corners with distinct architectural elements including façade details, prominent entry ways, taller building elements, and/or pedestrian plaza space at corners.
- 2. Standards.
 - a. At key corners identified in Figure 6, buildings must highlight and make the corner prominent through the use of features such as:
 - 1) Change in building material.
 - 2) Window coverage pattern.
 - 3) Chamfered, rounded or stepped corner.
 - 4) Increased building height at the corner, potentially incorporating features such as tower, turret or cupola, emphasized with change in materials and/or lighting.
 - 5) Façade articulation.
 - 6) Projecting or recessed building entrances.
 - 7) Canopies or marquees.
 - 8) Active retail and semi-public spaces such as building lobbies.
 - b. Where building corners are set back, the applicant shall create active exterior spaces at site corners in ways that emphasize pedestrian use and encourage people to come together and gather through features such as street furnishings, special paving materials and planting materials.

Section 13 Landscaping.

- A. Landscaping plans are subject to the review and design standards outlined in Chapter 17.57 (Landscaping) and as detailed herein.
- B. The landscaping area determination standards in Section 17.57.070(A) do not apply. Instead, landscaping shall be provided:
 - 1. Within any building setbacks from adjacent streets, unless developed with extended sidewalk or plaza for public use, or some other pedestrian amenity.
 - 2. Within open spaces as required by Section 10.
 - 3. As perimeter transitions as required in Section 11.
 - 4. In off-street parking areas as required by Section 13(E).
- C. Landscaping plans shall include a list of native plants to be installed and maintained as part of the completed landscape project. Native plants and climate adaptive plants are encouraged.
- D. Landscaping features related to the agricultural and viticultural characteristics of the area are encouraged throughout the site.
- E. Landscaping of Off-Street Parking Areas.
 - 1. Perimeter Landscaping.
 - a. Parking areas abutting public streets shall be landscaped with a minimum 5-foot-wide landscaping buffer that incorporates plantings and/or fences up to 3 feet tall.
 - b. Parking areas abutting an adjacent property shall be landscaped with a 5-foot-wide landscaping buffer that incorporates plantings and/or fences up to 6 feet tall. This standard shall not apply to parking areas shared by abutting properties provided that the interior landscaping requirements are met for the combined shared parking area.
 - c. Perimeter landscaping buffers shall be planted with a minimum of 70 percent of trees or shrubs and continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen groundcover. Bark mulch, gravel or rock shall not be used as groundcover. The percentage measurement in this standard shall be calculated at plant maturity. Buffers shall include street trees selected as appropriate to the situation and spaced according to its type.
 - 2. Interior landscaping.
 - a. Interior landscaping must be provided for all parking areas with more than 10 parking spaces, at a minimum ratio of 45 square feet of landscaping area per parking space.
 - b. Interior landscaping must be dispersed throughout the parking area and may not be concentrated around the perimeter. Landscaping must be arranged to divide parking areas into clusters of no more than 20 contiguous parking spaces.
 - c. Landscaping may be arranged in landscaping strips between rows of parking, islands between parking spaces within rows of parking or at the ends of rows of parking, or other arrangements.
 - d. The minimum dimension for any interior landscaping space is 5 feet.

- e. Interior landscaping spaces shall be planted with a minimum of 70 percent of trees or shrubs and continuous ground cover consisting of lawn, low growing evergreen shrubs, or evergreen groundcover. Bark mulch, gravel or rock shall not be used as groundcover. The percentage measurement in this standard shall be calculated at plant maturity.
- 3. Tree canopy coverage.
 - a. Together the perimeter landscaping buffers and interior landscaping must incorporate trees with sufficient tree canopy to shade at least 30 percent of the parking area at the time of maturity.

Section 14 Off-Street Parking and Loading.

- A. Applicability. Except as noted below, the standards listed in Chapter 17.60 (Off-Street Parking and Loading) of the Zoning Ordinance shall apply to the development in the McMinnville Landing Overlay zone.
- B. Minimum Parking Ratio. Development shall meet the minimum off-street parking spaces required in Section 17.60.060 (Spaces, Number Required). Within areas zoned RC, development may elect to provide off-street parking spaces at an alternate Retail Center ratio of one space per 250 square feet for all uses permitted in the zone.
- C. Maximum Parking Ratio. Surface parking shall not exceed 110 percent of the minimum parking requirement for the subject land uses(s). Spaces provided within parking structures, for valet parking spaces, as market-rate parking, or other similar parking facilities do not count towards the surface parking maximum.
- D. On-Street Parking Credit. On-street parking spaces along frontages adjacent to a development shall be counted towards the minimum off-street parking requirements.
- E. Shared Parking. Shared parking and off-site parking is encouraged to maximize the mixed-use development potential. The following standards apply in place of Section 17.60.120 (Joint use of space permitted):
 - 1. For a shared off-street parking agreement to be approved, it must be demonstrated that the hours of operation of the businesses that require the subject parking do not overlap and/or that customers may be visiting multiple businesses.
 - 2. In addition, the off-site parking must be located no more than 500 feet from the building for which parking is being provided and that there is adequate off-street parking to serve multiple businesses.
 - 3. A contract outlining the details of a shared parking agreement or off-site parking agreement shall be submitted to the Planning Director for review to determine if the proposed off-street parking arrangement is feasible and satisfies these requirements. Such a contract shall run with the uses on the properties for which the agreement was approved. A change of use on one or both properties shall require a review of the contract by the Planning Director.

- F. Reduce or Waive Minimum Off-Street Parking Standards. Applicants may request a reduction to, or waiver of minimum parking standards based on a parking impact study. The study shall propose a reduced minimum parking standard based on estimated peak use, reductions due to easy pedestrian accessibility, and availability of transit service. The parking study is subject to review and approval or modification through Design Review.
- G. Location of Off-Street Parking Areas. Off-street parking areas shall be oriented internally to the site to the extent practicable. Off-street parking and loading areas shall not be located between any building and the abutting street frontage.
- H. Size of Off-Street Parking Areas.
 - 1. Surface parking areas over 80,000 square feet must incorporate internal drive aisles that divide the parking area into smaller areas that are no greater than 55,000 square feet.
 - 2. The drive aisles must be spaced no more than 250 feet apart.
 - 3. The drive aisles must include pedestrian walkways, meeting the standards of Section 9 (Pedestrian Connectivity) on both sides of the auto travel lane(s) and planting strips at least 4 feet wide planted with street trees selected as appropriate to the situation and spaced according to its type, shrubs spaced a minimum of three feet on center, and groundcover. Planting strips may count towards required parking lot landscaping. Enhanced drive aisles meeting the standards of Section 8(B) may also be used to meet this requirement.
- I. Off-Street Loading.
 - 1. Off-street spaces shall be provided as required in Section 17.60.070.
 - 2. Off-street loading areas shall be oriented internally to the site to the extent practicable and shall not be located between the front of a building and the abutting street frontage.
 - 3. Off-street loading areas shall comply with the perimeter landscaping standards for off-street parking areas in Section 13(E)(1).
- J. Bicycle Parking. Bicycle parking shall be provided as required in Section 17.60.140 (Bicycle parking), modified as follows:
 - 1. The bicycle parking facility minimums in Section 17.60.140(A) do not apply. Instead, all developments shall provide bicycle parking spaces at the following minimum ratios:
 - a. In the RC zone, a minimum ratio of four bicycle parking spaces per 10,000 SF shall be provided.
 - b. In the ID zone, a minimum ratio of two bicycle parking spaces per 10,000 SF of gross floor area.

Section 15 Fences and Screening.

- A. Fences provided for screening and security shall be integrated into the building design and use high-quality materials for a cohesive design. Materials may include materials used in the associated building, metal, finished concrete

block, and wood. Chain link fences are prohibited. Landscaping screening around fences may be used to supplement fence materials.

- B. Solid waste and recycling enclosures shall be subject to Chapter 17.61 (Solid Waste and Recycling Enclosure Plan).
- C. Outside storage abutting or facing a street or adjacent property shall be enclosed by a sight obscuring fence. The fence shall obstruct the storage from view on the sides of the property, abutting or facing a street or adjacent property. The fence shall be of such material and design that is integrated into the building design, shall be free of advertising. Outside storage in a required yard shall not exceed ten feet in height.

Section 16 Signage.

- A. All signage is subject to the terms and provisions of Ordinance 4572, including the requirement for signage to be reviewed through Three Mile Lane Design Review.

SIZE OF RETAIL DEVELOPMENTS (Part 1): *City Council asked staff to provide the size of the larger retailers in McMinnville, Newberg, and Sherwood. Since there is a standard size for most grocery stores of approximately 50,000 square feet, staff did not measure grocery stores in Newberg and Sherwood. Please see information below:*

McMinnville:

Store	Building Footprint (including all contiguous built space)
Lowe's	170,000 square feet
Walmart	118,000 square feet
Winco	85,000 square feet
Albertsons	55,000 square feet
Safeway	50,000 square feet
Wilco	45,000 square feet
Roths	44,000 square feet

Newberg:

Store	Building Footprint (including all contiguous built space)
Fred Meyer	180,000 square feet

Sherwood:

Store	Building Footprint (including all contiguous built space)
Target	140,000 square feet
Walmart	153,000 square feet

SIZE OF RETAIL DEVELOPMENTS (Part 2): City Council also asked staff to provide some information about the different sizes of retail relative to general merchandise, grocery stores, and gas stations. Below is a summary of that analysis.

Gas Station:

Staff asked a gas station development representative for some general information about size need relative to gas stations.

Gas Stations –

Because sub grade infrastructure is incredibly expensive, typical development site will err to a larger footprint to offset risk. Given 3MLAP is the only potential fuel option from Dundee (ARCO/BP) to Sheridan (small Chevron), you would need to build to service some significant demand.

What that would likely look like is a gross acre (for adequate circulation, plus to manage all the impervious surface), approximately 3500-4500 SQFT store, and 6 lanes for fueling

Full Acre can be smaller with reciprocal easements, but again, you have to circulate a double tanker truck

Fuel lanes – 6 (double sided fueling positions)

Store: given this would serve both transient traffic and adjacent employees, minimum is that 3500-4500 SQFT. Ideally larger w/ an attached QSR (Quick Service Retail) Chandi Group out of SoCal does this extremely well. There are a couple Space Age branded stores (Brooks, Tigard) that would be a good model as well (Space Age is a local Family owned company)

Also – with the light industrial development, I would anticipate there would be a commercial fuel demand as well, Ideally serviced by a separate fuel canopy. That keeps fleet vehicles from competing for fuel lanes with civilians. (add a half acre)

General Merchandise:

Big Box Retail is not defined as a store classification but often refers to both size and type of product. However, the threshold for size when classifying Big Box Retail differs substantially in mainstream nomenclature. What size classifies a storefront as Big Box Retail?

Within the industry, stores are defined by the product they offer, and the size associated with that product range. For example, most larger stores offer both

general merchandise and a full-size grocery store. Smaller stores offer specific targeted products, such as just general merchandise or just groceries, or specialty retail categories, such as electronics, or clothing. Below is a summary of some brand store sizes based on the product offered in the store.

Brand	Type of Store	Range of Sizes	Average
Walmart	Supercenters (GM and Full Groceries)	150,000 – 250,000 sf	180,000 sf
	Discount Stores (GM and Limited Groceries)	30,000 – 121,000 sf	105,000 sf
	Neighborhood Markets (Groceries Only)		40,000 sf
Costco	Warehouse Discount	80,000 – 230,000 sf	146,000 sf
Fred Meyer	GM and Full Groceries		165,000 sf
Target	GM and Full Groceries		130,000 sf
	Small Format		40,000 sf
Safeway	Groceries		46,000 sf
Best Buy	Electronics		37,000 sf
Home Depot	Home Improvement		128,000 sf

Category Killers: There is also a difference in terms of how stores impact local retailers, which is often evaluated by how many products a store carries – ie the more products the more impact on local retailers (category killers). Stores, such as Walmart, carry on average 120,000 different products at a time. Stores, such as Costco, carry approximately 4,000 products at a time.



McMinnville Innovation Campus Planning Project (IC) Business Roundtable

Thursday, November 14, 2024

Meeting Purpose: Provide business leaders with an update on what the Innovation Campus is and ask for feedback on what they'll need in a future business site.

Staff:

City of McMinnville

Jody Christensen, Project Manager

Heather Richards, Planning Director

Consultants

Ken Pirie, Saumya Kini **Walker Macy**

Jessica Pickul, Valentina Peng, **JLA**

Meeting Summary

The meeting opened at 8:00 am and Jody Christensen, City of McMinnville, and Heather Richards, City of McMinnville, shared the meeting purpose, facilitated introductions and provided an overview of the project.

Small Group Discussions

Jessica Pickul, JLA, introduced several questions to the meeting participants and broke them up into small groups to discuss the topics more thoroughly. The groups discussed the following questions:

1. *The Innovation Campus is intended to be a place for startup businesses and a place for businesses to expand. Thinking about your own business, what would you be looking for at the new site? What would have been helpful to have when you were starting up or expanding a business?*
2. *Can you tell us more about what would make this site attractive to businesses? Are there amenities, structure types, specific infrastructure, or character that should be considered?*
3. *Should we use part of the site for workforce development or training?*
4. *Are there other considerations for the site that the City should consider as we work through different options?*

At the conclusion of the small group discussions, the facilitators of each group shared themes from each conversation. Common themes include:

Building + Site Design

- Provide space and flexibility to accommodate the different needs of businesses and support future growth and expansion.

- Provide space and create opportunities for partnerships and collaborations between businesses and across sectors.
- The space should not be limited to business use. Create space and opportunities for community gatherings and activities.
- Consider storage of materials and equipment.
- Some businesses will need loading docks.
- Safety and security of employees who work night hours should be considered.
- Desire for spaces for research and development and industrial businesses.
- Need for spaces that can be flexible or incubator spaces – that need to scale up or down in size.
- Some of the spaces could offer common working areas or shared office space.
- Design a beautiful place.

Identity + Connection to McMinnville

- Create a clear branding with a unique local identity by highlighting local elements.
- Support McMinnville's development by using local materials and contractors.

Amenities

- Would be nice to include walk up conveniences like food, coffee, and a grocery store.
- Employees may be attracted to having a gym nearby.
- Most will want high-speed internet.
- May need to consider short-term or temporary housing nearby.
- Parking is critical.
- Would be nice to have hydro and solar power on-site.
- Do we need to consider ways to keep the site activated at nights and on weekends?

Greenspaces

- Connect greenway trails to existing options.
- Include a kid-friendly park.
- Large shade trees would allow people to do business outside.
- Consider a community garden.
- Include walking trails and bike paths.
- Interest in Tribal history and using natural plants.

Site + Business Access

- Freight access will be important.
- Ensure accessibility and connectivity to the surrounding space and the rest of McMinnville.
- Visibility of some of the businesses will be important.
- Connect to transit options and tie into downtown.
- Connection to the airport is key for those who are shipping and exporting goods.
- Is there a way to access the site off Highway 18?

Partnerships

- The site could offer a connection for college students to do job training.
- Consider private public partnerships for funding.



- The hospital may need to expand and the site could add space for it to become a teaching hospital.
- Partner with local schools, universities and aviation industry for job training.

Other

- Need affordable and attractive lease terms.

Ken Pirie, Walker Macy, noted that the ideas and feedback shared during the discussion confirmed that the project team is moving in the right direction.

Wrap Up and Next Steps

The project team thanked MEDP for their time and participation. The feedback collected at this meeting will inform the McMinnville Innovation Campus plan development. The project team will be hosting more outreach activities and will visit the group for a follow-up presentation.

MCMINNVILLE INNOVATION CAMPUS

OPEN HOUSE #1 EVENT SUMMARY

EVENT DETAILS

Date and Time: Saturday, March 15, 2025 from 10 a.m. – 12 p.m.

Location: Kent Taylor Civic Hall, 200 NE 2nd Street, McMinnville, OR 97128

Staffing: The following staff attended the open house.

- City: Heather Richards, Jody Christensen, Tom Schauer (Project Manager for SW McMinnville Area Plan), David Berniker
- Walker Macy: Ken Pirie, Saumya Kini, Drishti Gandhi
- JLA: Jessica Pickul, Valentina Peng, Andrea Maldonado

EVENT GOALS

1. Build awareness on what this project is and how it supports the community's goals.
2. Present scenarios and related topics and gather feedback.
3. Host a creative, inspiring event that sets the tone for the project.

NOTIFICATION AND OUTREACH

The event was advertised through a bilingual postcard mailed by the City to 17,263 addresses. The City also promoted the event through the project website, social media platforms, and email lists. Project Advisory Committee (PAC) members and community partners were invited to participate.

The City is also promoting the companion online survey open March 14 - April 11, 2025.

SUMMARY OF EVENT

The City of McMinnville and the project team held an in-person open house for the McMinnville Innovation Campus planning project on March 15, 2025. This was an in-person drop-in style open house featuring four stations of different topics. The focus of this event was to inform participants about the project, present three scenarios, gather community feedback, and build community enthusiasm. A Spanish-speaking member of JLA's staff attended the event to provide Spanish interpretation and engagement. Approximately **110 people attended the event**. Of the total attendees, ten were Spanish-speaking participants. Attendees were

McMinnville Innovation Campus OH #1 Event Summary



encouraged to share their feedback through the comment forms, interactive boards, or direct conversation with staff.

Key takeaways from the event are summarized below:

- Medium to High-intensity scenarios coupled with elements of low-intensity scenario such as integrated greenways, more and bigger gathering spaces and parks, and access to nature and views are preferred. High-intensity scenario would also create the most opportunities for new jobs.
- Maintaining the views, nature, and feel of McMinnville is important to many.
- Traffic congestion and noise impact are common concerns.
- Attendees wanted the site to develop with the needs of current residents in the area in mind.
- The type of business that should be at the Innovation Campus is a topic of contention. Some want big box stores while others want local businesses.

Overall, people are excited and supportive of the development and the opportunities it will bring to McMinnville.

Materials from the event and a short survey are available online through the iHeartMac website, the City's online engagement platform, to gather more feedback. The survey is live from March 14 to April 11. A Spanish version of the survey is live from March 17 to April 11. As of March 27, 2025, the English survey received 95 responses. A survey summary was produced after the survey closed.

SUMMARY OF FEEDBACK

Participants were encouraged to share feedback and input by putting sticky notes and dots on the activity boards. There were four boards:

- What areas of each scenario do you like?
- Streets and Trails: Tell us your top 2 priorities!
- Landscape character: Tell us what is important to highlight preserve?
- Commercial/Retail character: What do you like about the designs of these examples?

See Appendix A for detailed comments and dots.

Many attendees participated in the interactive activity. **Overall, participants showed a preference for medium to high intensity scenarios. Most preferred characteristics that center nature, maintains a natural or rural feeling, while being accessible and convenient for community members and visitors.** Many noted that they like the use of space in medium to high intensity scenarios, especially the green spaces, and how landmarks of McMinnville, such as the silo and rural views, are represented in the high scenario. Folks also shared that high intensity scenarios would create the most opportunities for high-paying jobs. There are conflicting thoughts about the type of retail business that should be featured, some suggested big box stores while others advocated for local businesses. Traffic flow and increased noise impact are shared concerns. Participants showed a strong preference for maintaining the views and nature of McMinnville, outdoor spaces that are protected from the weather and public gathering spaces for community use.



- For attendees who preferred the low intensity scenario, the grid and layout of the streets, the open spaces and lower density of stores and crowds made this option favorable to them. Some suggested that the integration of green spaces and large open spaces/parks in the low intensity scenario should be incorporated in the medium and high scenarios.
- For attendees who preferred the medium intensity scenario, they liked the street layout, set-up of the retail area which mirrors other main streets in McMinnville, and the integrated green space throughout the scenario. Folks suggested integrating elements of the medium scenario such as integrated greenway, trails and space, access to views and parks into the high-intensity scenario. There was a suggestion to be mindful of the Chemeketa College's needs and possible expansion, as there may be more in-person classes and programs.
- For attendees who preferred the high-intensity scenario, they like that this option has businesses near the highway, provides opportunities for jobs and businesses different from downtown, and the McMinnville characteristics such as the silo landmark and rural views are integrated. People suggested better views, more walking paths/green ways, more open spaces and gathering spaces, and a bigger park would be ideal. Many were concerned about traffic congestion with this option, so there was a suggestion to create an eastbound-only entrance to bypass the hospital. There were some attendees who advocated Costco or big box stores for this option. There was a suggestion to partner with the hospital in the area to promote its growth as medical services are needed in the area.

During the event, **27 participants submitted physical comment forms.** Participants were asked to include their names and email addresses on the form. See Appendix B for all comments. Names and contact information have been redacted.

Overall, participants were excited about the development, the possibilities of the new campus and the opportunities the campus will bring. Many advocated for the space to be developed mindfully, keeping the charm of McMinnville and responding to the needs of current residents. There were some concerns about increased traffic congestion on Highway 18, and unwanted expansion such as apartments and condominiums that this development might bring.



Main themes:

Support

- **Participants were excited about the jobs and opportunities the Innovation Campus would bring.** There is a call to consider the upcoming industries and future trends in mind, such as creating space for the tech industry, and ensuring smaller businesses and companies are supported. Working with economic development agencies to identify the appropriate level of intensity for professional jobs was suggested. Staff were also encouraged to reach out to existing businesses in the tech industry to determine what they need, such as Farnham Electric.
- **Participants were enthusiastic about the possibilities for commercial spaces.** Ideas include restaurants for casual dining and different types of retail businesses and grocery stores. There are conflicting suggestions on what types of retail and grocery stores, some suggested local businesses only, while others advocated for big box stores such as Costco, Target, Kohl's, or Gap. Some called for the campus to not be tourist-centered while others wanted local attractions such as wine tasting to be included. There is a call to take the income level and needs of current-day residents into consideration when developing.
- **Participants voiced support for various project elements:** better connectivity through public transportation, walking paths that connected to destinations, access to views and undisturbed nature or green spaces and more/better biking paths and facilities. Some suggested space for outdoor events, mixed-use buildings and infrastructure or businesses that serve residents and families such as daycare and carwash.

Suggestions and Requests

- **Several suggested that the development should take marginalized or vulnerable communities in the area into consideration** such as lower-income families and senior residents. This includes creating infrastructure for safe crossing, such as a sky bridge. Integrating what is already in the area today while developing the campus is important to several attendees.
- **Several attendees called for youth to be engaged in the planning process to identify what they need and determine how the space can serve them.** Suggestions include space for gatherings and activities, and better public transportation and connectivity. There was a suggestion to involve local colleges and universities in the process.

- **Many noted that the development should maintain the rural feel and small-town charm of McMinnville.**
- There was a campus name suggestion: Town and Country Center.

Concerns

- **Many were concerned about increased traffic on Highway 18.** Many were worried about the impact it would have on residents and the broader community such as congestion, safety, and noise. A sound wall and well-planned traffic control were suggested to lessen the impact.
- **Some voiced concerns about the issues current-day residents are facing** such as speeding on Highway 18, a food desert, and limited walkability and transportation options. Suggestions include improving Cumulus and Three-Mile Lane, making sidewalk improvements and expanding bus operating hours to provide more coverage of hours.
- **Some participants were against the development.** They were concerned that the development would take away McMinnville's uniqueness and bring unwanted development and crime into the area. There is a fear that this would make McMinnville too similar to Tualatin, Wilsonville, and Lake Oswego.

APPENDIX A. ACTIVITY BOARDS

What areas of each scenario do you like?

Low Intensity

- Grid of streets, south open space
- More trail, open space, neighborhood park.
- I feel the park on the south side needs to be prioritized, the low intensity plan is the best option for that.
- Low intensity, less traffic impact, no big box stores
- I am concerned about property taxes going through the roof along with traffic congestion
- Low for maintaining Mac's special, unique, desirable feel. Keeping nature part of our life - not just buildings, cars, asphalt + blacktop.
- Expansion of Airport Park, Ferris Wheel and putt putt golf.
- Don't need the chaos and traffic that Costco brings. We can go to [unsure] Tigard for that.



In between

- Consider looking at more integrated green space in “high intensity” areas. See Andrew Grant Associate (landscape architect). Connected loop trail through green space.

Medium

- Frontage road street grid
- Medium – best street layout
- We want & need: a Costco, a Kaiser Permanente medical campus (already planned by KP)
- Medium has a great retail area, which reflects 3rd St. Also good mix of job levels. Needs park/trail in low intensity to soften edges, protect riparian areas, provide employees walking/biking areas (also for community)
- No Costco, Trader Joe type without [unsure] huge Costco [unsure] parking.
- Best street layout and move retail up front.
- Frontage road alignment, neighborhood park.
- Integrated green walking way throughout.
- Retail to inside – more inviting.
- Layer/mixed use for office on top, retail below.

In between

- Chemeketa expansion! More in-person community college classes and program.

- Med-to-high: I appreciate mixed areas of greenway, trails, gathering spaces, trees. Concern about aesthetic of buildings along the highway.
- May be a mix of the medium scenario and high intensity. It would be nice to visually look at the parks and retail space, and not block views with office buildings to make more inviting for locals & visitors alike.

High Intensity

- Concept. Frontage Road with business near highway. Park [unsure: idea's].
- Integrate a Costco into the employment center concept.
- Insert Costco here.
- Costco.
- High intensity scenario – less road space and promotes Mac the most.
- More jobs for locals. Make local owners of shops and retail. More walk ways/trails. More third spaces. Long live the 15-minute city.
- Eastbound only entrance/no exit to bypass the hospital & reduce inbound congestion.
- Retail focused towards the front, office spaces towards the back.
- High D.
- Consider traffic congestion. More jobs.
- Extend southern park as far west as possible. As shown in low intensity plan.
- Keep the “silo” as landmark and rehab opportunity.
- How would you prevent business competition with downtown?
- Go big users here keeps small business downtown.
- Encourage hospital growth. Need more doctors – general OBGYN services.
- For better jobs, high is the way to go.
- Give views to dining/retail.
- What about traffic flow?

Streets and Trails: Tell us your top 2 priorities!



Option	Dots	Comment
Wide sidewalks (with seating)	5	- Weather protection – canopies on buildings for retail and in plazas. - Disability access for sidewalks. (+1 dot)
Protected bicycle lanes	6	- Easy to understand and merge at the entrance to I.Campus - Access [unsure] - Bike lanes take too much space? - Bigger bike lanes. (+2 dots)
On-street parking	3	Free street parking (+ 5 dots)
Transit stops	1	Less cars/promote public transit (+ 3 dots)
Street Trees	10	[unsure] - For every tree removed, add one to the build plan. (+1 dot) - Street trees to match downtown. (+ 2 dots)
Accessible trails through open spaces	3	Cohesion, trails, signage.
Multi-use paths (asphalt)	8	
Soft surface forest trails	4	- Wheel chair accessible trails for open space and soft surface forest trails - Trails need to be safe
Multi-use paths (concrete)	7	Permeable pavement, carbon [unsure] (+1 dot)

Architectural character: Tell us what you like about these local examples?

Option	Dots
Large Windows	3
Functional Industrial buildings	1
Roof forms and materials inspired by local agricultural structures	8
Open views to the landscapes	15
Simple office buildings	1
Rugged and simple materials	2



Picture options

Option	Dots
	10
	0
	11

	0
	4
	7
	8

Comments:

- [unsure]
- Wood as a material
- Responsible [unsure] cost.

- Don't block views.
- Green construction. Solar panels. Water capture system, etc. (+1 dot)
- Energy efficient (+ 1 dot).

Landscape character: Tell us what is important to highlight preserve?

Options	Dots
Native Prairie	9
Rural Character	8
Views	12
Linear Agricultural patterns	1
Conifer forest forming field edges	5



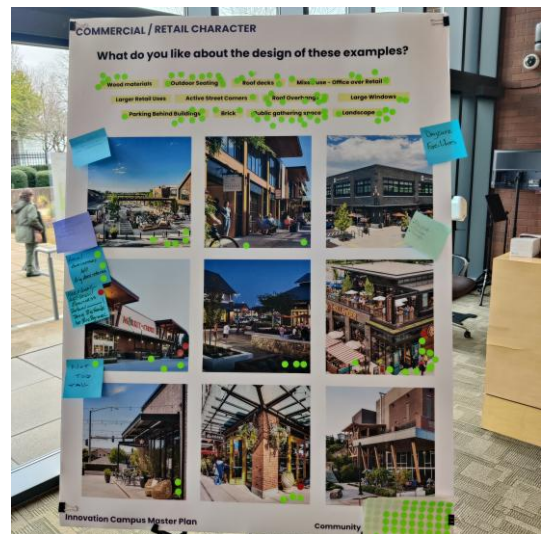
Picture options

Options	Dots	Comments
	15	
	10	• More trees (+1 dot)
	13	• Bees and pollinators good! (+2 dots)

	3	
	2	

Commercial/Retail character: What do you like about the designs of these examples?

Options	Dots
Wood materials	6
Outdoor seating	9
Roof decks	5
Mixed-use: Office over retail	6
Larger retail uses	0
Active street corners	1
Roof overhangs	9
Large Windows	2
Parking behind buildings	7
Brick	2
Public gathering space	12
Landscape	6



Picture options

Options	Dots	Comments
---------	------	----------

	5	• How about a soundwall for residents? • [unsure: Public use gathering spaces or greenways, and stores.]
	2	
	0	• Daycare facilities • Day care, clinics, Target
	5	• Local businesses, no big box stores (+3 dots) • Keep local and small business downtown. This is big scale, go big regional. (+1 dot) • Not too tall (+1 dot)
	3	

	10	
	2	
	3	
	0	

APPENDIX B. COMMENT FORMS

- Need median priced family restaurants, need a light at 3-mile lane and Cumulus.
- I like the forward thinking of the project and probability of bringing jobs to Mac but I hope the current residents and their inability to probably not have the income of the “innovation campus” jobs, will be take into account when the type of stores are considered. Practical, needful, less touristy and wine-related. Thank you for having the pics explained.
- I love the planning happening however as a current homeowner in the area now I have great concern over:
 - Food desert
 - Sidewalks

- Bussing 7 days/week, more coverage of hours.
- It would be great to have walking paths to open space, restaurants for casual dining, a space for small outdoor events, music, etc. Access to the views, nature undisturbed. Well-planned traffic control from Highway 18.
- Building condos leads to cars adds congestion. Lives in old state village and worried about all the new development and taking away from the rural feeling. Speed and congestion on Highway 18 today, already unsafe, it's foggy. Supports the low intensity scenario. Loves the Old Mill District, it was done right. Traffic does get held up on Road Inlet, so congestion should be considered. Have road infrastructure figured out first.
- I prefer the low to medium scenarios. My primary concern is that McMinnville avoid the endless commercial strips at Newberg, Tigard, etc. Also, I hope the plan will allow for growth – not result in vast empty commercial spaces.
- The jobs of the future will be AI-intensive. So the environment for attracting and maintaining employees needs to be attractive, comfortable, and supportive of their daily activities. The generation that uses the Innovation Campus needs to have their needs met so they can focus on being creative, productive and positive.
- All these images and suggestions are from overcrowded areas – Wilsonville, Lake Oswego, Tualatin, etc. We as the people of Mac do not want this for our community! People come here for our small town charm, so why change that? This “conquest” of the Portland metro area moving out must be stopped, otherwise we will turn into another bedroom community and lose what makes McMinnville “McMinnville”. High density housing must be stopped. Apartments and condos bring crime, homeless, and more people. Quit forcing Portland metro ideals on rural areas. All these planners are not from Yamhill County – how can they say what's good for the city if they don't even live here? City planning should be done by people from Mac – not who have lived here 3 years, but 20, 30, 40 years. It is the planning done back when they were young that gave mac its appeal, not the present=day planning. Highway 18 expansion should not make us another Beaverton/Wilsonville but cultivate what Mac is. No big box or chain stores, local business only. Free parking, places to eat and stores that compliment existing companies. (From a 27 year resident of McMinnville)
- My fear is this project will make McMinnville a Tualatin/Wilsonville/Lake Oswego. People live in Mac to stay away from high density! Mac's livability is not Portland area spread. We are not a Portland bedroom community! High density apartments increase crime. All of the planners on this project don't live in Yamhill County. Who are they to tell us what's best for Yamhill County? Planning should be done on the local level. McMinnville charm is based on local planning from years ago. (from a 42 year old resident).
- A concern: Heavy traffic congestion around the intersection at hospital, Chemeketa, McDonald's. The mini mall closed off Cumulus Ave parallel to Highway 18.
- How about a sound wall for residents? Traffic noise is already bad.
- Many people in McMinnville seem to want to freeze frame how the community is now or was 30 years ago. The Innovation Campus needs to focus on what the needs and wants of the people living here 20 years ago into the future.
- Where are all of the people going to work?

- Any retail space it would be hard to get employees. Because jobs are many workers are few.
- This “city” does not know how to or understand monied projects and therefore must be careful how they proceed on this or any project. They need to call for votes.
- I’m very excited about this project and the unique opportunity to create jobs (not just retail), professional jobs. Encouraging high density to use this space, input from economic development agencies on best type low or high intensity employment space. Keep walkable space is all. Big box store + to integrate to natural areas. Look forward to seeing how regional colleges and universities are part of the solution.
- Highway 18 will no longer be a highway. It will be stop-and-go traffic. It will back up traffic. It is sad that they are putting so much money into the Dundee-Newberg bypass, just to be halted again with this development.
- Worked in tech. We have a new campus in Newberg. Why aren’t people calling interested businesses who are interested in calling back? Perception is that small tech isn’t welcome because they aren’t high-paying jobs. What assistance is there for smaller tech companies? Talk with Mike Morris – reach out to the tech world, needs to do outreach. We need trade tech training. We need plans where younger people can learn needed jobs. Talk with Farnham Electrics – what do they need?
- Costco would provide a multitude of jobs for various skill levels/income levels. Would be a minimal competitor with other retailers already in Mac.
- It needs to integrate with the other side of Highway 18. Chemeketa, VG, the older adult facilities and Cumulus neighborhood! Sky bridge – safe for families and older adults to cross the street (with elevator for shopping, stroller, mobility aids.)
- I added purple sticky notes to a variety of your boards. If you would like further discussions, I can be reached.
- Many lower income families reside in the Cumulus Avenue residential area and I hope the city considers the feasibility of a sky bridge for community members (local) to have safe and inclusive means of getting to the campus. Working in the education field, these students are often transportation limited for academic opportunities such as, summer school.
- 1. Gateway name: “Town and Country Center”; 2. Anchor store: Target or The Gap; 3. Other contents: Car wash, Kohl’s, sit down dinner restaurants, wine store – Stoller’s tasting?
- Costco
- What is being add for the youth?
- Are youth (teenagers) going to be involved, what type of activities will be available for them? Roller skating, dancing, gathering places to be creative, eat. This is something that is lacking for many youths.
- More stores – to get more employees. More public transit. More bike spaces/safe spaces. More trees/to keep the charm of the city. More modern commercial space. Daycare. Not too a modern mix of old/new. Mixed use building/apartments on top and commercial areas on bottom. More green space/no HOA!

MCMINNVILLE INNOVATION CAMPUS



SPRING 2025 SURVEY: EXECUTIVE SUMMARY

April 2025

The City of McMinnville conducted outreach to collect public feedback regarding proposed ideas for the Innovation Campus through an online survey. The survey was translated into Spanish to encourage engagement from Spanish-speaking communities in McMinnville. Both English and Spanish surveys were live from March 19 to April 16. The English survey received 364 submissions, and the Spanish survey received one comment. The survey was promoted on the project website, City social media, and through email lists.

The survey can be viewed here: [McMinnville Innovation Campus Community Survey](#)

SUMMARY OF FEEDBACK

Overall, participants showed a preference for the low and medium-intensity scenario. The low-intensity scenario is preferred for its loop trails and preservation of green spaces. The medium-intensity scenario is preferred for its street system. This scenario also received the most consistent level of support for various elements, meaning that it is the most well-received on average.

Participants' responses to the multiple-choice questions showed a preference to **preserve views and natural landscapes** while **offering public gathering spaces and seating areas**.

For streets and trails, the overall top two features are **wide sidewalks with seating and street trees**. The respondents showed a preference for soft surface forest trails and multi-use paths made of concrete over multi-use paths made of asphalt and accessible trails through open spaces.

With site landscape, the **conifer forest forming field edges, the views and native prairies** are selected as the most important to highlight or preserve.

The respondents showed overwhelming support for **open views of the landscape** as a feature that will attract future employers and businesses and be welcoming to the public. This is followed by roof forms and materials inspired by local agricultural structures and large windows.

With commercial and retail character, the top selections were **public gathering space** and **mixed-use (office over retail)**. Notably, outdoor seating and landscape are more popular than parking behind buildings.

Participants were offered an option to share ideas and suggestions in "Other"-option. Four responses were received. The respondents suggested including a little mix of everything and restaurants and highlighted the need for affordable housing and transitional housing in McMinnville.

For the low-intensity scenario, the participants liked the location of the trails and open spaces the most, followed by the location of the retail spine and the location of the commercial areas. Notably, there is a drop in the level of support between the location of the trails and open spaces, and the location of the retail spine.

For the medium-intensity scenario, the participants liked the location of the trails and open spaces, the location of the retail spine and the location of commercial areas. Notably, the level of support for the location of the retail spine and the location of the trails and open spaces stayed pretty similar for this option. The level of support for the location of commercial areas, what's located along the frontage road, and the location of the low/high employment areas also increased.

For the high-intensity scenario, the participants liked the location of the trails and open spaces, what's located along the frontage road and the location of the retail spine. Notably, there is a bigger disparity between the level of support between the location of the trails and open spaces and what's located along the frontage road, though not as stark as the responses in the low-intensity scenario. Participants also responded more positively to the size (acreage) of the commercial area in this option.

Participants were invited to share additional comments and feedback about the project. 114 responses were received. The following summarizes the themes of these responses:

- There is strong support for **eco-conscious construction**, such as solar power, rainwater capture systems and green roofs. Respondents also emphasized **minimizing negative environmental impacts**.
- Respondents questioned **why the river area is not being developed**, noting the potential to model successes in other areas such as Bend, Oregon.
- There is a **desire to integrate natural features** like rivers and green spaces more intentionally.
- Participants are **concerned about increased traffic and traffic flow**. There are suggestions to use traffic circles instead of four-way stops for better flow.
- The medium-intensity scenario was highlighted and preferred for its street/road design.
- The responses called for **affordable, family-friendly food options**, especially supporting local options like Serendipity or Muchas Gracias. Several responses also shared strong opposition to fast food.
- The respondents criticized the visuals for showing expensive-looking restaurants as examples.
- The responses emphasized **preserving green spaces** and **avoiding heavy commercialization**, sharing support for the low-intensity scenario.
- Many responses shared a **strong support for loop trails** and the low-intensity scenario.



**City of
McMinnville**

McMinnville Innovation Campus Community Survey

Project Background

The City of McMinnville is developing a plan for 200 acres that will eventually be home to high-wage jobs, commercial businesses and public amenities, like trails and greenspace, along Highway 18.

We are beginning to explore the benefits and opportunities of different ways to configure the site to best attract the jobs and businesses that will serve the community long-term and what public infrastructure will be needed to make it successful.

With this survey, please weigh in on different site options and tell us which of these ideas you think will help to attract high-wage jobs and commercial businesses to the area and feel unique to McMinnville.



The Innovation Campus is intended to be a **high-density employment campus** responding to the next generation of industrial and entrepreneurial jobs. The campus will include:

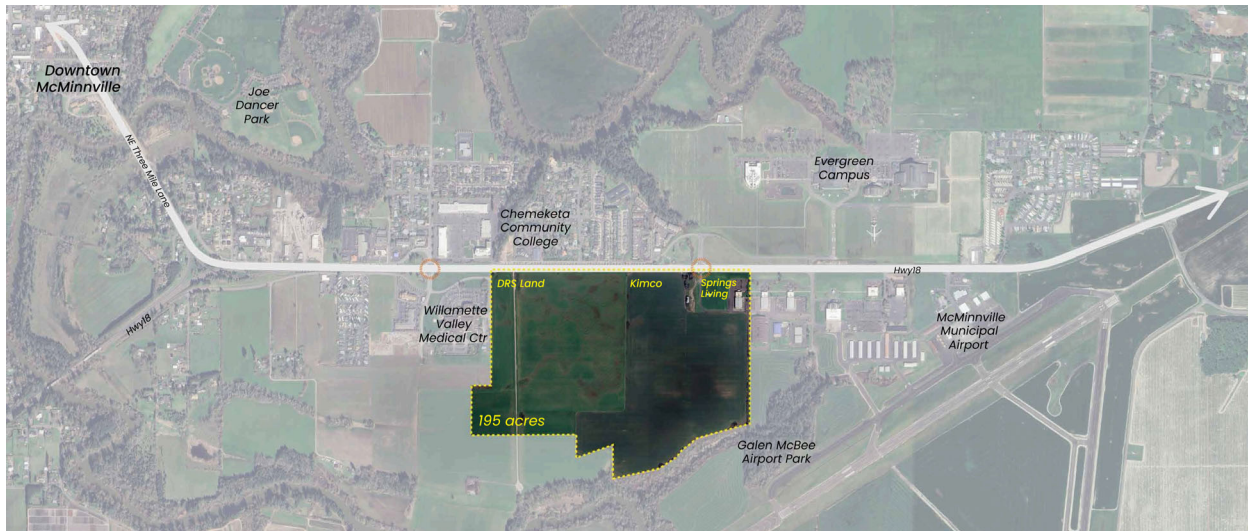
- a combination of “A” office space
- flex spaces
- incubator spaces
- manufacturing facilities

With almost 200 acres, it is one of Oregon’s largest industrial sites and is strategically located on HWY 18 near the McMinnville Municipal Airport. The site has three property owner groups who are working closely with the City on this plan.

This project will look at both the Retail Center and the Innovation Campus. The scope of work has four components:

- **Master planning the site to determine a preferred growth scenario** (i.e., determining the mix of high and low density uses)
- **Public infrastructure feasibility analysis**, which will include wastewater, water, transportation, electricity, broadband, etc.

- **Design standards and code development.**
- **Professional marketing for the site** focused on reaching developers and desired employers.



Click the image to enlarge in a new tab.

This work builds off the previously approved Three Mile Lane Area Plan (3MLAP).

Now, we're laying the foundation to make this strategic plan a reality.

The Innovation Campus concept was identified in the Mac Town 2032 Economic Development Strategic Plan and the Three Mile Lane Area Plan (3MLAP) in November 2022. The 3MLAP identified a community vision of a Retail Center and Innovation Campus on **this acreage to serve the community's future needs of commercial development and high density, upwardly mobile employment opportunities.**

Expand to learn more about 3MLAP



Let's start with site amenities!

Innovation Campus Streets and Trails

A successful campus will include streets and trails to move people and goods throughout the site. These will be used by employees, businesses and community members.

Here's some examples of streets and trails we're considering for the campus:



1. Wide sidewalks (with seating)



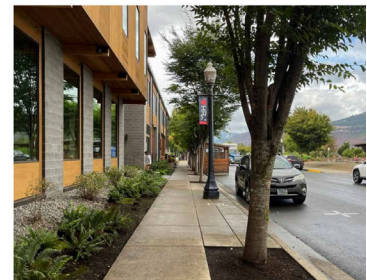
2. Protected Bicycle Lanes



3. On-Street Parking



4. Transit stops



5. Street Trees



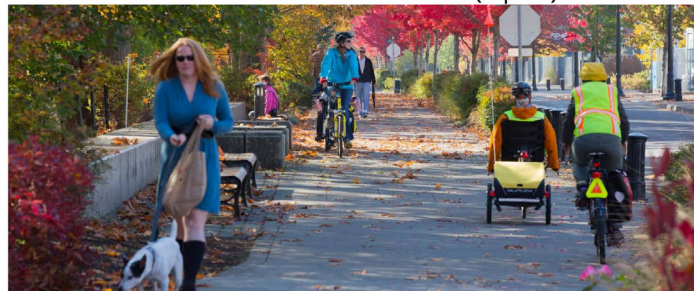
6. Accessible trails through open spaces



7. Multi-Use Paths (asphalt)



8. Soft Surface Forest Trails



9. Multi-Use Paths (concrete)

Click the image to enlarge in a new tab.

Of the pictures shown above, please select your top two:

- | | |
|---|---|
| ☐ 1. Wide sidewalks (with seating) | ☐ 2. Protected bicycle lanes |
| ☐ 3. On-street parking | ☐ 4. Transit stops |
| ☐ 5. Street trees | ☐ 6. Accessible trails through open spaces |
| ☐ 7. Multi-use paths (asphalt) | ☐ 8. Soft surface forest trails |
| ☐ 9. Multi-use paths (concrete) | |

Site Landscape

We will also find ways to preserve natural resources and highlight the beauty of the site.

1. Conifer forests forming field edges



2. Rural character



3. Native prairie



4. Views



5. Linear agricultural patterns

Click the image to enlarge in a new tab.

Of the pictures shown above, which feels important to highlight or preserve?
(select all that applies)

- | | |
|---|--|
| ☐ 1. Conifer forests forming field edges | ☐ 2. Rural roadways |
| ☐ 3. Native prairie | ☐ 4. Views |
| ☐ 5. Linear agricultural patterns | |

Next, let's explore the look and feel of the future site.

Site architecture

The site area architecture is a blend of new and old styles. We are interested in knowing what style(s) you think will feel welcoming to the public and attract future employers and businesses.

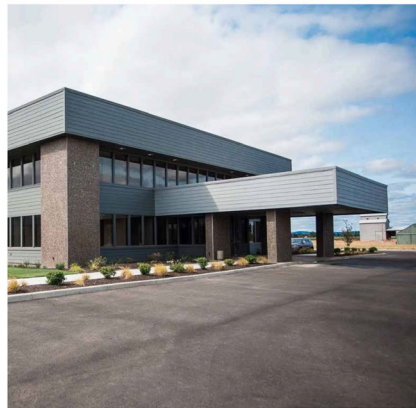
1. Rugged and simple materials



2. Functional industrial buildings



3. Open views to the landscape



4. Simple office buildings

5. Roof forms and materials inspired by local agricultural structures



6. Large windows

Click the image to enlarge in a new tab.

Of the pictures shown above, which do you think will attract future employers and businesses and be welcoming to the public? (select all that applies)

- | | |
|--|--|
| ☐ 1. Rugged and simple materials | ☐ 2. Functional agricultural and industrial buildings |
| ☐ 3. Open views to the landscape | ☐ 4. Simple office buildings |
| ☐ 5. Roof forms and materials inspired by local agricultural structures | ☐ 6. Large windows |
-

Commercial / Retail Character

The site will include a variety of businesses that can serve those working on or near the campus and the broader McMinnville community. The commercial areas could be 1-story or multiple stories, more spread out with views or more walkable and denser. Tell us which examples below you hope to see at the site's future commercial areas.



1. Wood materials



2. Outdoor Seating

3. Roof decks



4. Mixed use - Office over Retail



5. Larger Retail Uses

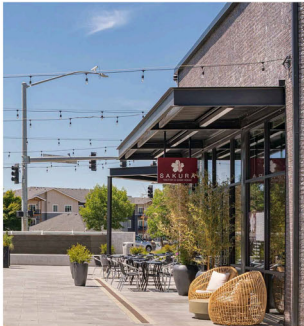


6. Active Street Corners

7. Roof Overhangs



8. Large Windows



9. Parking Behind Buildings



10. Brick

11. Public gathering space



12. Landscape

Click the image to enlarge in a new tab.

Of the design examples above, please select your top two.

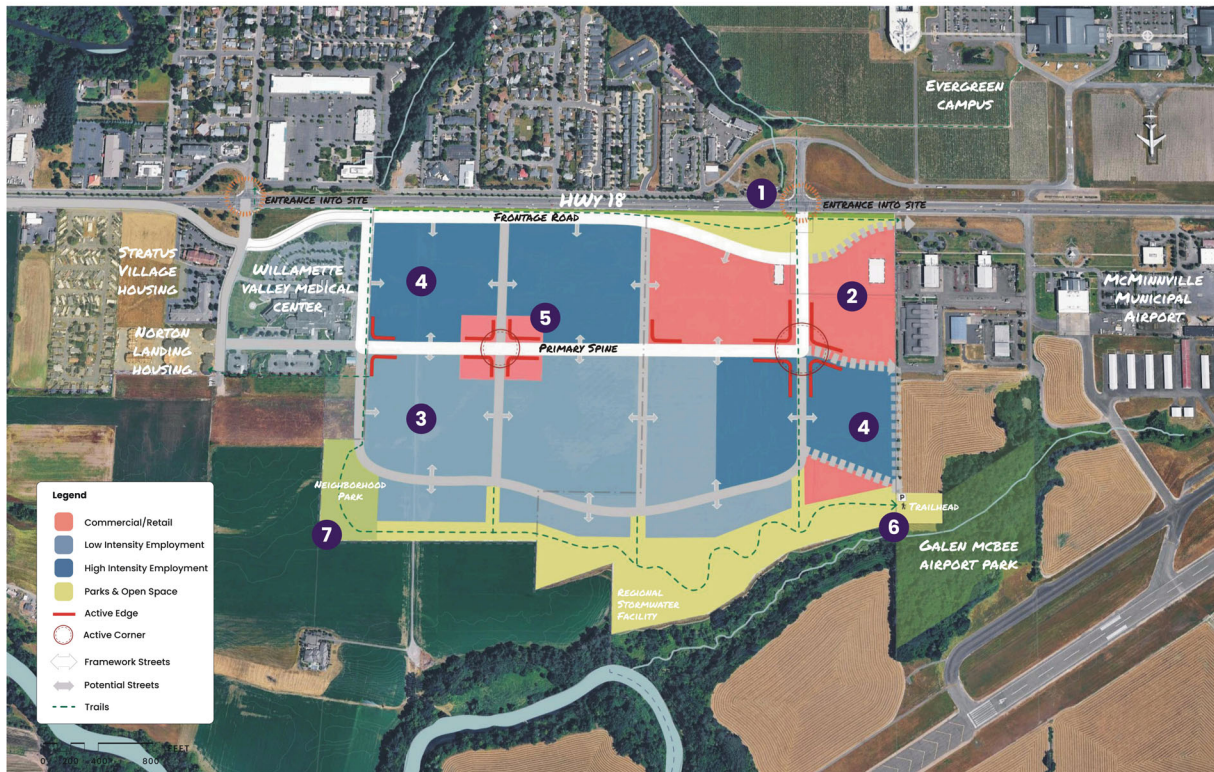
- | | | | |
|--|---|---|--|
| ☐ 1. Wood Materials | ☐ 2. Outdoor Seating | ☐ 3. Roof Decks | ☐ 4. Mixed Use - Office Over Retail |
| ☐ 5. Large Retail Uses | ☐ 6. Active Street Corners | ☐ 7. Roof Overhangs | ☐ 8. Large Windows |
| ☐ 9. Parking Behind Buildings | ☐ 10. Brick | ☐ 11. Public Gathering Space | ☐ 12. Landscape |
| ☐ Other | | | |
-

Last, we want your feedback on how to fit these different land uses together.

We have three options and would like to know which of the options you think will be best for:

- Attracting high-wage employers
- Commercial businesses
- Circulation or movement of people and goods
- Providing a welcoming place for employees and the McMinnville community

Option 1: Low-Intensity Scenario



Click the image to enlarge in a new tab.

Low-Intensity Key Distinctions are:

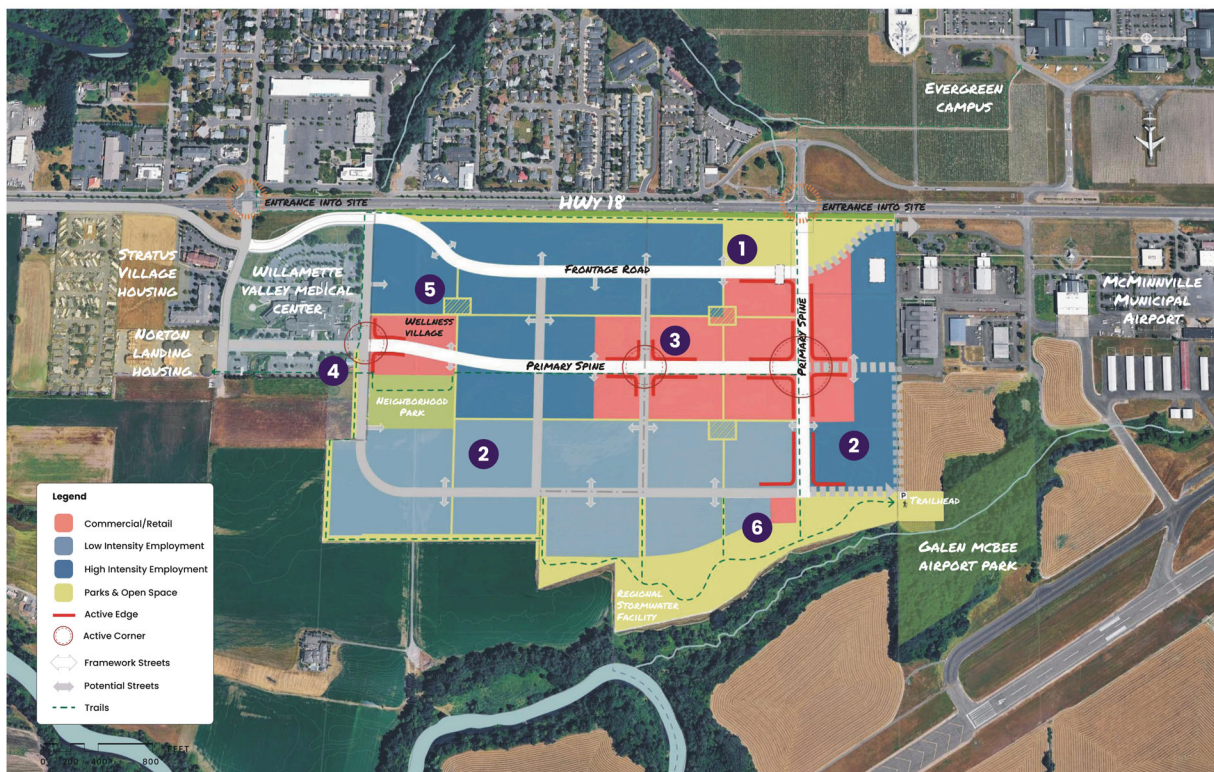
These numbers correspond to the numbers on the map above.

1. Frontage road along Hwy 18 with a Gateway into the site at Cumulus.
2. Highway adjacent commercial.
3. Largest area of Low Intensity Employment.
4. High Intensity Employment near the Hospital and Airport.
5. Commercial node.
6. Loop trail connecting around entire site.
7. Southern open space connected to neighborhood park.

Which elements do you like best about this option (select all that apply):

- ☐ I like the location of the commercial areas
- ☐ I like the size (acreage) of the commercial areas
- ☐ I like the location of the low/high employment areas
- ☐ I like the size (acreage) of the employment areas
- ☐ I like what's located along the frontage road
- ☐ I like the location of the retail spine
- ☐ I like the location of the trails and open spaces

Option 2: Medium-Intensity Scenario



Click the image to enlarge in a new tab.

Medium-Intensity Key Distinctions are:

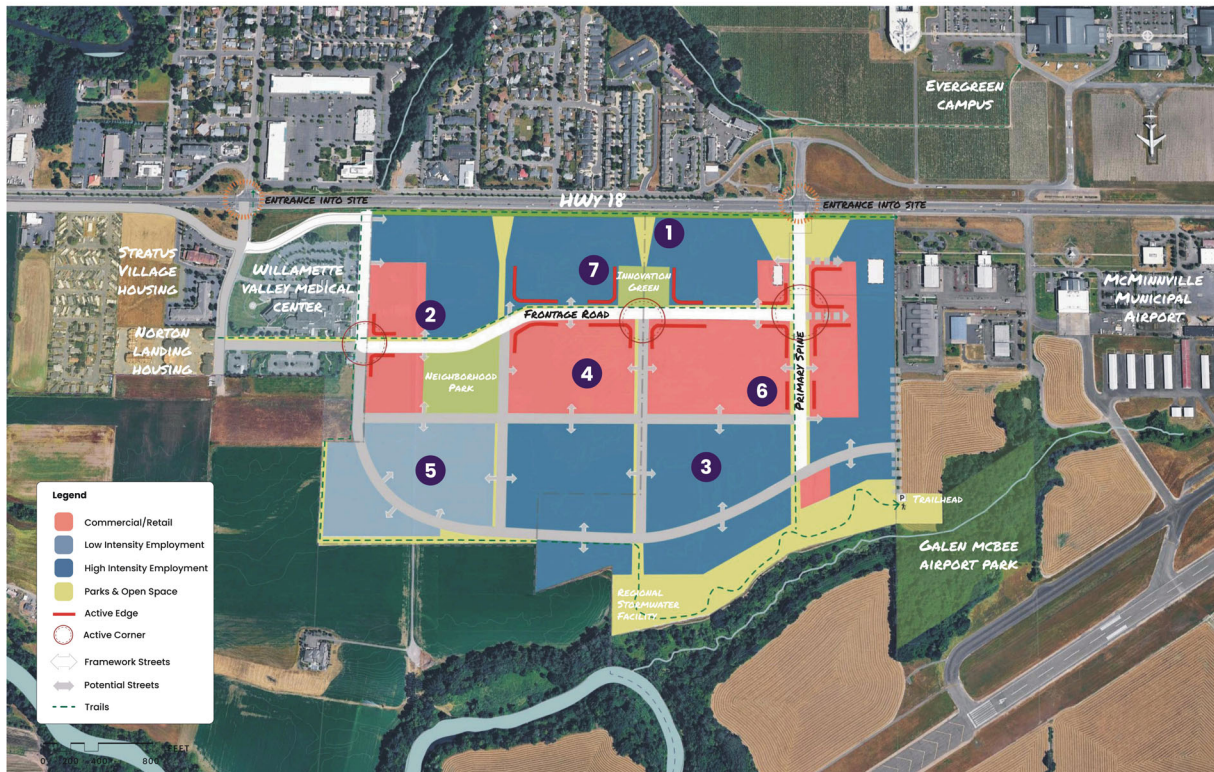
These numbers correspond to the numbers on the map above.

1. Frontage road set back from Hwy 18.
2. An even mix of Low and High Intensity Employment.
3. Commercial use on both sides of primary spine activates the street.
4. Small commercial area next to Medical Center.
5. Pedestrian Greenways connecting pocket parks.
6. Small retail opportunity overlooking green space.

Which elements do you like best about this option (select all that apply):

- ☐ I like the location of the commercial areas
- ☐ I like the size (acreage) of the commercial areas
- ☐ I like the location of the low/high employment areas
- ☐ I like the size (acreage) of the employment areas
- ☐ I like what's located along the frontage road
- ☐ I like the location of the retail spine
- ☐ I like the location of the trails and open spaces

Option 3: High-Intensity Scenario



Click the image to enlarge in a new tab.

High-Intensity Key Distinctions are:

These numbers correspond to the numbers on the map above.

1. Green View Corridors along Hwy 18.
2. Frontage Road pushed back to connect with retail node on west.
3. Largest area of High Intensity Employment.
4. Largest area of Commercial.
5. Smallest area of Low Intensity Employment.
6. Trails and greenways create pedestrian oriented framework streets.
7. Central Innovation Green creates a heart for the district.

Which elements do you like best about this option (select all that apply):

- ☐ I like the location of the commercial areas
- ☐ I like the size (acreage) of the commercial areas
- ☐ I like the location of the low/high employment areas
- ☐ I like the size (acreage) of the employment areas
- ☐ I like what's located along the frontage road
- ☐ I like the location of the retail spine
- ☐ I like the location of the trails and open spaces

Do you have other comments or feedback about the project?

Thank you for participating in our survey. Please submit your response or visit the next page to sign-up for project updates or participate in our demographic questionnaire.

(Optional) If you would like to receive project updates, provide your contact information

Name

First Name

Last Name

Email

example@example.com

Address

Street Address

Street Address Line 2

City

State / Province

Postal / Zip Code

(Optional) Demographic Questions

This helps us better understand who we're hearing from.

What is your relationship to McMinnville?

- ☐ I live in McMinnville.
- ☐ I work in McMinnville or own a business here.
- ☐ I live nearby, but not in McMinnville.
- ☐ I go to school in McMinnville.
- ☐ No answer

What best describes your gender identity?

- ☐ Female
- ☐ Male
- ☐ I prefer not to answer.
- ☐ Non-binary
- ☐ No answer

What is your age?

- ☐ Under 18
- ☐ 18-34
- ☐ 35-59
- ☐ 60+
- ☐ I prefer not to answer.

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

- ☐ White / European American
- ☐ Hispanic, Latino/a, or Chicano/a
- ☐ Two or more races
- ☐ First Nation/American Indian/Indigenous
- ☐ Asian, Asian American, or South Asian
- ☐ Pacific Islander
- ☐ Black or African American
- ☐ Middle Eastern or North African
- ☐ Alaskan Native
- ☐ Other/Two or More Races
- ☐ No answer

MCMINNVILLE LANDING

also known as **The Landing**

McMinnville Landing offers a powerful story around place, people, and spirit. The name celebrates the natural landscape and the opportunity the land provides: sweeping views, interconnected trails, open spaces, room to grow. It reinforces its position at the entrance to town and proximity to the airport. All in all, it represents a literal and figurative arrival to McMinnville and all it has to offer.

It also acknowledges that this land holds a deeper history as a seasonal gathering and trading place for the Yamhill Band of Kalapuya, whose connection to the region continues today. The name gestures toward that enduring spirit of arrival and exchange, recognizing that this place has long been a point of convergence.

A natural abbreviation, **The Landing** becomes a moniker for a place where people and businesses not only “land” but truly arrive, making it a symbol of opportunity, movement, and belonging.





McMINNVILLE

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INNOVATION DISTRICT



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INNOVATION DISTRICT

McMINNVILLE
Landing



BODY COPY - TT HOVES PRO

MAKE IT HERE. MAKE IT MCMINNVILLE.

BODY COPY - REWORK

Located at the entrance to McMinnville, in the heart of Oregon’s Willamette Valley, McMinnville Landing is envisioned as a 190-acre innovation district built to shape what’s next. Designed for visionaries, builders, and makers, this all-new hub promises the space, support, and flexibility to turn bold ideas into big opportunity across industry, commerce, and community life.

Whether you're launching a new venture, expanding an enterprise, or exploring your next move, this is where innovation meets local integrity—empowering you to build, grow, and truly make it.

Welcome to The Landing.





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INNOVATION DISTRICT

MAKE IT HERE. MAKE IT MCMINNVILLE.

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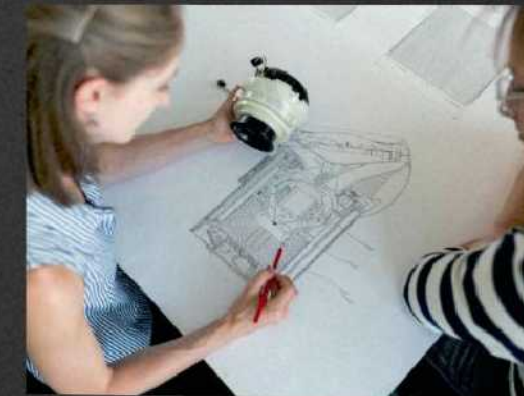
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GREAT IDEAS DESERVE
GREAT GROUND





MAKE IT
HERE.
MAKE IT
MCMINNVILLE.



Set across 190 acres in the heart of Willamette Valley, McMinville Landing is an innovation campus purpose-built to usher in a new era of industry, employment, and local convenience for the City of McMinville.

With new places for the community to eat, shop, work, and play everyday, McMinville Landing supports a dynamic intersection of professional, commercial, industrial, medical, academic, and recreational pursuits.

BUSINESS INQUIRIES
2860 E Salmon River Hwy, Suite 400
McMinville, OR 97128
123-456-7890

McMINNVILLE
Landing
INNOVATION DISTRICT

LEASING OFFICE
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